DECATUR CROSSING DRI

Location: Decatur Georgia - DeKalb County
Non-Expedited Review
DRI #2558

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Executive Summary

Site Description

Decatur Crossing is located in DeKalb County, GA to the north of the City of Decatur. The development is located to the northeast of the 6-legged intersection between Scott Blvd, Medlock Rd, and N Decatur Rd. The site has frontage and accesses along Scott Blvd and N Decatur Rd with additional frontage and access along Church St to the east.

Decatur Crossing is a mixed-use development that consists of three separate phases. The first two phases are under construction at the time of this DRI review; however, the addition of the third phase of development has triggered the review for the whole site as a DRI. All three phases consist of different ownership. For the purposes of this analysis, the development will be analyzed as a whole with an emphasis on Phase 3. The third phase of development is expected to be completed in early 2018.

Study Area

The study area includes Scott Blvd from N Decatur Rd to DeKalb Industrial Way, N Decatur Rd from Superior Ave to Church St, and Church St from Scott Blvd to N Decatur Rd. The study area includes all major intersections along the roadway segments as well as all site access points.

Methodology

The intersections identified within the study network were analyzed during the weekday AM, and PM peak hours for (1) existing conditions, (2) future “no-build” or background conditions, and (3) future build-out conditions. Trip generation was completed using ITE Trip Generation Manual 9th Edition, and standard reductions are taken for internal capture or mixed-use, and pass-by trips. A 5% reduction was applied for alternative modes and a 1% background traffic growth rate was used for all roadways to develop the traffic volume scenarios. Capacity analysis for intersections and segments was completed using Synchro 9.0 and HCM 2010 calculations unless otherwise noted.

Mitigation Measures Summary

Mitigation measures for the DRI pertain primarily to improving existing and background no-build conditions to an acceptable level of service (LOS). Most intersections and turning movements could be improved with minor adjustments to the signal timing. These adjustments were made while maintaining the existing signal cycle length and keeping the main line green times as consistent to existing conditions as possible.

The site plan has incorporated the following enhancements at the site accesses for Phase 1 and Phase 2 of the development:

- Relocation of Blackmon Dr to align with Walmart Driveway at N Decatur Road
- Right and left-turn lanes at Blackmon Drive on N Decatur Road
- Right and left-turn lanes at Blackmon Dr on Scott Blvd
- Right-turn lanes at both the right-in right-out driveways along Scott Blvd

Several intersections were identified as needing improvements in the existing and background conditions that if implemented, will maintain the same conditions under the build scenario.

Scott Blvd at N Decatur at Medlock Rd

The six legged intersection of Scott Blvd at Medlock Rd at N Decatur Rd is located within an RTOP corridor and experiences heavy delay. The delay is primarily due to the uniqueness of the intersection geometry, heavy volumes, and limits of signal phasing. During the methodology meeting for this report, it was discussed that this intersection is a known problem and improvements will require significant work from GDOT and/or DeKalb County. The signal is operating at capacity and will require major renovations in order to bring the LOS to acceptable standards. Geometrically, all approaches have dedicated left turn lanes, with N Decatur Rd and Scott Blvd having channelized right turns. Although the intersection will require significant work, signal alternatives could be considered such as Michigan Left-Turns, or the re-alignment of Medlock Rd.

Scott Blvd at DeKalb Industrial Way

The intersection of Scott Blvd at DeKalb Industrial Way will require significant changes to greatly improve the LOS. The existing signal has four approaches with the eastbound approach being a driveway. The driveway services a utility station and a local business, which has two additional driveway accesses to the south. Traffic counts show that there are very few vehicles accessing the driveway. Hence, traffic should be restricted to a right-in/right-out only in order to eliminate the split phase for this intersection and allow more green time to delayed movements. With the proposed improvement, DeKalb Industrial Way (westbound approach) will experience a change in delays in the PM peak hour from 1304.1 seconds to 184.5 seconds. This improvement will also help in reducing the delays for the southbound left-turning vehicles from Scott Blvd onto DeKalb industrial Way from 560.3 seconds to 77.5 seconds. Although the intersection will still have approaches operating at LOS F, the decreases in delay with minimal changes to geometry will be a dramatic improvement over existing conditions.

N Decatur Rd at Church St

The existing protected only left-turn phasing on N Decatur Rd is causing the left turn movements to operate at an unacceptable level of service. In the future, sight distance issues at the intersection of Church St at N Decatur Rd should be fixed in order to allow for protected-permissive movements in the eastbound and westbound approaches, therefore decreasing delays for these two movements.

Existing and no build conditions improvements also include the conversion of the eastbound split phase at the intersection of Scott Blvd and DeKalb Industrial Blvd to a RIRO, which only services a small utility station. Signal timings are also improvements that are recommended in order to bring intersections and turning movements up to acceptable levels of service. The following table summarizes land uses, accesses, and recommended development related improvements to the study network per phase of the project.

Phase	Land Uses	Site Accesses	Improvements Necessary
1	• Apartments • Specialty Retail Center	• Full Access (Scott Blvd @ Barton Way) • RIRO (N Decatur Rd @ Apartment Driveway)	• Close Barton Way intersection at N Decatur Rd to only serve apartment residents • New RIRO driveway at N Decatur Rd to the west of the existing Barton Way
2	• Specialty Retail Center • Drive-In Bank • Apartment • Coffee/Doughnut Shop with Drive-Through Window • High Turnover/Sit Down Restaurant • High Turnover/Sit Down Restaurant (No Dinner)	• Restricted Access* (Scott Blvd @ Blackmon Dr) • Full Access (N Decatur Rd @ Blackmon Dr) • RIRO (Scott Blvd @ Driveway 1)	• Realignment of the southern portion of Blackmon Dr to match Walmart Driveway to the south at N Decatur Rd and northern section of Blackmon Dr at Scott Blvd • Traffic signal at Blackmon Dr and Scott Blvd and at Blackmon Dr at N Decatur Rd • Right and left turn lanes added to the signalized intersection of Blackmon Dr at Scott Blvd • Right and left turn lanes added to the signalized intersection of Blackmon Dr at N Decatur Rd • Right turn lane added to RIRO driveway 1 • Converting the portion of Blackmon Dr to the north of Scott Blvd to a right-out only access • Signal timing improvements • Right turn lanes added to RIRO driveway 2
3	• Fast Food Restaurant with Drive-Through Window • Supermarket • Apartments • Senior Adult Housing – Attached • Mini-Warehouse	• RIRO (Scott Blvd @ Driveway 1) • RIRO (Scott Blvd @ Driveway 2) • Restricted Access (Church St @ Emergency Access) • Full Access(Church St @ Driveway 3)	• Signal timing improvements

*The existing southbound Blackmon Dr will be converted to a right-out only, and will not provide a through movement for northbound to southbound Blackmon Dr.

With improvements to the existing system, and the proposed lane configurations and traffic signals, the development will not significantly impact the traffic operations of the roadway network.

1 Project Description

1.1 Description and Land Uses

Decatur Crossing is a mixed-use development that consists of three separate phases. The first two phases are under construction at the time of this Development of Regional Impact (DRI) review; however, the addition of the third phase of development has triggered the review for the whole site as a DRI. All three phases consist of different ownership. For the purposes of this analysis, the development will be analyzed as a whole with an emphasis on Phase 3. The third phase of development is expected to be completed in early 2018.

Decatur Crossing is located in DeKalb County, GA to the north of the City of Decatur. The development is located to the northeast of the 6-legged intersection between Scott Blvd, Medlock Rd, and N Decatur Rd. The site has frontage and accesses along Scott Blvd and N Decatur Rd and additional frontage and access along Church St to the east.

A summary of land uses and their phasing is summarized in Table 1. The table shows the combined unit size of the land uses and will be split among multiple buildings across the development. Land use names are based on the ITE's *Trip Generation Manual*, 9th Edition, 2012 matching similar land uses. Of note the fast-food, coffee/doughnut shop (quick service – Bakery Café), and restaurants were selected based on the limited nature of ITE's manual. Actual land uses while similar may generate reduced volume, however for the purposes of this analysis the higher volume land uses were used.

Table 1: Land Use Summary

Land Use	Size	Phase
Specialty Retail	26,090 sf	1 ,2, 3
Drive-in Bank	5,924 sf	2
Grocery	49,810 sf	2, 3
Medical / Dental Office	14,118 sf	2
Apartment	964 units	1, 2, 3
Fast Food with Drive Through	4,600 sf	3
Bakery/ Coffee / Doughnut Shop w/ Drive Through	2,100 sf	2
Restaurants	5,769 sf	2
Senior Adult Affordable Apartments	102 units	3
Self-Storage	123,600 sf	3

1.2 Project Phasing

Phase 1 and Phase 2 are currently under construction and the sites have been rezoned and cleared. The existing tracts and parcels of land were occupied by a church and single-family homes for Phases 1 and 2, and an abandoned car dealership for Phase 3. The third phase of development is expected to be completed in early 2018.

The expected and analyzed land uses are summarized in Table 1, detailed land use sizes and breakouts can be found in Section 4: Trip Generation and building locations can be found in the attached site plan found in Appendix A.

1.3 Site Plan

Site plans for all three phases of development are included in Appendix A. A location map is shown in Figure 1 and an aerial overview is shown in Figure 2.

The Phase 1 and Phase 2 developments have already been rezoned to O-I and MU-4; Phase 3 development is currently zoned as MU-4, R-75 and C-2 with the proposed zoning as C-2 and MU-5.

The Decatur Crossing development incorporates multiple land uses into a true mixed-use development. With retail skirting the outside of the development, it will draw people in to enjoy its many shopping opportunities as well as attract those who wish to have a residence where they do not have to travel to get what they need. Each phase of the development is anchored with an apartment building, and Phase 2 and Phase 3 will have grocery stores to center the site. In addition to residential and retail, interconnected pathways will provide easy walking access to the park located in the center of the development.

Figure 1: Location Map

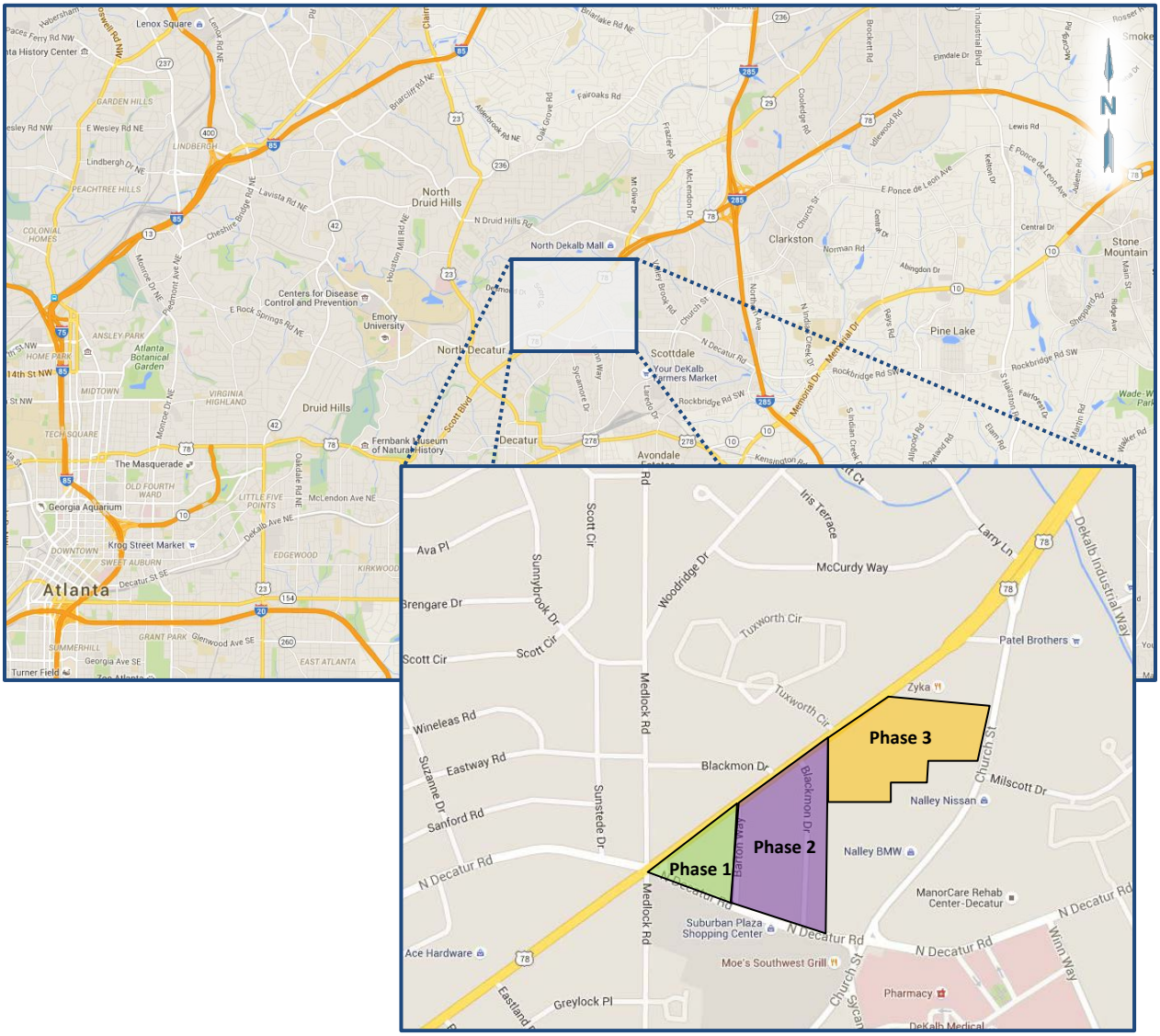


Figure 2: Aerial Image

1.4 Site Accesses

A list of site accesses is presented in Table 2.

Table 2: Site Access Summary

Major Road	Driveway	Access Type	Control Type	Phase
Scott Blvd	Barton Way	full access	side-street stop	1
	Blackmon Drive	restricted access*	signalized	2
	Driveway 1	right-in / right-out	side-street stop	2, 3
	Driveway 2	right-in / right-out	side-street stop	3
Church St	Emergency Access**	restricted access	side-street stop	3
	Driveway 3	full access	side-street stop	3
N Decatur Rd	Apartment Driveway	right-in / right-out	side-street stop	1
	Blackmon Drive	full access	signalized	2

*The existing southbound Blackmon Dr will be converted to a right-out only, and will not provide a through movement for northbound to southbound Blackmon Dr.
**Emergency access will be restricted to emergency vehicles only and closed to general traffic

Internal connections between all phases will be provided to vehicular and pedestrian traffic. Off-street parking will be provided in all phases of development. A MARTA bus stop will be located along N Decatur Rd on frontage to Phase 1, as well as crosswalks connecting to the Suburban Plaza development to the south at the intersection of Blackmon Dr.

1.5 Bicycle and Pedestrian Facilities Description

1.5.1 Existing Facilities:

N Decatur Rd to the west and east of the development has extensive sidewalk facilities. Church St to the South of the development has extensive sidewalk facilities. Scott Blvd has sidewalks along the site frontage and continuing north. Additionally, the development will have a MARTA bus stop on N Decatur Rd near Phase 1.

1.5.2 Suburban Plaza Facilities:

The proposed Suburban Plaza/Walmart development on the south side of N Decatur Rd opposite Decatur Crossing, will upgrade bicycle and pedestrian facilities around the development, particularly at the site frontage along N Decatur Rd and Medlock Rd and will add bike lanes along Church St south of N Decatur Rd.

1.5.3 Proposed Facilities:

Decatur Crossing has proposed pedestrian facilities along all site frontage with interconnectivity between all phases of development. Additionally, there is cross parcel access with Suburban Plaza to the south in the form of crosswalks at the signalized intersection of Blackmon Dr and Scott Blvd at Church St.

1.6 Parking

Table 3: Parking Summary

Phase 1		Phase 2		Phase 3	
Required	385	Required	1,118	Required	531
Provided	384	Provided	1,099	Provided	637
Total					
Required	2,034	Provided	2,120		

Due to the interconnectivity of the developments and operation of land-uses, parking is expected be shared by all land uses. Parking garages for residential land uses will have specified and gated parking locations. From Table 3 it can be seen that adequate parking is planned for the proposed development.

2 Traffic Analysis Methodology & Assumptions

2.1 Growth Rate Methodology

As Phase 1 and 2 of development has already begun construction, existing traffic counts from 2015 were analyzed along with GDOT historic counts. To determine the future year condition, a growth rate of 1% was agreed upon at the methodology meeting, to apply to the vehicle counts. A variety of sources were considered when determining the growth rate. Sources included but not limited to are, US Census Data, GDOT Historic counts, ARC traffic and population growth projections, and DeKalb County population growth projections.

2.2 Traffic Data Collection

Turning movement and tube volume counts were collected on March 24th 2015, May 20th 2015, and March 15th 2016. In addition to manual traffic counts, historic data from GDOT was used as necessary. A summary of traffic counts including location, type and date collected are included in Table 4. Full traffic volume counts are in included in Appendix B.

Table 4: Traffic Count Locations

#	Count Location	Type	Date
1	N Decatur Rd at Scott Blvd at Medlock Rd	Peak Hr TMC	5/20/2015
2	N Decatur Rd at Blackmon Dr	Peak Hr TMC	5/20/2015
3	N Decatur Rd at Church St	Peak Hr TMC	5/20/2015
4	N Decatur Rd at Winn Way	Peak Hr TMC	5/20/2015
5	N Decatur Rd at DeKalb Industrial Way	Peak Hr TMC	5/20/2015
6	Medlock Rd at Blackmon Dr	Peak Hr TMC	5/20/2015
7A	Scott Blvd at Blackmon Dr	Peak Hr TMC	5/20/2015
7B	Scott Blvd at Blackmon Dr	Peak Hr TMC	5/20/2015
8	Scott Blvd at Church St	Peak Hr TMC	5/20/2015
9	SR 8 (Lawrenceville Hwy) at DeKalb Industrial Way	Peak Hr TMC	5/20/2015
10	SR 8 (Lawrenceville Hwy) at Orion	Peak Hr TMC	5/20/2015
11	Medlock Rd north of Blackmon Dr	24 Hr Tube	5/20/2015
12	Scott Blvd north of Jordan Ln	24 Hr Tube	5/20/2015
13	Church St north of N Decatur Rd	24 Hr Tube	5/20/2015
14	N Decatur Rd west of DeKalb Industrial Way	24 Hr Tube	5/20/2015
15	N Decatur Rd east of DeKalb Industrial Way	24 Hr Tube	5/20/2015
16	N Decatur Rd east of Scott Blvd	24 Hr Tube	3/24/2015
17	Scott Blvd north of N Decatur Rd	24 Hr Tube	3/24/2015
18	Blackmon Dr west of Scott Blvd	24 Hr Tube	3/24/2015
19	Scott Blvd at Superior Ave	Peak Hr TMC	3/15/2016

2.3 Detailed Intersection and Segment Analysis

The capacity analysis for the study intersections and segments was performed using Synchro 9.1 software utilizing the HCM 2010 equations. Where limitations of the HCM 2010 exist, HCM 2000 calculations were used. For the purposes of this traffic analysis, the level of service standard for all analyses are LOS D or E.

The peak periods analyzed are the weekday AM and PM peak hours. Each intersections peak hour volumes were individually used, and therefore the flow interactions between intersections is conservatively analyzed, as the highest volume of traffic may not occur at one time for all intersections.

Every segment and intersection was analyzed for “required improvements”. If the existing LOS for the segment or intersection is below LOS D, the standard for the future and background conditions will be LOS E for that peak period. Background conditions are sometimes also referred to as “base” or “no-build” conditions where background traffic growth has occurred until the year of project build-out. This study uses LOS standards by lane group movements and peak time period. That is, each lane group at an intersection can have a separate LOS standard in each peak time period (AM or PM).

2.4 Trip Generation

A trip generation was calculated for the land uses in the proposed development using ITE's *Trip Generation Manual*, 9th Edition, 2012. Land uses were grouped together by phase to develop the trip generation. Of note the fast-food, coffee/doughnut shop, and restaurants were selected based on the limited nature of ITE's manual. Actual land uses while similar may generate reduced volume, however for the purposes of this analysis the higher volume land uses were used.

Specialty retail (ITE 826) does not have a trip generation rate for the AM peak hour of adjacent roadway facility, in order to calculate the generated vehicle trips the daily distribution of traffic for Land Use 820-Shopping Center was used to calculate a rate of 2% of the daily inbound traffic and 0.9% of the daily outbound traffic. One of the restaurants in Phase 2 is to only serve breakfast and lunch; as such the PM peak hour was removed from its trip generation (the daily total remained).

3 Study Network

3.1 Level of Service Standards

The level of service (LOS) standard will be LOS D for all roadways, unless the existing conditions have LOS E or F, in which case the future LOS standard will be the measured LOS for that segment and time period. Per the technical guidelines and letter of understanding, specific "required improvements" will be identified to bring the no-build and build LOS for every segment up to the applicable LOS standard. If the existing LOS for the segment or intersection is LOS F, then the future no-build and future build LOS standard will be LOSE E.

3.2 Study Network Determination

Roadway segments were identified for review by GRTA's 7% rule for inclusion into the DRI review. The list of intersections to be studied was determined using the results of the 7% segment calculation, along with engineering judgment. Additionally, all proposed site driveways are included in this evaluation. The segments and intersections studied are listed in Table 5 and Table 6 respectively and shown graphically in Figure 3. The full presumptive impact table from the methodology meeting is included in Appendix C.

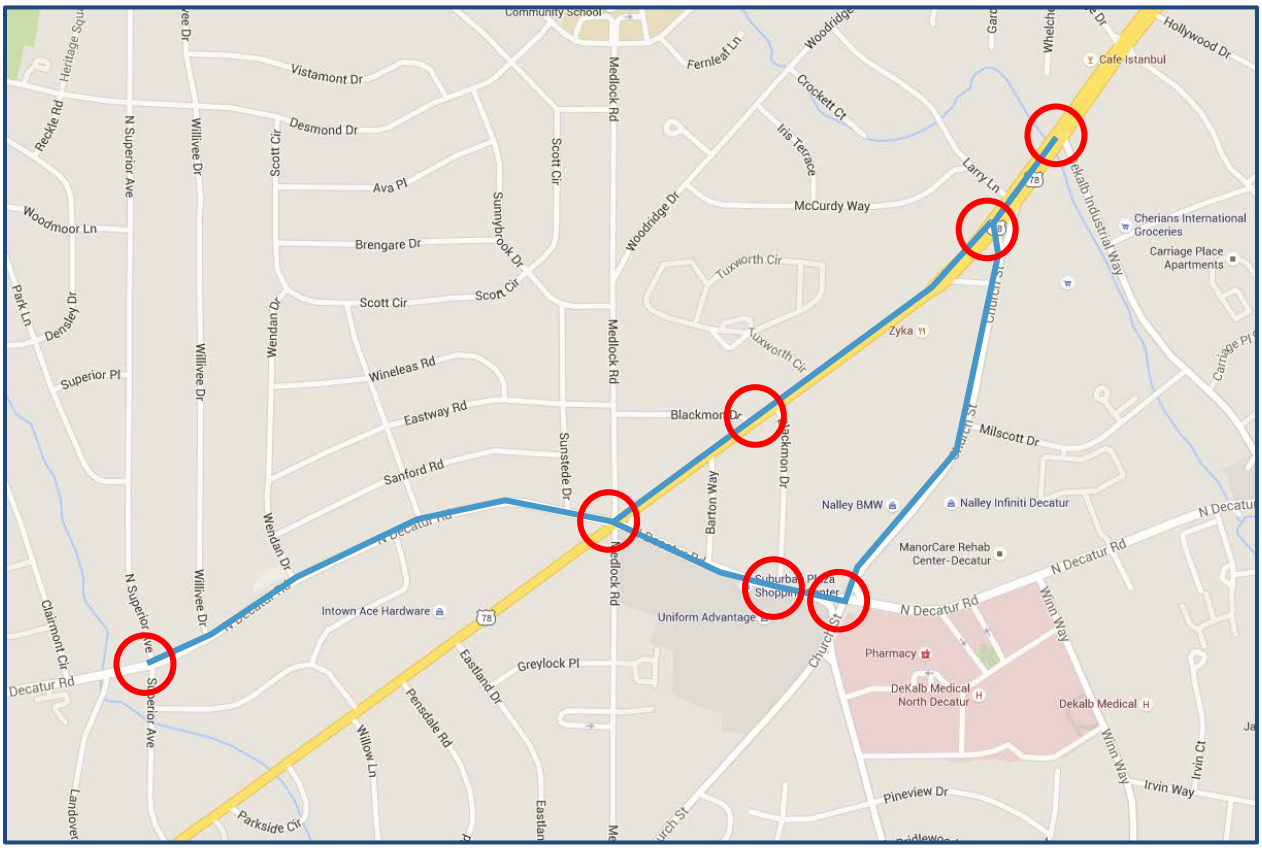
Table 5: Study Segments

Segment	Roadway	From	To
1	Scott Blvd	N Decatur Rd	Blackmon Dr
2	Scott Blvd	Blackmon Dr	Church St
3	Scott Blvd	Church St	DeKalb Industrial Way
4	N Decatur Rd	Superior Ave	Scott Blvd
5	N Decatur Rd	Scott Blvd	Blackmon Dr
6	N Decatur Rd	Blackmon Dr	Church St
7	Church St	N Decatur Rd	Sycamore Dr
8	Church St	Scott Blvd	N Decatur Rd

Table 6: Study Intersections

Intersections	
1	Scott Blvd at Medlock Rd at N Decatur Rd
2	Scott Blvd at Blackmon Dr
3	Scott Blvd at Church St
4	Scott Blvd at DeKalb Industrial Way
5	N Decatur Rd at Superior Ave
6	N Decatur Rd at Blackmon Dr
7	N Decatur Rd at Church St

Figure 3: Study Segments and Intersections



3.2.1 Existing Facilities

Roadway facilities are described below and summarized in Table 7.

Scott Blvd / Lawrenceville Hwy (SR 8, US HWY 78) is a seven-lane undivided roadway with a two way left turn lane (TWLTL) separating directions of travel. Scott Blvd is functionally classified as an Urban Principal Arterial and has a posted speed limit of 45 mph. Scott Blvd runs southwest to northeast and serves as the primary connector to Stone Mountain Freeway/I-285 to the east and downtown Decatur to the west. Scott Blvd changes name to Lawrenceville Hwy at the

intersection with DeKalb Industrial Way. Scott Blvd transitions to a six-lane divided highway at the intersection with Church St.

Church St is a five-lane undivided roadway with a TWLTL separating directions of travel. Church St is functionally classified as an Urban Minor Arterial and has a posted speed limit of 35 mph. Church St runs primarily north-south and serves as a connection to the City of Decatur to the south.

N Decatur Rd is a five-lane undivided roadway. N Decatur Rd is functionally classified as an Urban Minor Arterial and has a posted speed limit of 45 mph. N Decatur Rd runs primarily east-west and serves as a connection to Emory University, Hospital and the CDC, to the west and I-285 to the east.

DeKalb Industrial Way is a four-lane undivided roadway with a TWLTL separating directions of travel. DeKalb Industrial Way is classified as an Urban Minor Arterial and has a posted speed limit of 45 mph. The roadway runs primarily north-south and connects the Avondale Rail Yard to the south and terminates at its intersection with Scott Blvd/Lawrenceville Hwy.

Superior Ave is a local two-lane undivided roadway with a posted speed limit of 25 mph. Superior Ave runs primarily north-south and serves as a cut-through to traffic from Emory University to the northwest.

Medlock Rd is a local two-lane undivided roadway with a posted speed limit of 35 mph. Medlock Rd runs approximately one mile and connects subdivisions and cut-through traffic to the north and Church St to the south.

Table 7: Roadway Facility Summary

Roadway	Speed Limit (mph)	Classification	Number of Lanes
Scott Blvd (SR 8)	45	Urban Principal Arterial	6 (w/ center TWLTL)
N Decatur Rd	45	Urban Minor Arterial	4
Church St	35	Urban Minor Arterial	4 (w/ center TWLTL)
DeKalb Industrial Way	45	Urban Minor Arterial	4 (w/ center TWLTL)
Medlock Rd	35	Urban Local	2
Superior Ave	25	Urban Local	2

The existing lane geometry of the intersections in the study network is shown in Figure 4 and Figure 5. The existing traffic volumes are shown in Figure 6 and Figure 7.

MARTA has several bus routes in the vicinity of the development. Route 36 runs along N Decatur Rd, Route 123 runs along Church St and continues northeast along N Decatur Rd and DeKalb Industrial Way. Route 75 runs north to south along DeKalb Industrial Way. A map showing bus routes along site frontage can be found in Appendix D.

Internal connections between all phases will be provided to vehicular and pedestrian traffic. External bicycle and pedestrian facilities will be connected via crosswalks, and site frontage will include

pedestrian facilities. A MARTA bus stop will be located along the western frontage of Phase 1, as well as crosswalks connecting to the Suburban Plaza development to the south at the intersection of Blackmon Dr.

As part of Phase 1 and Phase 2 of the development, two internal roadways will be re-aligned and changed during the construction of the development.

Blackmon Dr a two-lane roadway will be re-aligned as part of Phase 2 to align with the existing Blackmon Dr to the north of Scott Blvd and will connect to the proposed signal at the Suburban Plaza. As part of the re-alignment Blackmon Dr north of Scott Blvd will be restricted to right-out only to prevent cut through traffic.

Barton Way a two-lane roadway will have its connection with N Decatur Rd removed as part of Phase 1 and will serve as a full access driveway primarily servicing Phase 1 along Scott Blvd.

Figure 4: Existing Lane Geometry

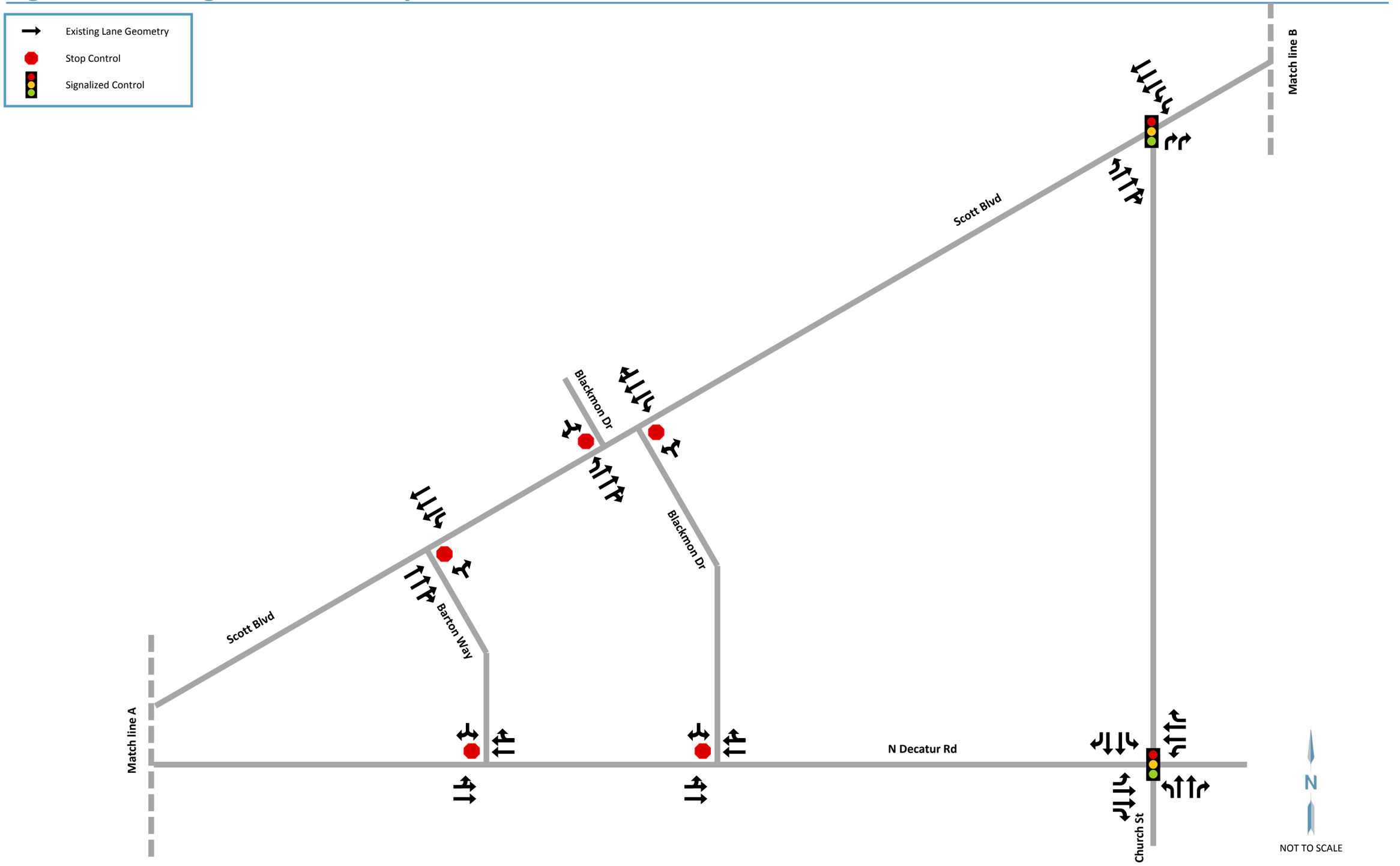


Figure 5: Existing Lane Geometry Continued

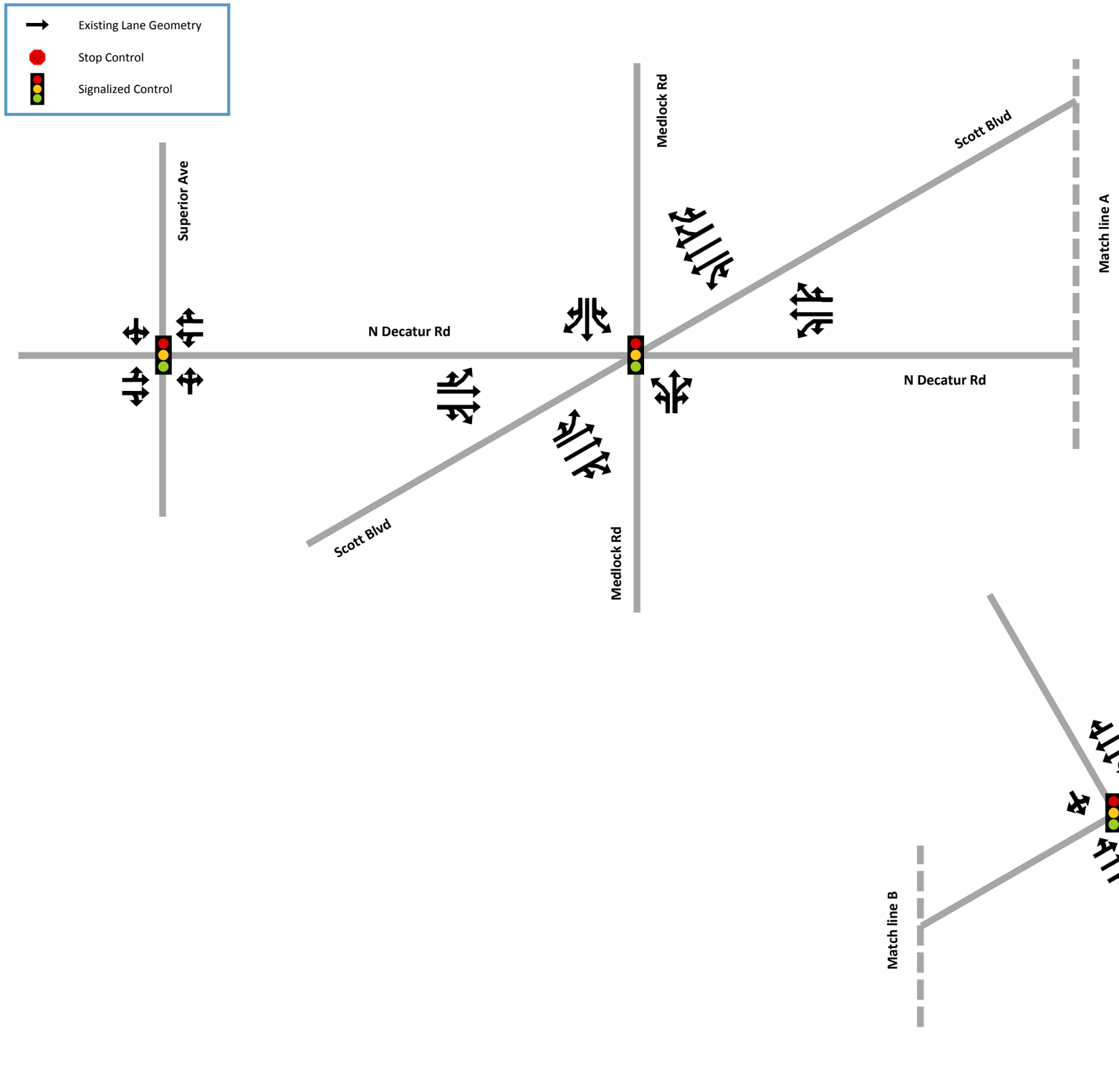


Figure 6: Existing Traffic Volumes

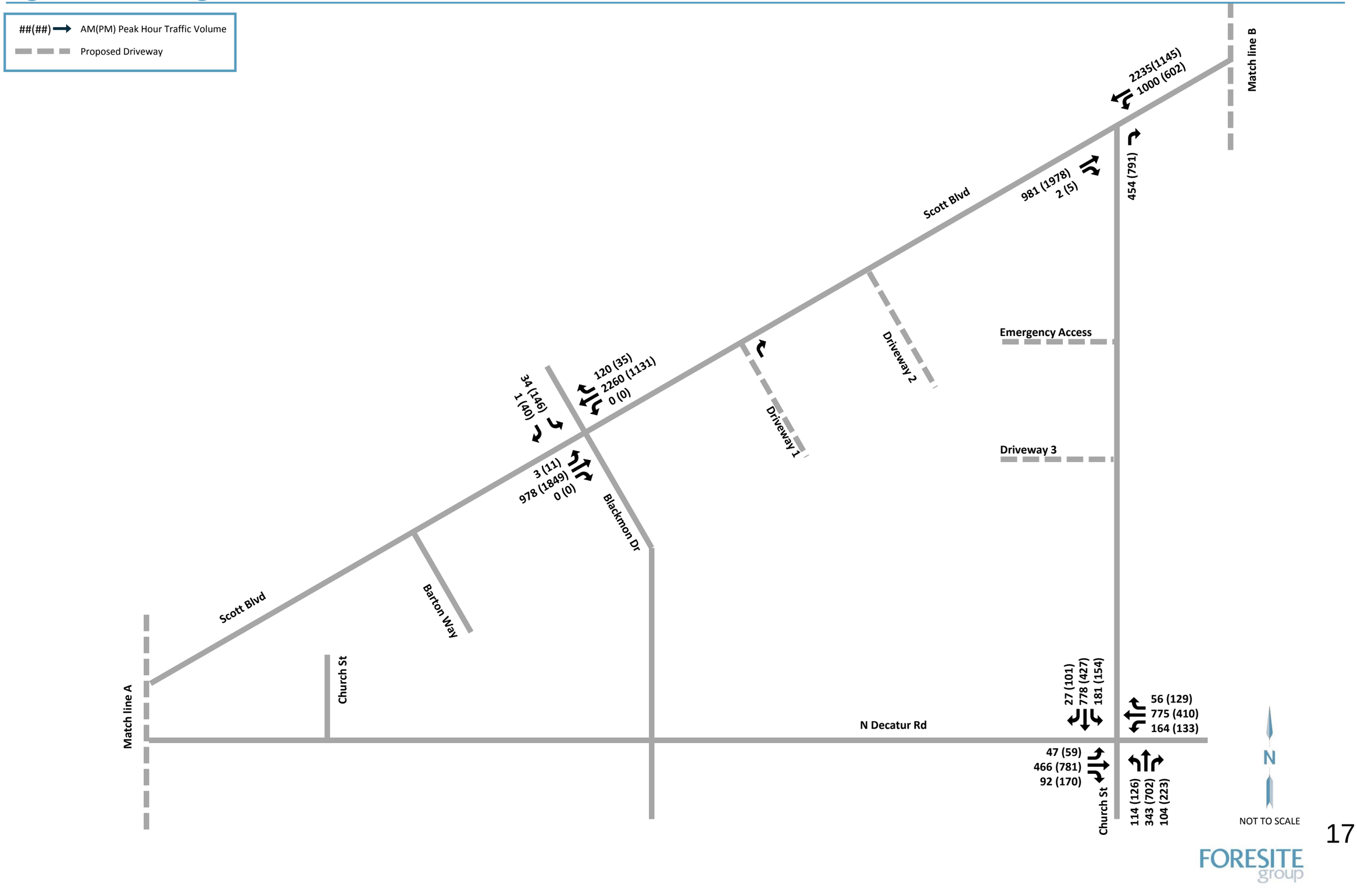


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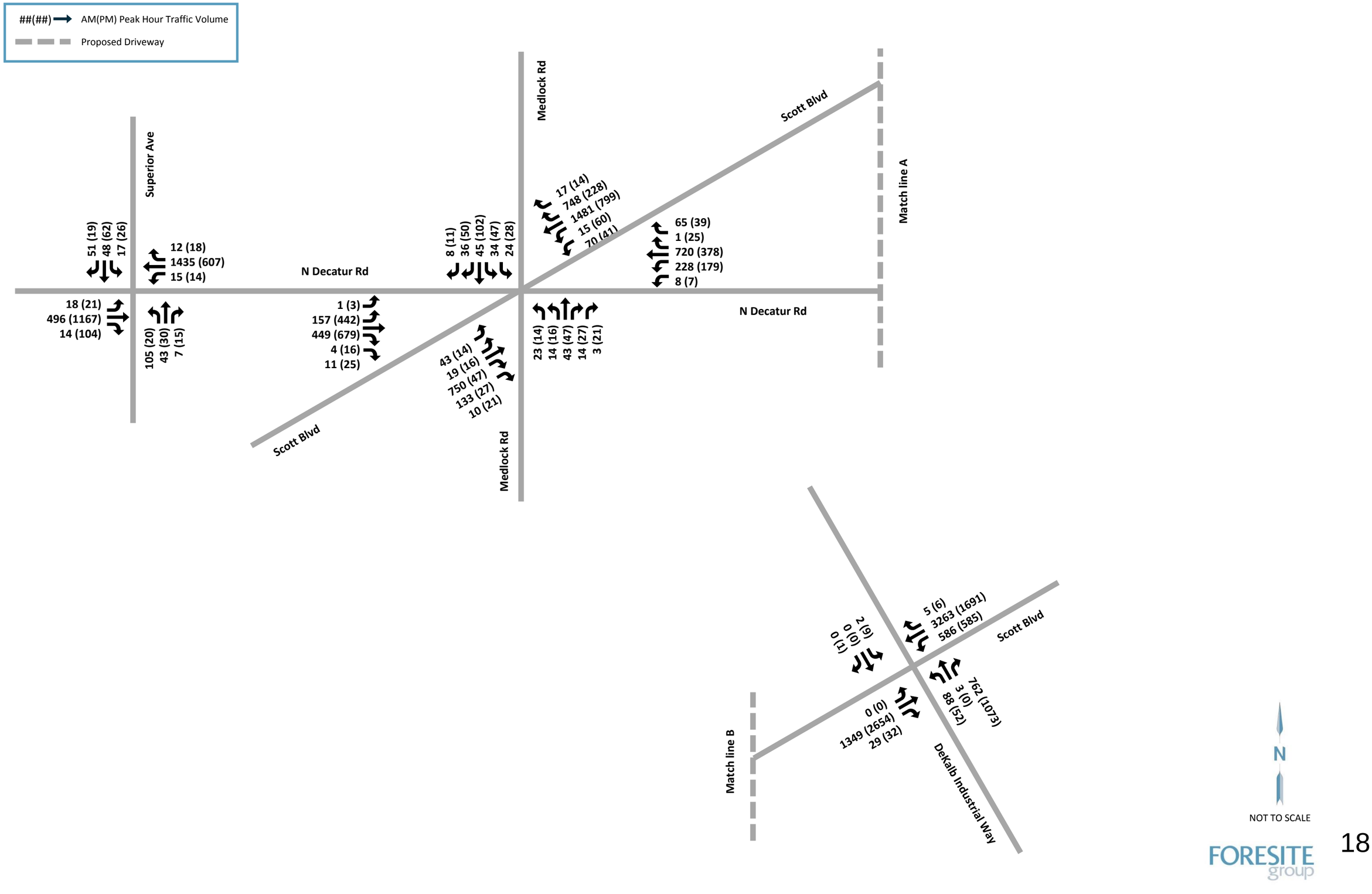
Figure 7: Existing Traffic Volumes Continued



4 Trip Generation

A trip generation was calculated for the land uses in the proposed development using ITE's *Trip Generation Manual*, 9th Edition, 2012. Land uses in each phase of development were combined together to determine the trip generation per phase. The summarized trip generation is tabulated in Table 8. The full trip generation worksheets, including equations used, is included in Appendix E.

4.1 Trip Generation Analysis

Specialty Retail (ITE 826) does not have a trip generation rate for the AM peak hour of adjacent roadway facility, in order to calculate the generated vehicle trips the daily distribution of traffic for Land Use 820-Shopping Center was used to calculate a rate of 2% of the daily inbound traffic and 0.9% of the daily outbound traffic.

The high turnover/sit down restaurant with no dinner (ITE 932) is assumed to have no contribution to the PM peak hour traffic trips as the restaurant will be closed after the lunch hour service.

The fast-food, coffee/doughnut shop (quick service- bakery café), and restaurants were selected based on the limited nature of ITE's manual. Actual land uses while similar may generate reduced volume, however for the purposes of this analysis the higher volume land uses were used in the analysis.

To determine the net trips generated, reductions were taken in the order of internal capture, modal split, and then pass-by trips.

Table 8: Summarized Trip Generation

Project Land Use	ITE Code	Density	Daily			AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
Phase 1											
Apartment	220	250	1,639	820	819	126	25	101	155	101	54
Specialty Retail Center	826	2,000	123	62	61	2	1	1	26	12	14
Phase 2											
Specialty Retail Center	826	24,090	1,068	534	534	15	11	5	79	35	44
Drive-In Bank	912	5,924	878	439	439	72	41	31	144	72	72
Supermarket	850	29,810	3,048	1,524	1,524	101	63	38	318	162	156
Medical/Dental Office	720	14,118	362	181	181	34	27	7	50	14	36
Apartment	220	450	2,851	1,426	1,425	224	45	179	265	172	93
Coffee/Doughnut Shop with Drive-Through Window	937	2,100	1,719	860	859	211	108	103	90	45	45
High Turnover/Sit Down Restaurant	932	2,800	356	178	178	30	17	13	28	17	11
High Turnover/Sit Down Restaurant No Dinner	932	2,969	378	189	189	32	18	14	0	0	0
Phase 3											
Fast Food Restaurant with Drive-Through	934	4,600	2,282	1,141	1,141	209	107	102	150	78	72
Supermarket	850	20,000	2,045	1,023	1,022	68	42	26	237	121	116
Apartment	220	264	1,723	862	861	133	27	106	163	106	57
Senior Adult Housing - Attached	252	102	325	163	162	20	7	13	26	14	12
Mini-Warehouse	151	123,600	309	155	154	17	10	7	32	15	17
Total Trips			19,107	9,557	9,550	1,295	549	746	1,764	964	800
Reductions for Internal Capture			-2,521	-1,260	-1,261	-155	-77	-78	-253	-127	-126
Reductions for Modal Split			-829	-415	-414	-57	-24	-33	-76	-42	-34
Reductions for Pass-By Trips			-3,146	-1,590	-1,557	-228	-123	-106	-349	-180	-169
Total Net New External Trips			**12,610**	**6,292**	**6,317**	**855**	**325**	**528**	**1,086**	**615**	**471**

The total gross trips to the development will be 19,107 daily inbound and outbound trips. The net daily trips after reductions will be 12,610 daily inbound and outbound trips with, 855 (325 entering and 528 exiting) trips during the AM peak hour and 1,086 (615 entering and 471 exiting) trips during the PM peak hour.

4.2 Internal Capture

Mixed-use developments that contain residential and retail land uses will generate trips that satisfy the total development's trip generation but will not access the site via the external road network. Internal capture rates for Daily, AM, and PM peak hours were calculated based on the *ITE Trip Generation Handbook, 2nd Edition, 2004*.

Internal capture trips were calculated for the development as a whole, due to the interconnectivity of land uses and ample internal network. Similar land uses were grouped into three categories of retail, office, and residential. The land uses were then analyzed and assigned internal capture trips based on the percentage of trips it contributed to the category. Internal capture trips per land use are shown in the full trip generation in Appendix E along with the internal capture calculation worksheet.
For the calculation of the internal capture rate, similar land uses were grouped together into the three categories:

- Residential - Apartments and Senior Affordable Living (ITE Codes 220, 252)
- Retail - Specialty Retail, Grocery, Fast Food (ITE Codes 826, 850, 912, 932, 934, 937)
- Office – Medical / Dental Office (ITE Code 720)

The internal capture calculation spreadsheets are attached to this report. The internal capture for the entire site was found to be as follows:

- Daily – 13.37%
- AM Peak Hour – 12.11%
- PM Peak Hour – 14.57%

4.3 Mode Split Reduction

MARTA has several bus routes in the vicinity of the proposed development. Route 36 runs along N Decatur Rd, Route 123 runs along Church St and continues northeast along N Decatur Rd and DeKalb Industrial Way, and Route 75 runs north to south along DeKalb Industrial Way. In addition, there will be some trips expected via pedestrians and bicycles. A reduction of 5% was chosen and agreed upon during the methodology meeting to represent the reduction in trips due to alternative forms of transportation.

4.4 Pass-By Trip Reduction

Pass-by reductions account for vehicles already on the existing road network that will make an intermediate stop on the way from an origin to a primary trip destination. Pass-by reductions are calculated after internal capture, and mode split reductions are taken because pass-by only applies to external site trips. Pass-by trips were calculated on a per land use basis using methodology and data set forth in *ITE Trip Generation Handbook, Second Edition, 2004.*

Supermarket (ITE 850) and Drive-In Banks (ITE 912) only have PM peak hour pass-by rates. For the purposes of this analysis a Daily and AM pass-by rate was assumed based on the PM peak hour rate. Coffee / Doughnut Shop with Drive-Through Windows (ITE 937) does not have a pass-by rate as

determined by *ITE Trip Generation Handbook, Second Edition, 2004* however it is assumed to have a similar pass-by to fast food. One of the proposed restaurants (ITE 932) will only serve breakfast and lunch so the PM pass-by rate was used for AM vehicles.

5 Trip Distribution and Assignment

The assignment and directional distribution of new project trips is based on the existing traffic counts, the site design, proposed land uses, competing uses, and residential density around the study area. As this development is a Development of Regional Impact in metro Atlanta, a trip distribution was determined by examining a two-mile radius around the project location in order to determine likely trip origins/destinations and roadway distributions.

Similar land uses were grouped together based on where the project trips were expected to originate and terminate, and traffic volumes were then assigned to the system. Land use grouping is tabulated in Table 9.

Due to the size of the study network and extensive side-street network, some trips are expected to utilize the side streets and were dropped and/or added in between study intersections.

Table 9: Distribution Land Use Groups

Residential	
Land Use	**Phase**
Apartments	1, 2, 3
Senior Living	3

Fast Food	
Land Use	**Phase**
Restaurant w/ Drive through	3
Doughnut / Coffee Shop	2

Retail	
Land Use	**Phase**
Specialty Retail	1, 2
Grocery	2, 3
Restaurants	2
Storage Facility	3

Business	
Land Use	**Phase**
Medical Office	2
Bank	2

The traffic assignment was conducted so that turning movements at the selected study intersections are in accordance with the distribution, existing traffic trends, and projected pass-by and other trip features. Volumes were assigned to site driveways by land use grouping and access to those internal facilities shown on the site plan. Trip Distribution and Assignment is shown graphically in Figure 8 through Figure 11. The pass-by distribution is shown graphically in Figure 12 through Figure 17 while the project trip volumes are shown in Figure 18 and Figure 19.

Figure 8: Trip Distribution - Inbound

(##) <##> [##] Residential (Retail) <Fast Food> [Business] Traffic Assignment %

Proposed Driveway

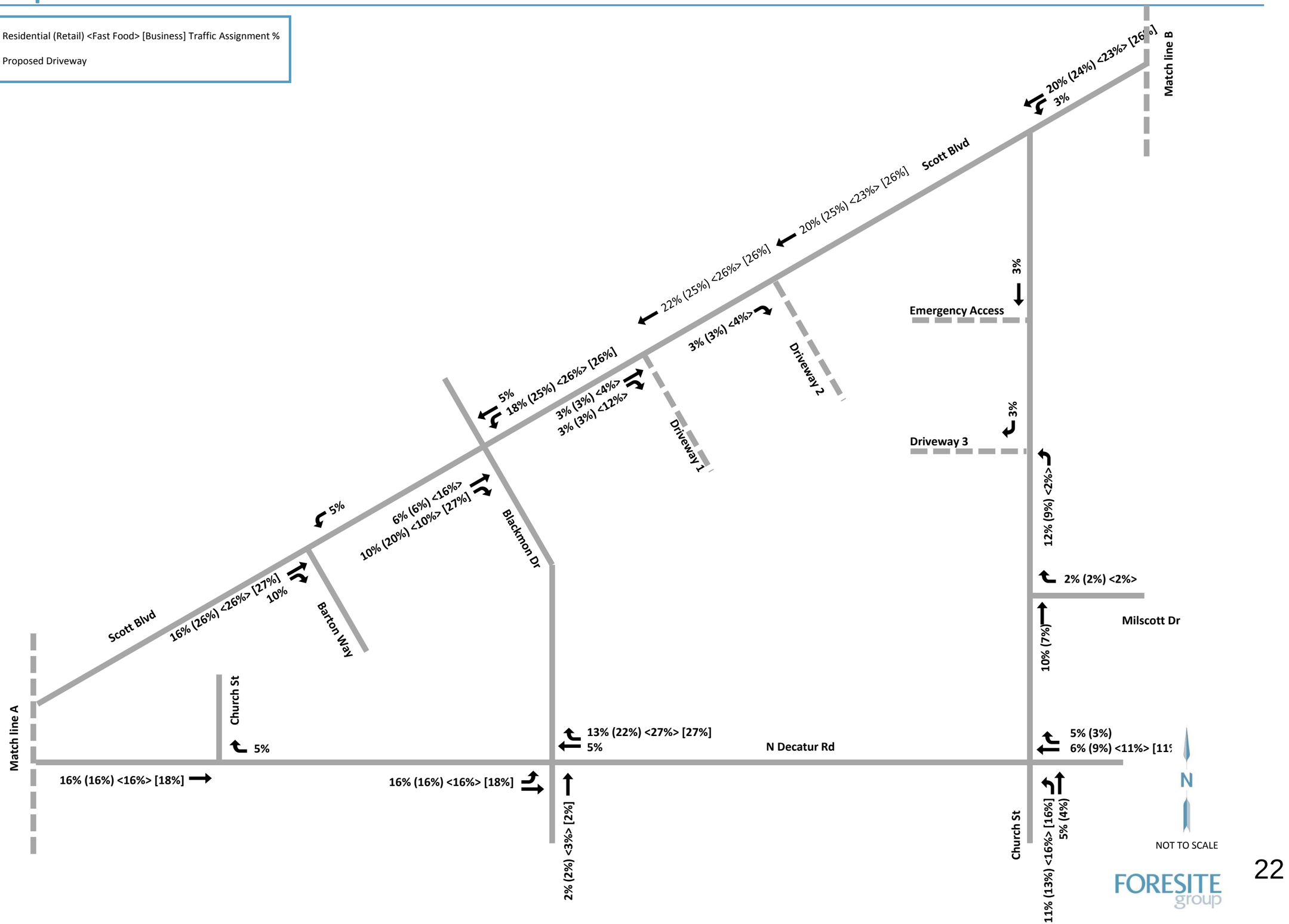


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Figure 9: Trip Distribution – Inbound Continued

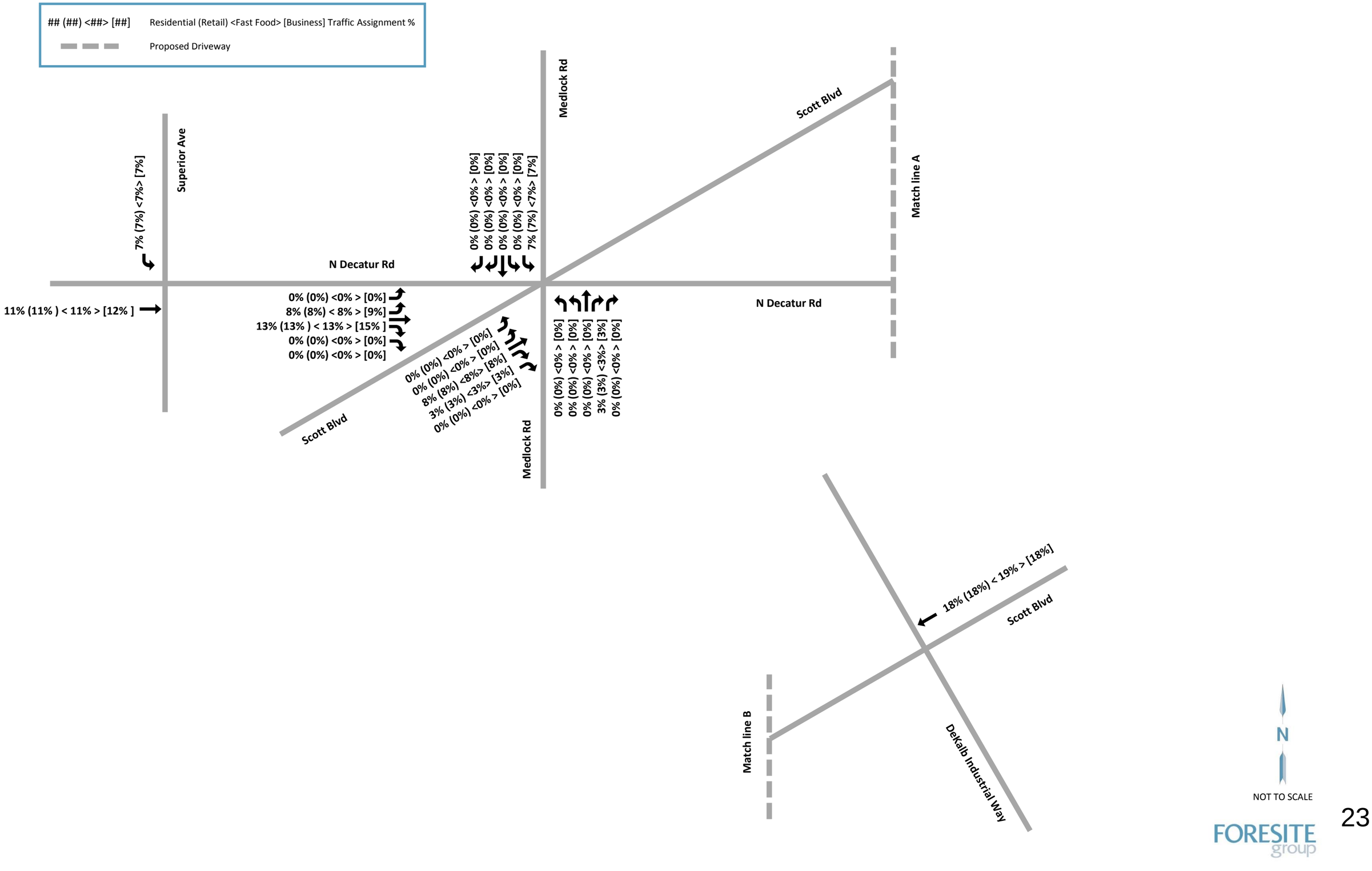

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Figure 10: Trip Distribution - Outbound

(##) <##> [##] Residential (Retail) <Fast Food> [Business] Traffic Assignment %

Proposed Driveway

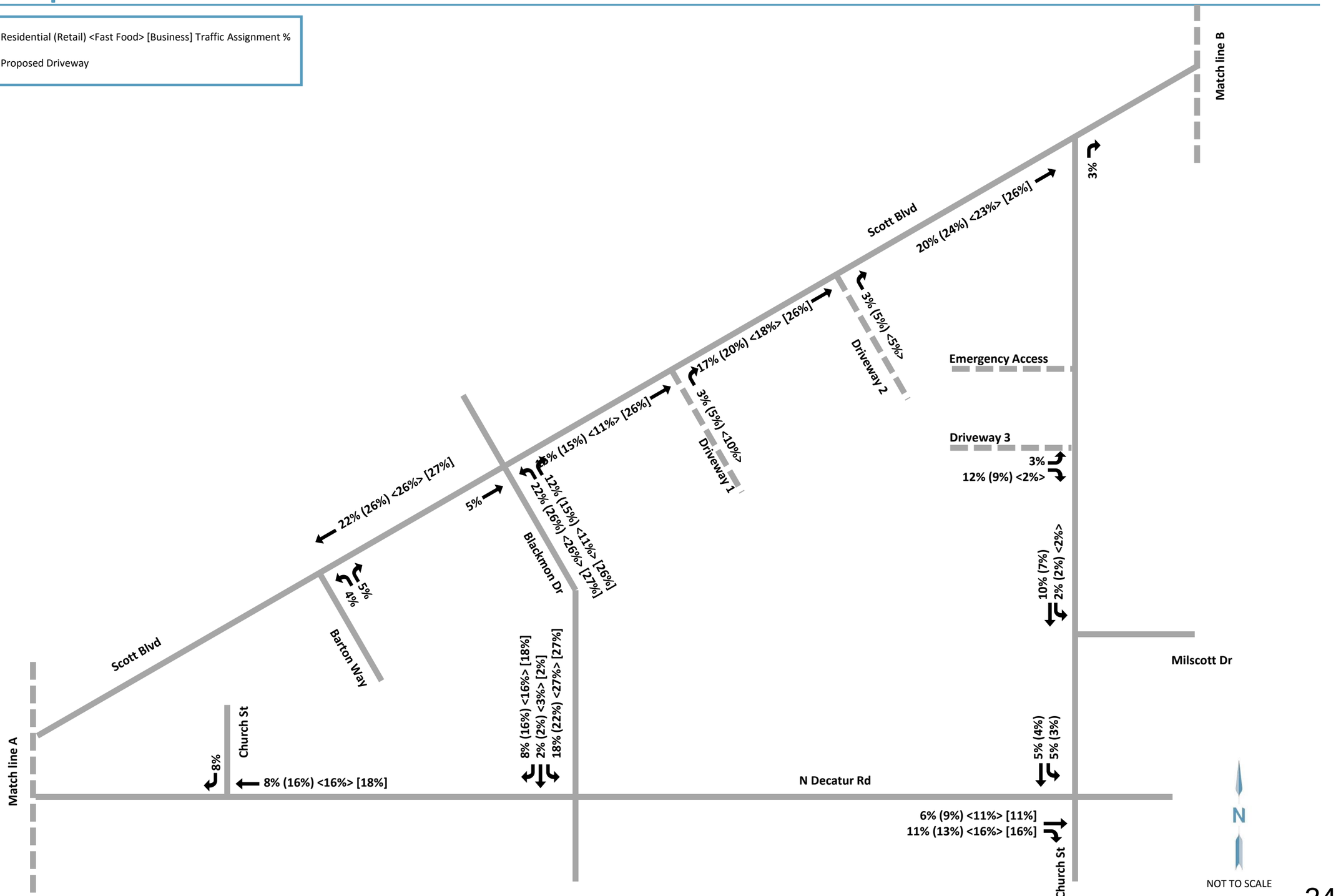

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Figure 11: Trip Distribution – Outbound Continued

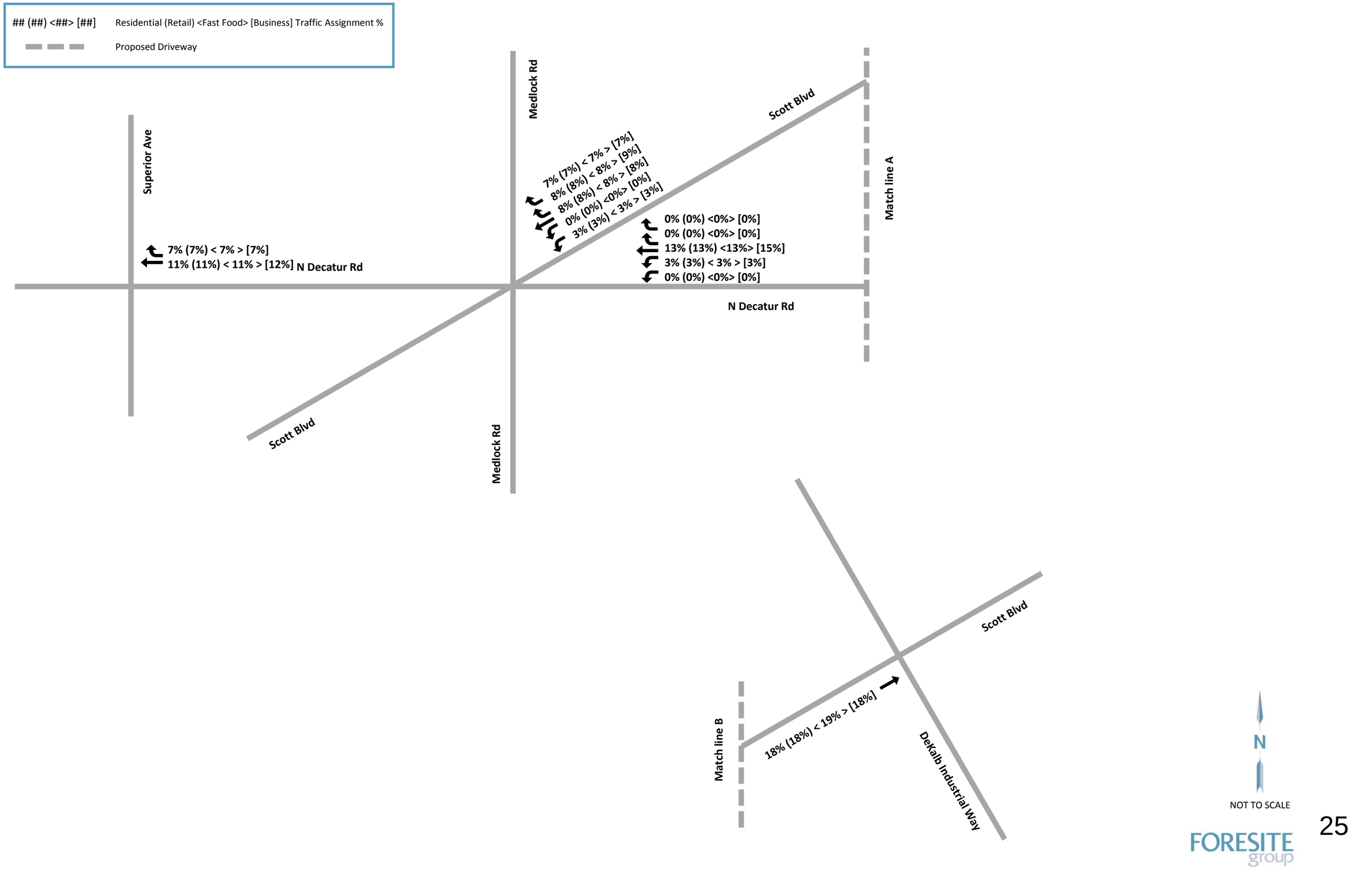

Figure 12: Pass-By Distribution – Retail AM

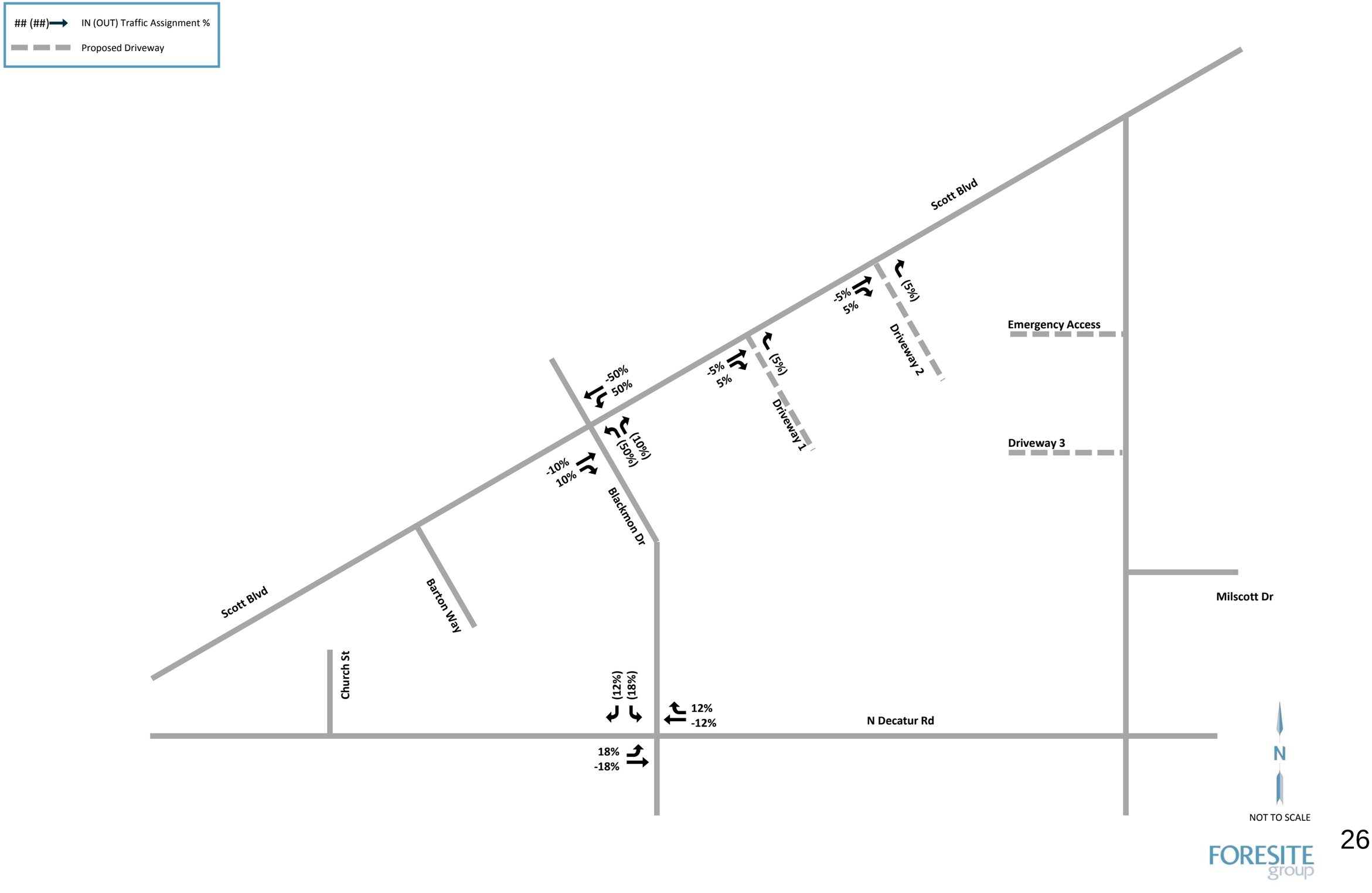

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Figure 13: Pass-By Distribution – Retail PM

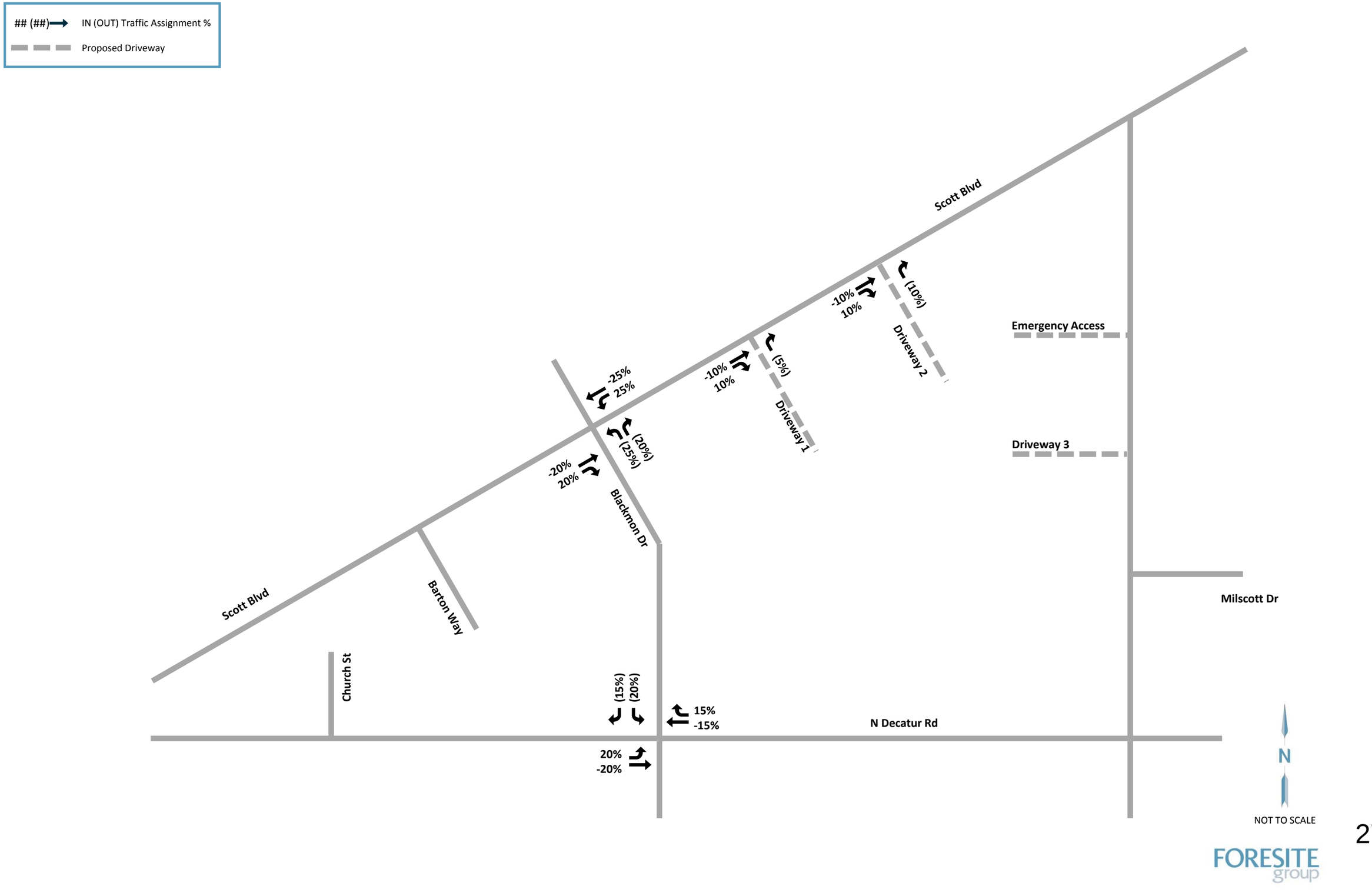

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Figure 14: Pass-By Distribution – Fast Food AM

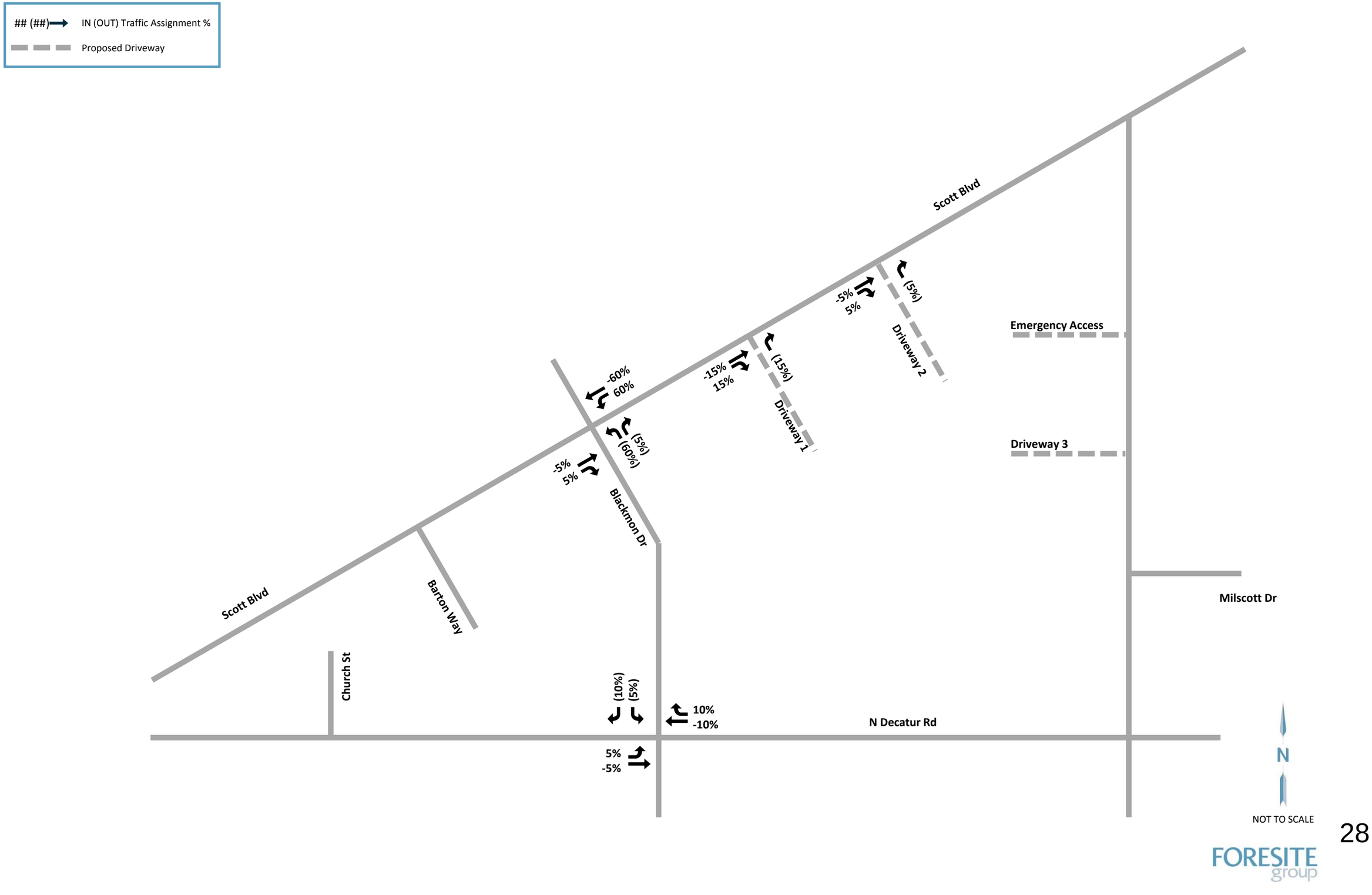

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Figure 15: Pass-By Distribution – Fast Food PM

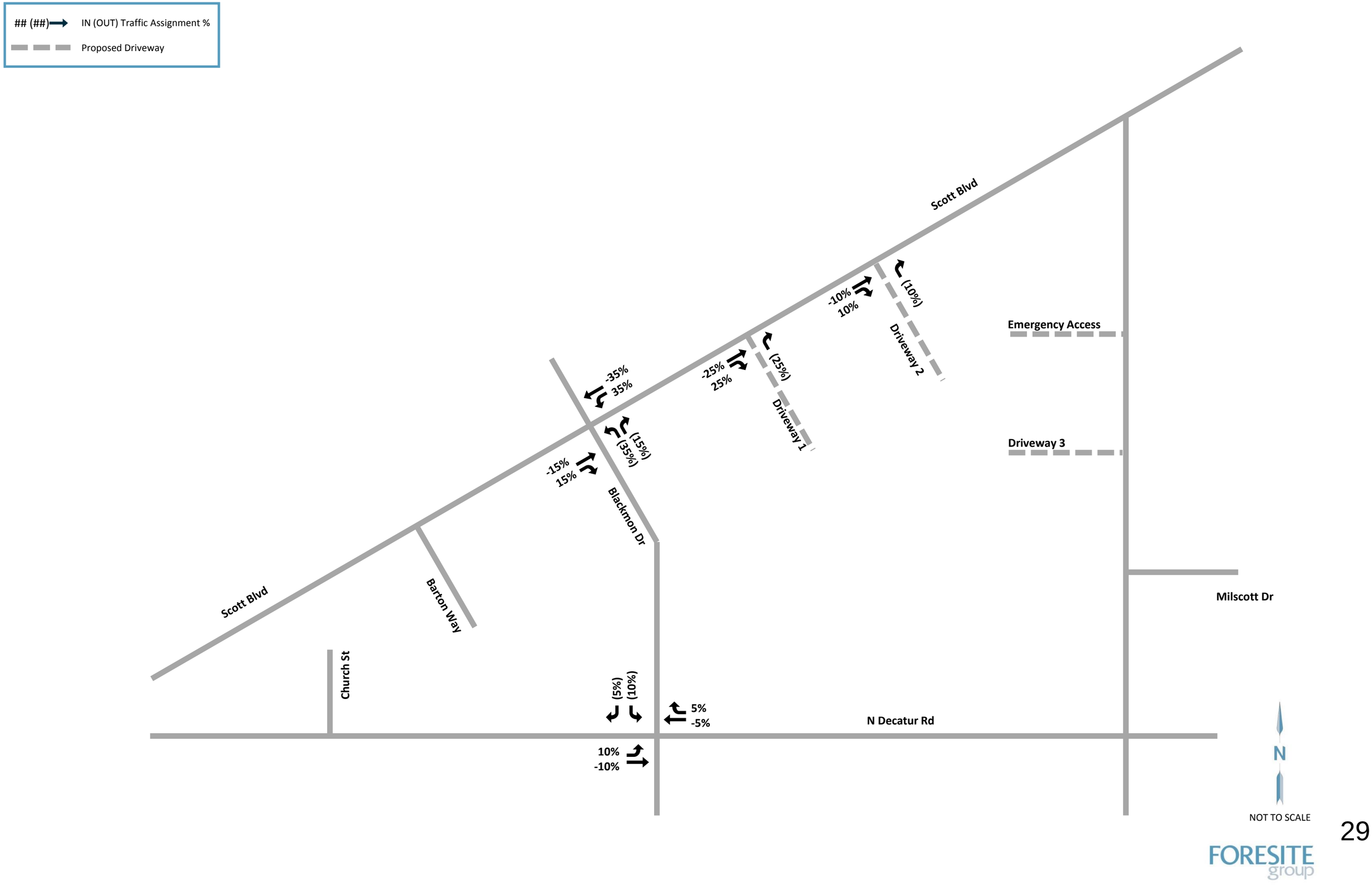

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Figure 16: Pass-By Distribution – Bank AM

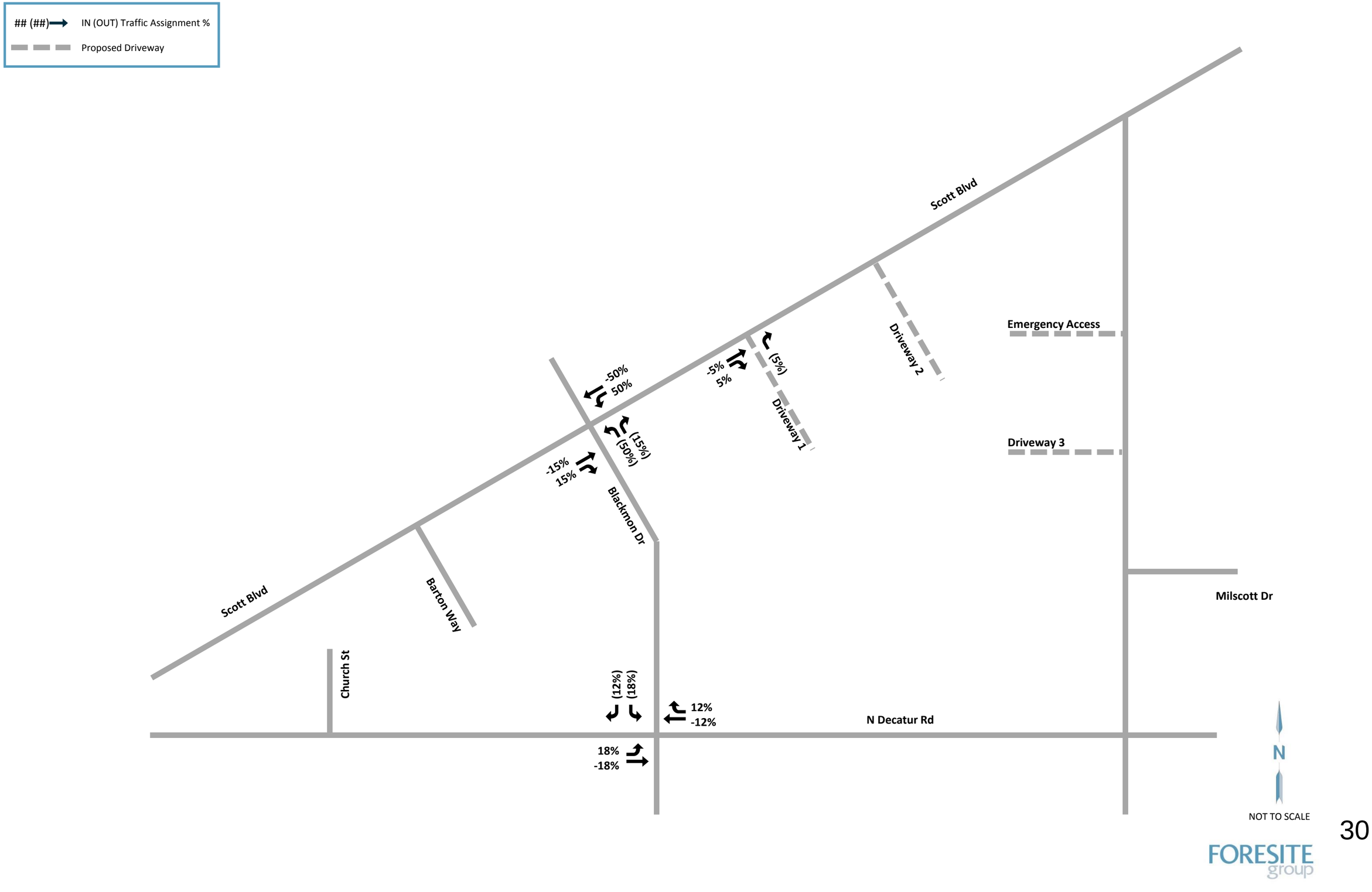

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Figure 17: Pass-By Distribution – Bank PM

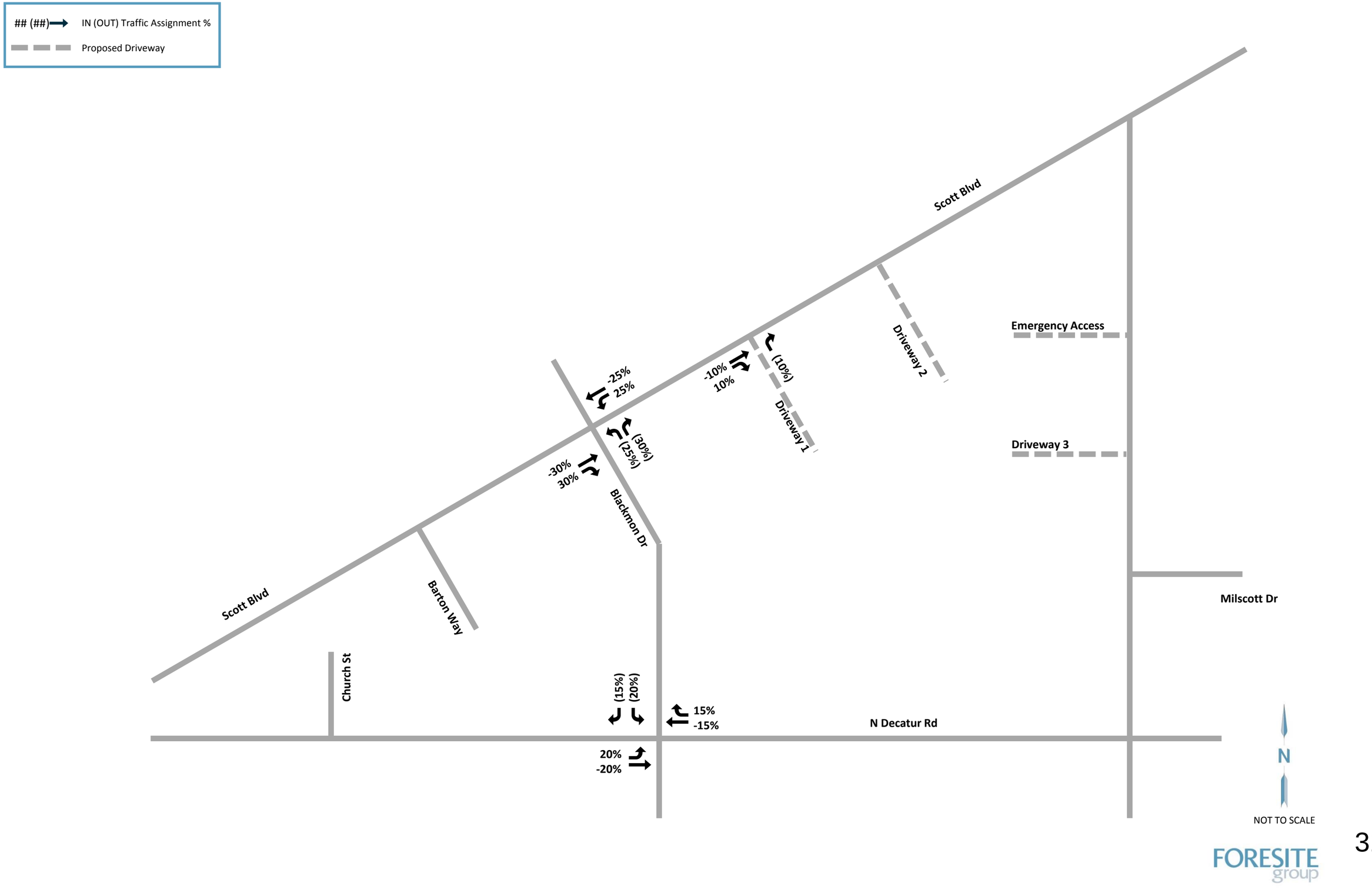


Figure 18: Project Volumes

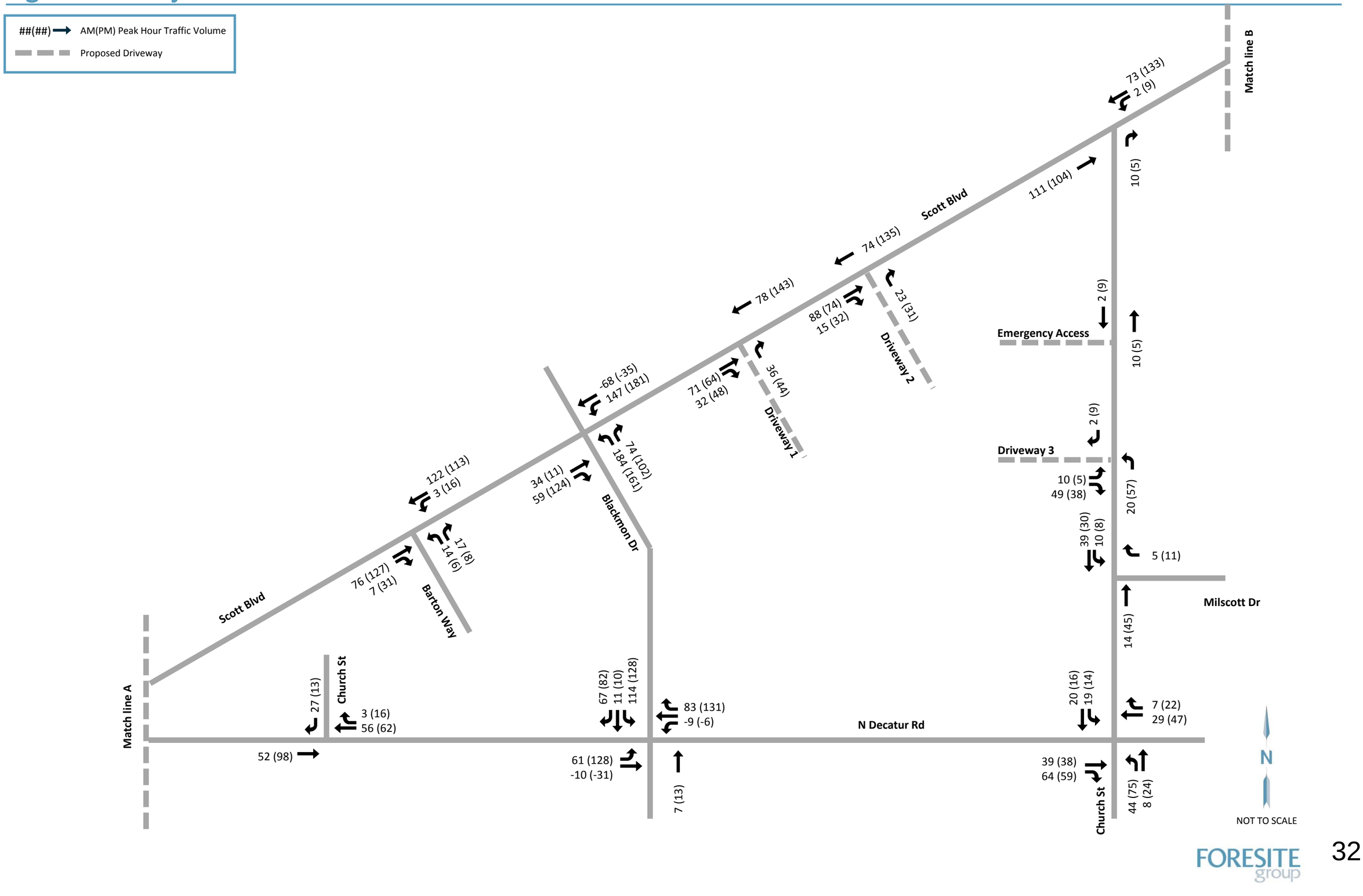
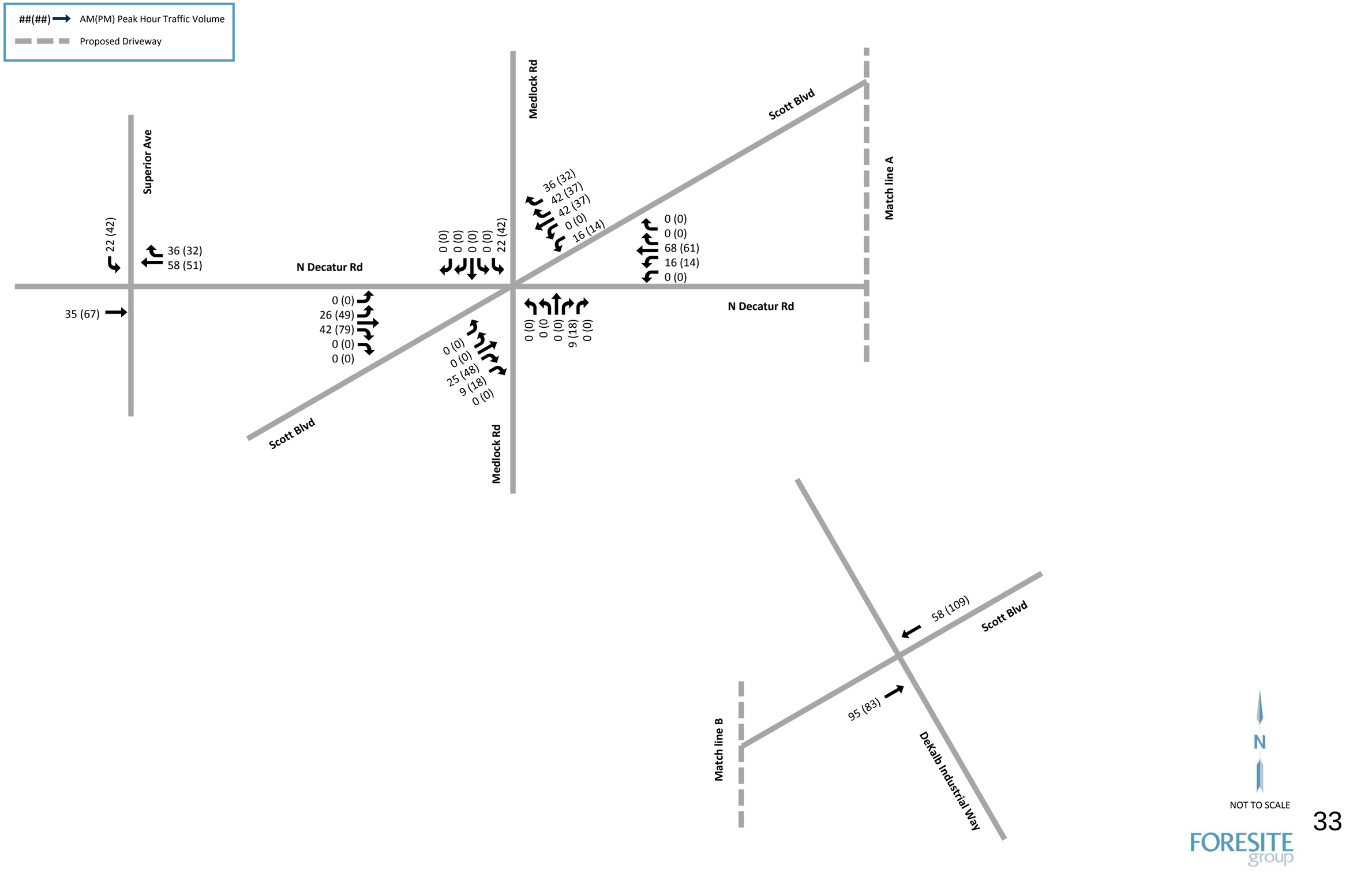


Figure 19: Project Volumes Continued



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6 Traffic Analysis

6.1 Existing Conditions

The existing traffic volumes and lane geometry is shown in Figure 4 through Figure 7. The existing in-field traffic signal timings were obtained from GDOT and DeKalb County DOT. Scott Blvd (SR 8) is part of the Regional Traffic Operations Program (RTOP) corridors and hence timings are monitored on a regular basis; the latest installed signal timings used are attached in Appendix F. The traffic signal at Superior Ave and N Decatur Rd runs free, so clearance times were calculated and the cycle length was assumed to be 140 seconds (matching N Decatur Rd at Church St). Existing conditions capacity analysis is tabulated in Table 10 and existing conditions with required improvements are shown in Table 11. Full Synchro Outputs are included in Appendix G.

6.1.1 Existing Conditions Capacity Analysis

6.1.1.1 Scott Blvd at Superior Ave

Superior Ave at Scott Blvd runs free with an assumed cycle length of 140 seconds. The Superior Ave volumes are relatively low compared to the Scott Blvd volumes. Every approach operates at an acceptable LOS with the exception of the northbound left turning movement operating at a LOS E.

6.1.1.2 Scott Blvd at Medlock Rd at N Decatur Rd

The six legged intersection of Scott Blvd at Medlock Rd at N Decatur Rd is located within an RTOP corridor and experiences heavy delay. The delay is primarily due to the uniqueness of the intersection geometry, heavy volumes, and limits of signal phasing. During the methodology meeting for this report it was discussed that this intersection is a known problem and improvements will require significant geometric, operational and capacity improvements.

6.1.1.3 Scott Blvd at Church St

Scott Blvd at Church St operates under an acceptable level of service for all approaches except the north east through (Scott Blvd) during the PM peak hour.

6.1.1.4 Scott Blvd at DeKalb Industrial Way

Scott Blvd at DeKalb Industrial Way experiences significant delay during both the AM and PM peak hours. This is due in large part to the side-street split phase nature of the intersection and very large traffic volumes utilizing the intersection with conflicting movements. Particularly south-westbound lefts from Scott Blvd to DeKalb Industrial Way and the opposite northbound right from DeKalb Industrial Way.

6.1.1.5 N Decatur Rd at Church St

N Decatur Rd shows some LOS issues with the left turning movements during all peak hours. The left-turns are protected-only movements which makes it difficult to clear the volume of vehicles.

Additionally, the southbound through movement experiences a LOS of E during the AM peak hour.

6.1.2 Existing Conditions Required Improvements

Due to the nature of the roadway corridors along site frontage, it can be assumed that traffic signal timings will be adjusted by GDOT and DeKalb County on a regular basis. For the purposes of this analysis, signal timing changes were kept as minimal as possible in order to keep the corridors operating as intended by State and County engineers. No cycle lengths were changed and main line green times were kept as close as possible to their original split lengths.

6.1.2.1 Scott Blvd at Superior Ave

LOS issues were fixed by adjusting signal timing and giving additional time to the side-street (Superior Ave)

6.1.2.2 Scott Blvd at Medlock Rd at N Decatur Rd

The signal is at its capacity and will require significant work from GDOT in order to bring the LOS to standards. Geometrically all approaches have dedicated left turn lanes, with N Decatur Rd and Scott Blvd having channelized right turns. Several alternatives such as Michigan Lefts or the re-alignment of Medlock Rd could be considered in future. The intersection was left at the existing LOS for the analysis of this DRI review.

6.1.2.3 Scott Blvd at Church St

LOS issues were fixed by adjusting the timing to increase time to service the Church St approach.

6.1.2.4 Scott Blvd at DeKalb Industrial Way

The intersection of Scott Blvd at DeKalb Industrial Way will require significant change to greatly improve the LOS. Under this scenario, it was assumed that the southbound approach will be closed and the intersection will operate as a three-legged intersection. With the proposed recommendation, the DeKalb Industrial Way approach experiences lowering of delays in the PM peak hour from 1304.1 seconds down to 184.5 seconds. This improvement will also help in reducing the delays for the southbound left-turning vehicles from Scott Blvd onto DeKalb industrial Way from 560.3 seconds down to 77.5 seconds. Although the intersection will still have approaches operating at LOS F, the decreases in delay with minimal changes to geometry will be a dramatic improvement over existing conditions.

6.1.2.5 N Decatur Rd at Church St

The southbound approach to the intersection was improved with signal timing adjustments, however due to the protected nature of the east and westbound left turns the LOS could not be increased from a LOS E. DeKalb County will have to make the determination to remove the protected only phases from the intersection due to safety considerations. The traffic volumes do not constitute dual left turn lanes.

Table 10: Existing Conditions Capacity Analysis

Intersection	Control	Lane Group Movement	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
Superior Ave @ Scott Blvd	Traffic Signal	EBL	6.9	A	4.8	A
		EBT	0.0	A	0.0	A
		EBR	6.9	A	5.0	A
		WBL	11.6	B	3.2	A
		WBT	0.0	A	0.0	A
		WBR	12.0	B	3.3	A
		NBL	56.1	E	47.8	D
		NBT	0.0	A	0.0	A
		NBR	0.0	A	0.0	A
		SBL	48.4	D	51.4	D
		SBT	0.0	A	0.0	A
		SBR	0.0	A	0.0	A
Scott Blvd @ Medlock Rd @ N Decatur Rd	Traffic Signal	EBL	666.8	F	248.5	F
		EBTR	73.4	E	92.0	F
		WBL	351.8	F	295.3	F
		WBTR	133.2	F	158.5	F
		NBL	68.9	E	68.1	E
		NBTR	70.8	E	85.8	F
		SBL	87.4	F	172.6	F
		SBT	67.3	E	76.8	E
		SBR	64.1	E	62.7	E
		NEL	133.8	F	242.7	F
		NETR	42.2	D	98.1	F
		SWL	21.8	F	423.4	F
		SWT	123.1	F	37.8	D
		SWR	41.3	D	74.5	E
Scott Blvd @ Church St	Traffic Signal	NBR	16.6	B	21.2	C
		NETR	28.7	C	95.6	F
		SWL	8.5	A	17.9	B
		SWT	0.1	A	0.1	A
Scott Blvd @ DeKalb Industrial Way	Traffic Signal	NBL	62.3	E	62.7	E
		NBT	0.0	A	0.0	A
		NBR	715.6	F	1304.1	F
		SBLTR	68.6	E	70.0	E
		NETLR	0.0	A	0.0	A
		SWL	69.6	E	560.3	F
		SWT	30.0	C	9.9	A
		SWR	35.6	D	10.5	B
Church St @ N Decatur Rd	Traffic Signal	EBL	72.6	E	68.1	E
		EBT	31.2	C	34.8	C
		EBR	0.0	A	0.0	A
		WBL	81.4	F	78.5	E
		WBT	27.2	C	25.6	C
		WBR	0.0	A	0.0	A
		NBL	42.9	D	34.4	C
		NBT	44.6	D	52.3	D
		NBR	43.0	D	45.3	D
		SBL	38.9	D	43.0	D
		SBT	65.9	E	42.1	D
		SBR	39.0	D	39.2	D

Table 11: Existing Conditions with Required Improvements Capacity Analysis

Intersection	Control	Lane Group Movement	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
Superior Ave @ Scott Blvd	Traffic Signal	EBL	6.7	A	4.8	A
		EBT	0.0	A	0.0	A
		EBR	6.7	A	5.0	A
		WBL	11.5	B	3.2	A
		WBT	0.0	A	0.0	A
		WBR	12.0	B	3.3	A
		NBL	51.6	D	47.8	D
		NBT	0.0	A	0.0	A
		NBR	0.0	A	0.0	A
		SBL	45.2	D	51.4	D
		SBT	0.0	A	0.0	A
		SBR	0.0	A	0.0	A
Scott Blvd @ Medlock Rd @ N Decatur Rd	Traffic Signal	EBL	666.8	F	248.5	F
		EBTR	73.4	E	92.0	F
		WBL	351.8	F	295.3	F
		WBTR	133.2	F	158.5	F
		NBL	68.9	E	68.1	E
		NBTR	70.8	E	85.8	F
		SBL	87.4	F	172.6	F
		SBT	67.3	E	76.8	E
		SBR	64.1	E	62.7	E
		NEL	133.8	F	242.7	F
		NETR	42.2	D	98.1	F
		SWL	21.8	F	423.4	F
		SWT	123.1	F	37.8	D
		SWR	41.3	D	74.5	E
Scott Blvd @ Church St	Traffic Signal	NBR	16.6	B	47.2	D
		NETR	28.7	C	6.8	A
		SWL	33.7	C	42.3	D
		SWT	0.1	A	0.1	A
Scott Blvd @ DeKalb Industrial Way	Traffic Signal	NBL	133.9	F	79.1	E
		NBR	43.5	D	184.5	F
		NET	14.6	B	34.4	C
		SWL	53.1	D	77.5	E
		SWT	12.5	B	4.6	A
Church St @ N Decatur Rd	Traffic Signal	EBL	72.6	E	67.1	E
		EBT	34.1	C	40.2	D
		EBR	0.0	A	30.5	C
		WBL	72.7	E	72.6	E
		WBT	30.1	C	28.8	C
		WBR	0.0	A	25.9	C
		NBL	40.3	D	32.3	C
		NBT	41.4	D	53.1	D
		NBR	40.0	D	39.2	D
		SBL	34.8	C	45.8	D
		SBT	51.0	D	42.5	D
		SBR	35.9	D	37.4	D

6.2 Background 2018 ("No-Build") Conditions

6.2.1 Background Traffic

The background traffic consists of the existing 2015 traffic volume, plus the additional traffic generated by the 1% per year growth rate until the build-out year of 2018. Additionally, the Suburban Plaza traffic volumes were included as the development will be completed by 2018. Existing land uses were removed from the site based on traffic counts at key intersections. Background traffic volumes are shown in Figure 20 and Figure 21. Full Synchro Outputs are included in Appendix G.

6.3 Background Conditions Capacity Analysis

Background conditions are existing conditions with increased volume. For the capacity analysis signal timings and geometry were left the same. Tabulated capacity analysis is shown in Table 12 and analysis with improvements is shown in Table 13.

Across the study network delays stay consistent with the delays observed during the existing conditions with no improvements, with the exception of the two following intersections:

6.3.1.1 N Decatur Rd at Church St

Delays increased for the left turning movements along N Decatur Rd and changed LOS from E to F.

6.3.1.2 N Decatur Rd at Blackmon Dr

The intersection of N Decatur Rd at Blackmon Dr (Walmart Driveway) was added. The T-intersection was assumed to operate at a half cycle length (70 seconds) and the Suburban Plaza traffic volumes were added to the system. The signal is expected to operate at an acceptable LOS, and will serve as a connection point to the re-aligned Blackmon Dr in the Build Conditions.

6.4 Background Conditions Recommended Improvements

All recommend improvements for existing conditions were incorporated into the background conditions capacity analysis. With minor changes to signal timing, the No-Build LOS will remain within acceptable LOS or equal to the LOS of the existing conditions. With the exception of Church St at N Decatur Rd, however due to limitations of protected phasing the LOS cannot be improved for the eastbound and westbound left turns.

Figure 20: No-Build 2018 Traffic Volumes

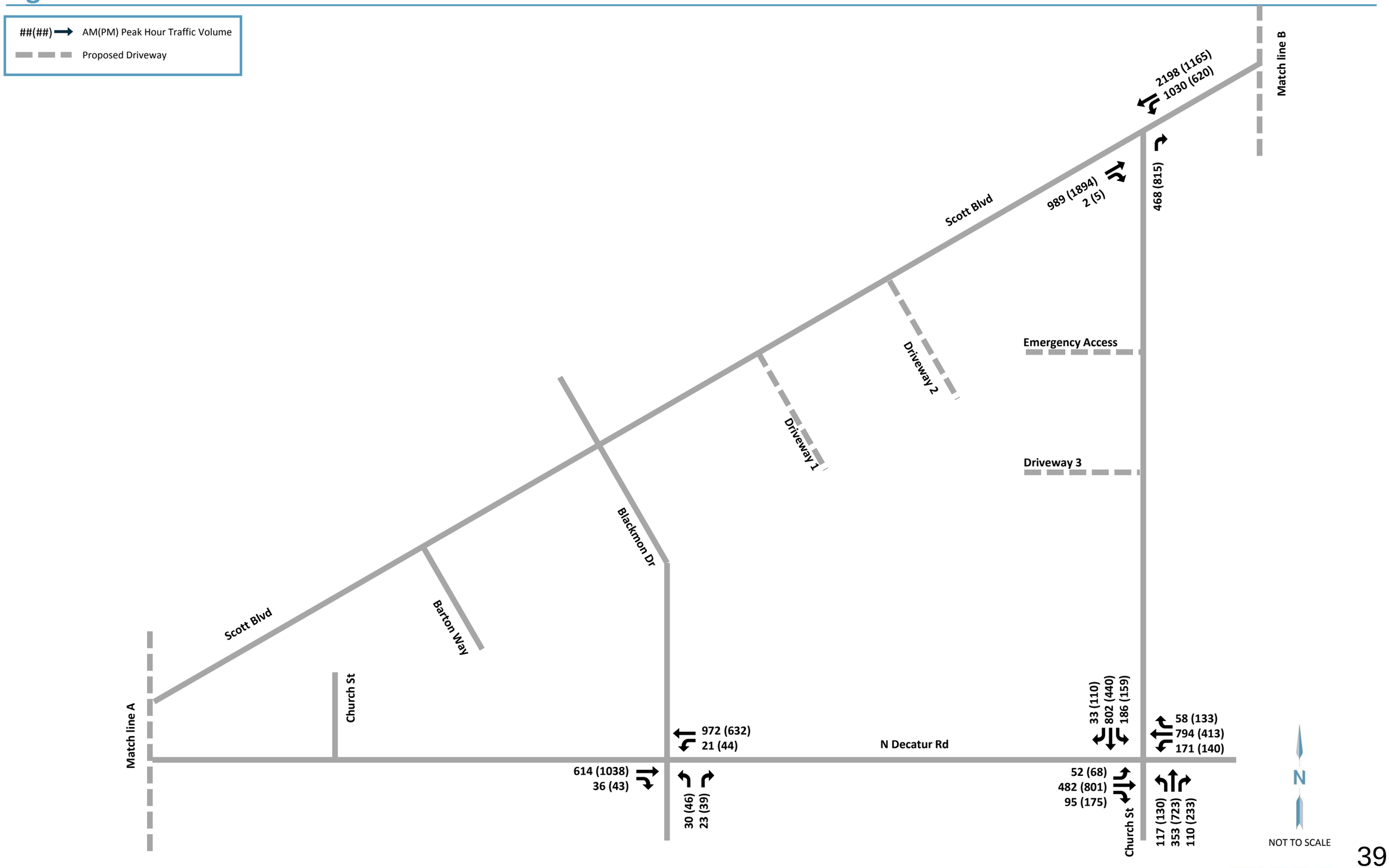

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Figure 21: No-Build 2018 Traffic Volumes Continued

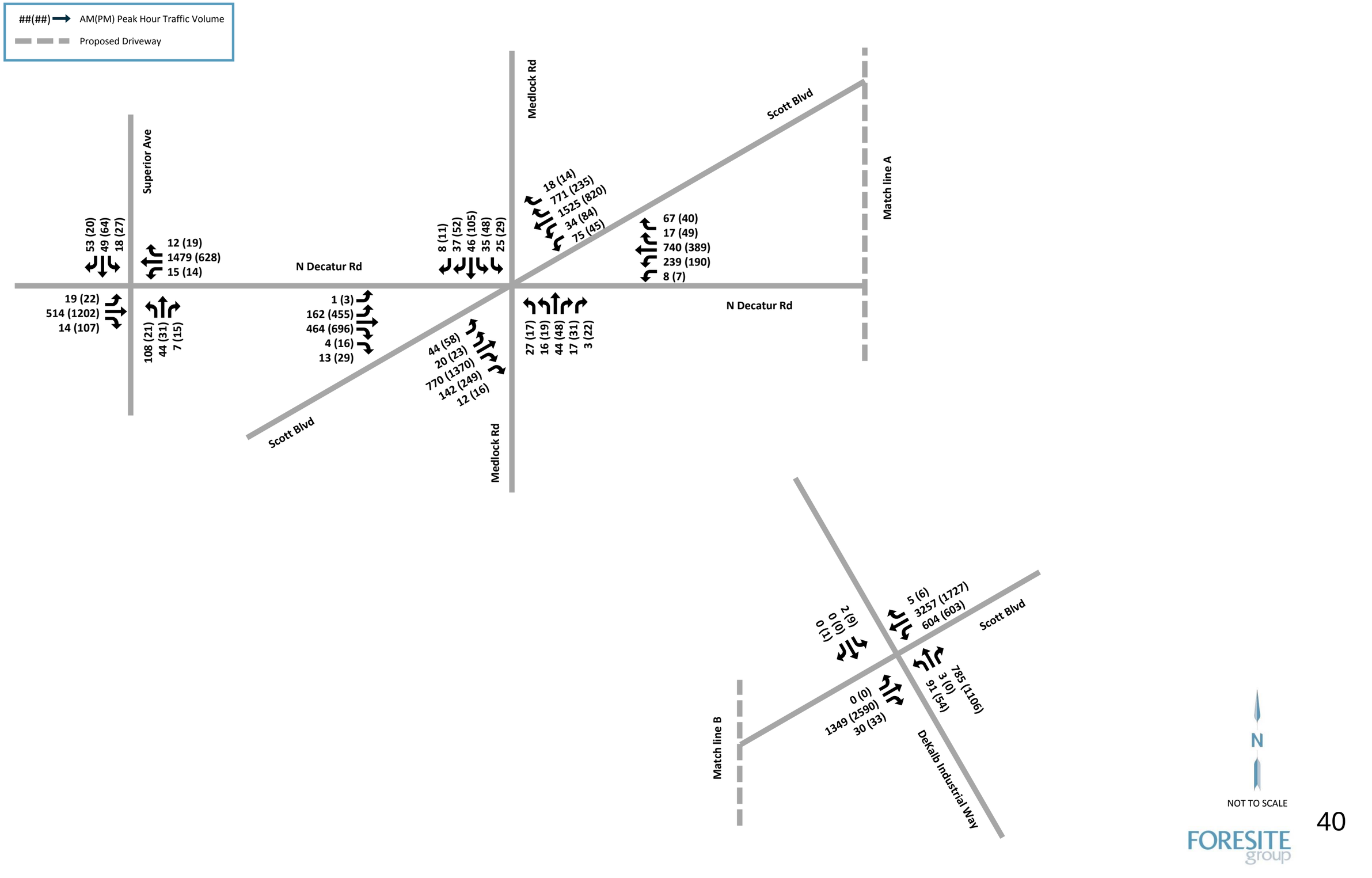

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Table 12: No-Build Capacity Analysis

Intersection	Control	Lane Group Movement	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
Superior Ave @ Scott Blvd	Traffic Signal	EBL	7.6	A	5.0	A
		EBT	0.0	A	0.0	A
		EBR	7.3	A	5.3	A
		WBL	12.6	B	3.5	A
		WBT	0.0	A	0.0	A
		WBR	13.1	B	3.4	A
		NBL	56.3	E	47.6	D
		NBT	0.0	A	0.0	A
		NBR	0.0	A	0.0	A
		SBL	48.2	D	51.4	D
		SBT	0.0	A	0.0	A
		SBR	0.0	A	0.0	A
Scott Blvd @ Medlock Rd @ N Decatur Rd	Traffic Signal	EBL	661.9	F	265.3	F
		EBTR	78.3	E	101.5	F
		WBL	372.1	F	333.0	F
		WBTR	155.5	F	199.6	F
		NBL	69.9	E	71.3	E
		NBTR	72.1	E	94.5	F
		SBL	89.1	F	217.8	F
		SBT	67.1	E	78.5	E
		SBR	63.9	E	62.8	E
		NEL	147.8	F	257.4	F
		NETR	42.9	D	108.5	F
		SWL	338.1	F	61.0	F
		SWT	138.9	F	38.3	D
		SWR	48.3	D	68.9	E
Scott Blvd @ Church St	Traffic Signal	NBR	17.2	B	21.6	C
		NETR	28.4	C	74.3	E
		SWL	9.1	A	18.0	B
		SWT	0.1	A	0.1	A
Scott Blvd @ DeKalb Industrial Way	Traffic Signal	NBL	62.5	E	62.8	E
		NBT	0.0	A	0.0	A
		NBR	747.6	F	1356.2	F
		SBLTR	68.6	E	70.0	E
		NETLR	0.0	A	0.0	A
		SWL	69.9	E	587.8	F
		SWT	29.8	C	10.0	B
		SWR	35.3	D	10.6	B
Church St @ N Decatur Rd	Traffic Signal	EBL	80.4	F	81.6	F
		EBT	12.1	B	38.1	D
		EBR	0.0	A	0.0	A
		WBL	82.8	F	80.2	F
		WBT	27.9	C	26.8	C
		WBR	0.0	A	0.0	A
		NBL	43.3	D	34.1	C
		NBT	44.4	D	52.9	D
		NBR	42.9	D	45.5	D
		SBL	39.5	D	44.6	D
		SBT	70.0	E	41.8	D
		SBR	39.0	D	39.0	D
Blackmon Dr @ N Decatur	Traffic Signal	EBT	4.4	A	7.9	A
		EBR	3.5	A	5.3	A
		WBL	2.8	A	5.2	A
		WBT	2.5	A	2.8	A
		NBL	35.1	D	24.4	C
		NBR	31.3	C	20.6	C

Table 13: No-Build Capacity Analysis with Improvements

Intersection	Control	Lane Group Movement	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
Superior Ave @ Scott Blvd	Traffic Signal	EBL	7.4	A	5.0	A
		EBT	0.0	A	0.0	A
		EBR	7.2	A	5.3	A
		WBL	12.5	B	3.4	A
		WBT	0.0	A	0.0	A
		WBR	13.0	B	3.4	A
		NBL	51.7	D	47.6	D
		NBT	0.0	A	0.0	A
		NBR	0.0	A	0.0	A
		SBL	44.9	D	51.4	D
		SBT	0.0	A	0.0	A
		SBR	0.0	A	0.0	A
Scott Blvd @ Medlock Rd @ N Decatur Rd	Traffic Signal	EBL	697.3	F	265.3	F
		EBTR	78.3	E	101.5	F
		WBL	382.6	F	333.0	F
		WBTR	155.5	F	199.6	F
		NBL	69.9	E	71.3	E
		NBTR	71.2	E	94.5	F
		SBL	89.1	F	217.8	F
		SBT	67.1	E	78.5	E
		SBR	63.9	E	62.8	E
		NEL	147.8	F	257.4	F
		NETR	42.9	D	108.5	F
		SWL	327.2	F	615.7	F
		SWT	164.0	F	42.1	D
		SWR	89.7	F	63.0	E
Scott Blvd @ Church St	Traffic Signal	NBR	17.2	B	48.7	D
		NETR	28.5	C	5.6	A
		SWL	35.1	D	44.5	D
		SWT	0.1	A	0.1	A
Scott Blvd @ DeKalb Industrial Way	Traffic Signal	NBL	139.6	F	79.4	E
		NBR	43.1	D	124.6	F
		NET	15.7	B	52.1	D
		SWL	53.0	D	58.3	E
		SWT	12.8	B	4.9	A
Church St @ N Decatur Rd	Traffic Signal	EBL	85.6	F	81.6	F
		EBT	50.6	D	38.1	D
		EBR	0.0	A	0.0	A
		WBL	74.0	E	80.2	F
		WBT	31.4	C	26.8	C
		WBR	0.0	A	0.0	A
		NBL	40.6	D	34.1	C
		NBT	40.8	D	52.9	D
		NBR	39.4	D	45.5	D
		SBL	34.6	C	43.6	D
		SBT	50.9	D	41.7	D
		SBR	35.5	D	39.0	D
Blackmon Dr @ N Decatur	Traffic Signal	EBT	4.4	A	7.9	A
		EBR	3.5	A	5.3	A
		WBL	2.8	A	5.2	A
		WBT	2.5	A	2.8	A
		NBL	35.1	D	24.4	C
		NBR	31.3	C	20.6	C

6.5 Future Build-Out Conditions

6.5.1 Future Build-Out Traffic

The future build-out traffic consists of the background 2018 volume, plus the additional net total project traffic for each intersection. The volumes are displayed graphically in Figure 22 and Figure 23. Future Lane Geometry showing improvements is shown in Figure 24. Full Synchro Outputs are included in Appendix G.

6.5.2 Future Build-Out Capacity Analysis

Due to the assignment of traffic volume and the design of site access points the overall impact of the development will be minimal to the existing network.

Across the study network delays stay consistent with the LOS observed during the No-Build no improvement conditions, with the exception of two intersections.

6.5.2.1 N Decatur Rd at Blackmon Dr

The intersection was expanded to a four-legged intersection with re-alignment of Blackmon Drive. The addition of the traffic signal included dedicated left turning lanes and right turn lanes off N Decatur Rd. The intersection will include a dedicated southbound left-turn lane in order to accommodate the heavy left-turning volume. The signal timing was kept at a half-cycle length of 70 seconds and operates at acceptable LOS.

6.5.2.2 Scott Blvd at Blackmon Dr

The intersection is to be aligned with the existing Scott Blvd at Blackmon Drive (north of Scott Blvd). The northern approach of Blackmon Dr will be closed to through traffic and only provide a right-out exit only. Left and right-turning lanes will be added to Scott Blvd at the intersection in addition to left and right-turning lanes exiting the development. The cycle length was analyzed as a 75 second half cycle, and the LOS is acceptable for all peak hours and movements.

6.5.2.3 Scott Blvd at Barton Way

This intersection will serve as a full-access side-street stop controlled intersection into the Phase 1 development. The driveway operates at an acceptable LOS for all peak hours and approaches except the exiting traffic during the PM peak period, and the left turning movement from Scott Blvd. Although the LOS is F for the entering trips, there is only an anticipated 16 vehicles during the peak hour and with a dedicated left turn deceleration lane the main line traffic will not see an impact due to queued vehicles.

As part of the Build-Out analysis, site driveways are included in Table 16. All site driveways with the exception of Scott Blvd at Barton Way operates at an acceptable level of service. Driveways accessing Phase 2 and Phase 3 of the development along Scott Blvd will provide right turn deceleration lanes into the development.

6.5.3 Future Build-Out Capacity Analysis with Improvements

All recommend improvements for existing conditions were incorporated into the build-out conditions capacity analysis. With minor changes to signal timing the Build LOS will remain within acceptable LOS or equal to the LOS of the background (no build) conditions. With the exception of Church St at N Decatur Rd, however due to limitations of protected phasing the LOS cannot be improved for the eastbound and westbound left turns.

Due to the proposed nature and geometry of the site driveways, and the left turning vehicles extensively using the proposed signalized intersections with Blackmon Drive it will not be necessary to make improvements to the surrounding area based on the addition of project volumes.

In the future, sight distance issues at the intersection of Church St at N Decatur Rd should be fixed in order to allow for protected-permissive movements in the eastbound and westbound approaches, therefore decreasing delays for these two movements.

Figure 22: Build-Out Traffic Volumes

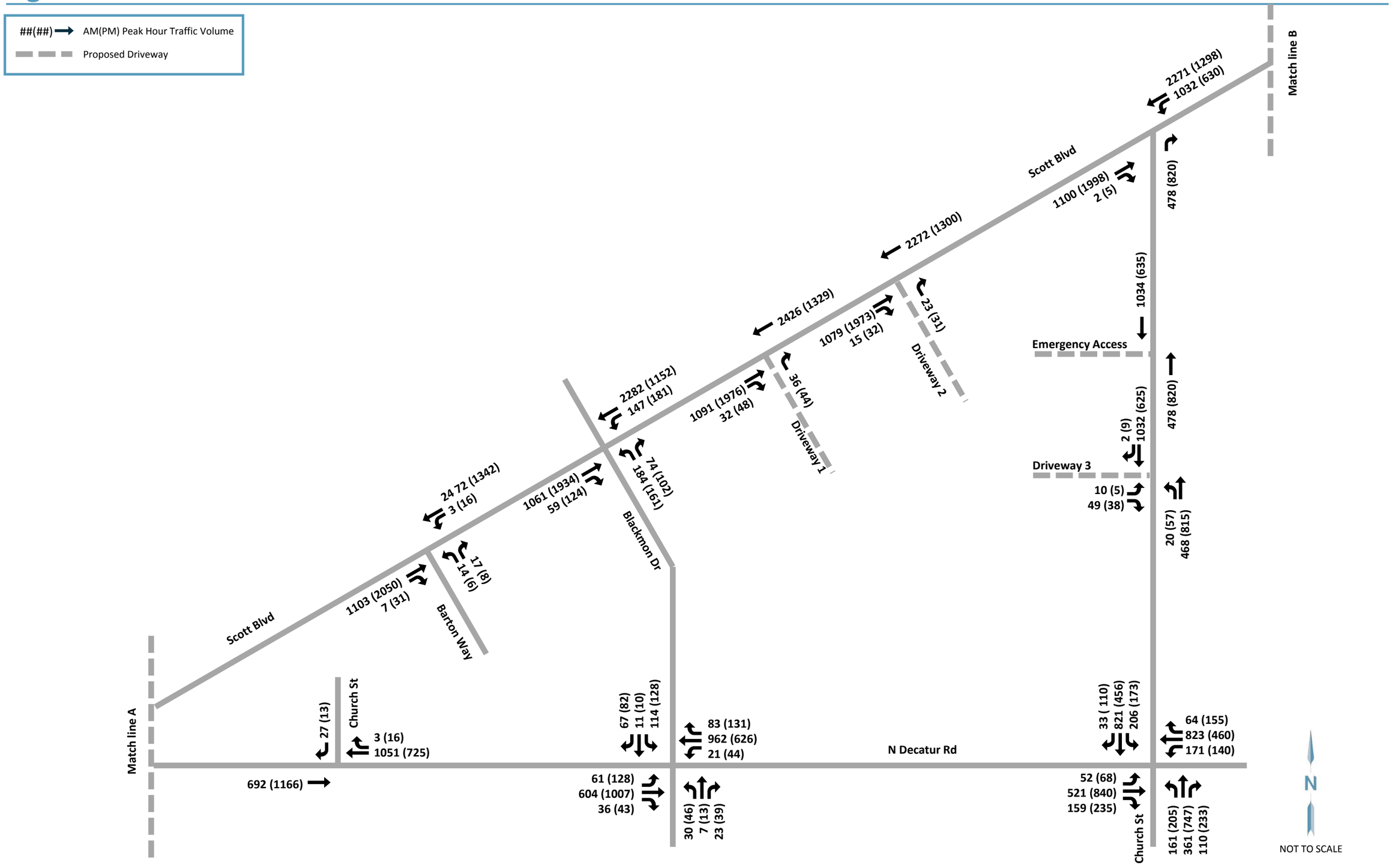
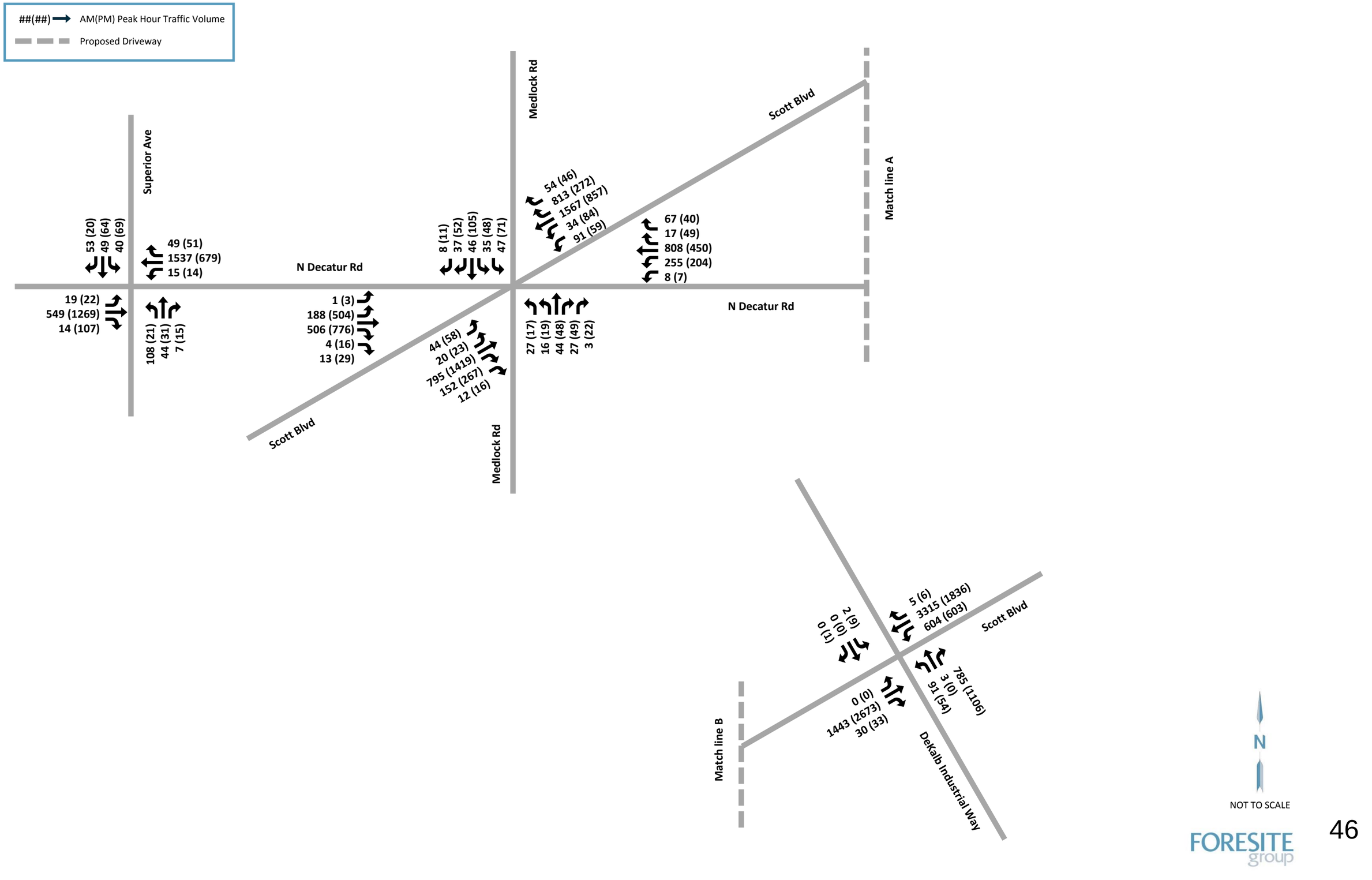


Figure 23: Build-Out Traffic Volumes Continued



FORESITE group

Table 14: Build-Out Capacity Analysis

Intersection	Control	Lane Group Movement	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
Superior Ave @ Scott Blvd	Traffic Signal	EBL	8.8	A	6.8	A
		EBT	0.0	A	0.0	A
		EBR	7.9	A	7.2	A
		WBL	14.5	B	4.6	A
		WBT	0.0	A	0.0	A
		WBR	15.3	B	4.7	A
		NBL	55.9	E	44.9	D
		NBT	0.0	A	0.0	A
		NBR	0.0	A	0.0	A
		SBL	49.8	D	51.6	D
		SBT	0.0	A	0.0	A
		SBR	0.0	A	0.0	A
Scott Blvd @ Medlock Rd @ N Decatur Rd	Traffic Signal	EBL	820.9	F	331.0	F
		EBTR	94.1	F	14.1	F
		WBL	418.9	F	333.0	F
		WBTR	195.6	F	265.9	F
		NBL	67.7	E	71.3	E
		NBTR	72.4	E	137.0	F
		SBL	149.0	F	680.5	F
		SBT	65.5	E	78.5	E
		SBR	62.7	E	62.8	E
		NEL	291.2	F	257.4	F
		NETR	43.6	D	127.2	F
		SWL	593.0	F	734.4	F
		SWT	165.7	F	46.5	D
		SWR	64.1	E	40.2	D
Scott Blvd @ Church St	Traffic Signal	NBR	21.2	C	21.6	C
		NETR	24.3	C	128.3	F
		SWL	13.8	B	12.4	B
		SWT	0.1	A	0.1	A
Scott Blvd @ DeKalb Industrial Way	Traffic Signal	NBL	62.5	E	62.8	E
		NBT	0.0	A	0.0	A
		NBR	747.6	F	1356.2	F
		SBLTR	68.6	E	70.0	E
		NETLR	0.0	A	0.0	A
		SWL	69.9	E	587.8	F
		SWT	32.6	C	10.5	B
		SWR	38.6	D	11.2	B
Church St @ N Decatur RD	Traffic Signal	EBL	79.9	E	81.2	F
		EBT	14.9	B	48.9	D
		EBR	0.0	A	0.0	A
		WBL	82.8	F	80.2	F
		WBT	30.6	C	28.8	C
		WBR	0.0	A	0.0	A
		NBL	46.9	D	35.2	D
		NBT	42.2	D	52.3	D
		NBR	40.7	D	44.3	D
		SBL	40.9	D	47.9	D
		SBT	78.7	E	44.4	D
		SBR	39.0	D	41.2	D

Table 14: Build-Out Capacity Analysis Continued

Blackmon Dr @ N Decatur	Traffic Signal	EBL	8.3	A	8.8	A
		EBT	9.2	A	14.8	B
		EBR	7.3	A	9.6	A
		WBL	7.3	A	9.9	A
		WBT	12.9	B	13.7	B
		WBR	0.0	A	0.0	A
		NBL	26.4	C	24.8	C
		NBT	0.0	A	0.0	A
		NBR	22.4	C	19.0	B
		SBL	32.1	C	30.9	C
		SBT	0.0	A	0.0	A
		SBR	26.0	C	23.6	C
Scott Blvd @ Blackmon Dr	Traffic Signal	NWLR	31.4	C	31.1	C
		NET	10.6	B	15.0	B
		NER	16.3	B	8.9	A
		SWL	6.5	A	13.4	B
		SWT	8.6	A	4.4	A

Table 15: Build-Out Capacity Analysis with Improvements

Intersection	Control	Lane Group Movement	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
Superior Ave @ Scott Blvd	Traffic Signal	EBL	8.6	A	6.8	A
		EBT	0.0	A	0.0	A
		EBR	7.8	A	7.2	A
		WBL	14.6	B	4.6	A
		WBT	0.0	A	0.0	A
		WBR	15.4	B	4.7	A
		NBL	51.3	D	44.9	D
		NBT	0.0	A	0.0	A
		NBR	0.0	A	0.0	A
		SBL	46.3	D	51.6	D
		SBT	0.0	A	0.0	A
		SBR	0.0	A	0.0	A
Scott Blvd @ Medlock Rd @ N Decatur Rd	Traffic Signal	EBL	862.0	F	331.0	D
		EBTR	94.1	F	140.1	F
		WBL	430.2	F	333.0	F
		WBTR	195.6	F	265.9	F
		NBL	67.7	E	71.3	E
		NBTR	72.4	E	137.0	F
		SBL	149.0	F	680.5	F
		SBT	65.5	E	78.5	E
		SBR	62.7	E	62.8	E
		NEL	219.2	F	257.4	F
		NETR	43.6	D	127.2	F
		SWL	590.6	F	734.4	F
		SWT	175.2	F	46.5	D
		SWR	80.5	F	40.2	D
Scott Blvd @ Church St	Traffic Signal	NBR	21.2	C	49.1	D
		NETR	41.3	D	28.2	C
		SWL	29.4	C	44.8	D
		SWT	0.3	A	0.1	A

Table 15: Build-Out Capacity Analysis with Improvements Continued

Scott Blvd @ DeKalb Industrial Way	Traffic Signal	NBL	139.6	F	79.4	E
		NBR	43.0	D	144.0	F
		NET	22.6	C	51.5	D
		SWL	52.9	D	62.8	E
		SWT	13.6	B	5.1	A
Church St @ N Decatur RD	Traffic Signal	EBL	83.1	F	80.7	F
		EBT	38.9	D	41.1	D
		EBR	0.0	A	0.0	A
		WBL	78.9	E	80.2	F
		WBT	33.9	C	28.8	C
		WBR	0.0	A	0.0	A
		NBL	52.6	D	35.2	D
		NBT	40.7	D	52.3	D
		NBR	39.2	D	44.3	D
		SBL	33.6	C	47.9	D
		SBT	54.3	D	44.4	D
		SBR	35.5	D	41.2	D
Blackmon Dr @ N Decatur	Traffic Signal	EBL	7.8	A	8.4	A
		EBT	8.8	A	13.3	B
		EBR	7.0	A	9.0	A
		WBL	6.7	A	9.6	A
		WBT	11.0	B	11.6	B
		WBR	0.0	A	0.0	A
		NBL	33.0	C	23.1	C
		NBT	0.0	A	0.0	A
		NBR	28.5	C	18.6	B
		SBL	39.9	D	28.8	C
		SBT	0.0	A	0.0	A
		SBR	32.0	C	22.1	C
Scott Blvd @ Blackmon Dr	Traffic Signal	NWLR	31.4	C	31.1	C
		NET	10.6	B	15.0	B
		NER	16.2	B	8.9	A
		SWL	4.9	A	13.4	B
		SWT	6.0	A	3.0	A

Table 16: Build-Out Driveway Analysis

Intersection	Control	Lane Group Movement	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
Scott Blvd @ Barton Way	Side-Street Stop	NETR	0.0	A	0.0	A
		NER	0.0	A	0.0	A
		NEWLR	26.9	D	798.0	F
		SWL	16.7	C	53.0	F
		SWT	0.0	A	0.0	A
Scott Blvd @ Driveway 1	Side-Street Stop	NETR	0.0	A	0.0	A
		NER	0.0	A	0.0	A
		NWR	15.5	C	31.1	D
		SWT	0.0	A	0.0	A
Scott Blvd @ Driveway 2	Side-Street Stop	NETR	0.0	A	0.0	A
		NER	0.0	A	0.0	A
		NWR	14.9	B	28.6	D
		SWT	0.0	A	0.0	A
Church St @ Driveway 3	Side-Street Stop	NBL	11.0	B	9.3	A
		NBT	0.0	A	0.0	A
		EBLR	15.9	C	11.9	B
		SBT	0.0	A	0.0	A
		SBR	0.0	A	0.0	A
N Decatur @ Apartment Driveway	Side-Street Stop	EBT	0.0	A	0.0	A
		WBT	0.0	A	0.0	A
		WBR	0.0	A	0.0	A
		SBR	13.2	B	11.2	B

Figure 24: Future Lane Geometry

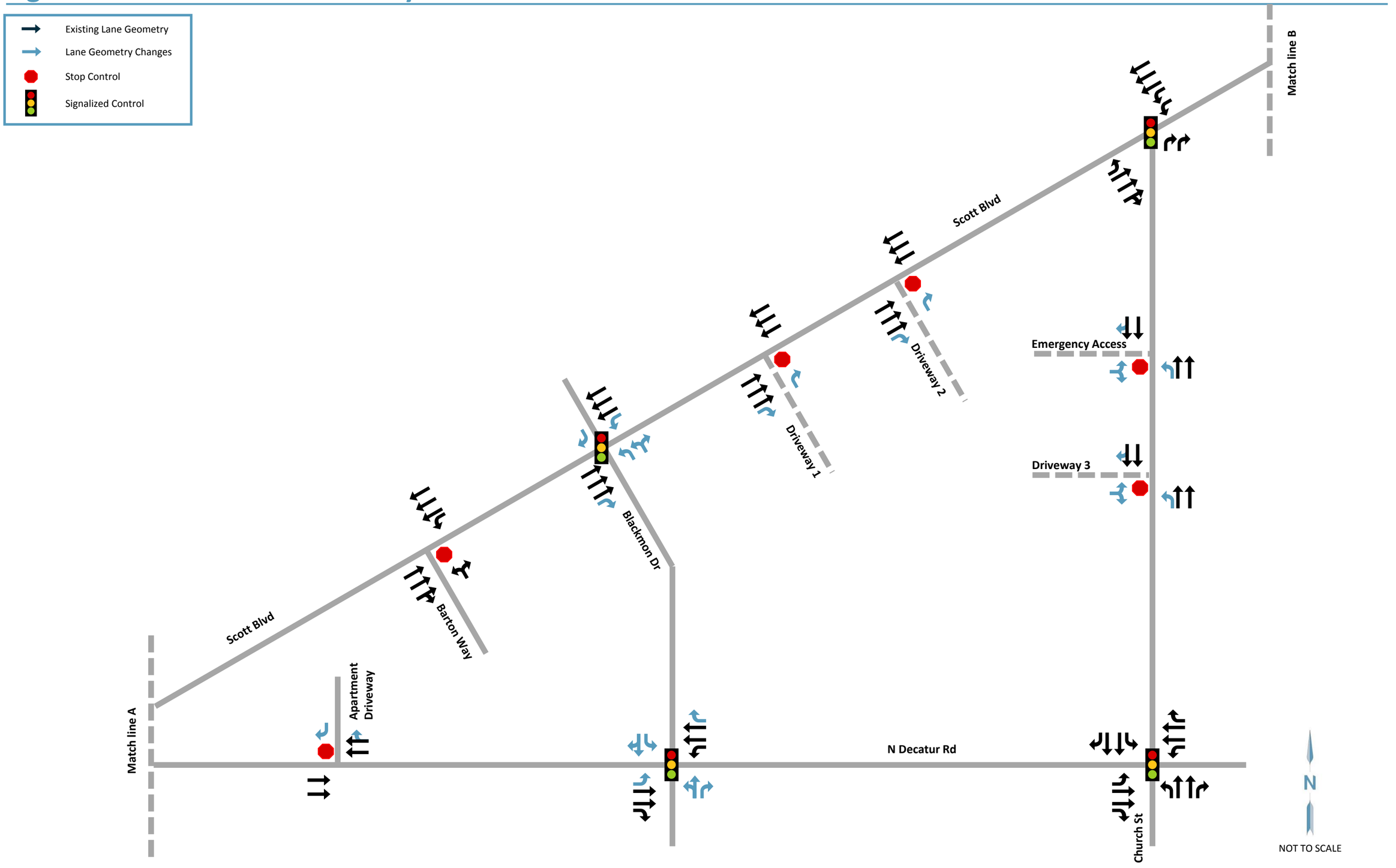
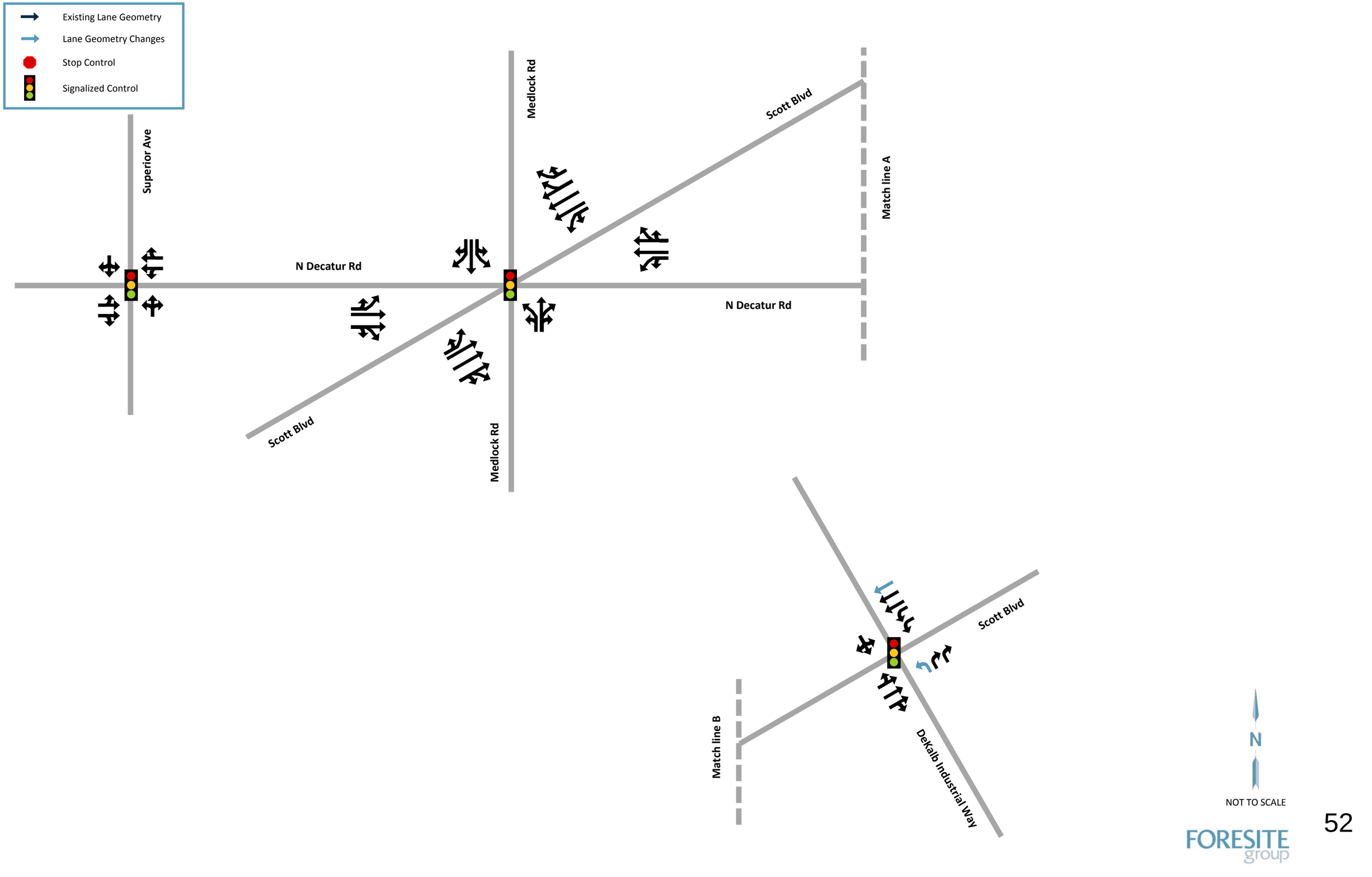


Figure 25: Future Lane Geometry



6.6 Segment Analysis

Segment analysis for the study segments is tabulated in Table 17. It can be observed that in spite of improvements at some intersections, some of the LOS in the "improved" conditions actually degrade. That is due to the signal timing improvements necessary to improve intersection LOS.

Table 17: Segment Analysis

Segment	NB/ EB		SB/ WB	
	AM	PM	AM	PM
Existing				
Church St	C	D	D	D
N Decatur Rd	E	E	E	E
Scott Blvd	D	E	E	C
Existing with Improvements				
Church St	D	E	D	D
N Decatur Rd	E	E	E	E
Scott Blvd	D	E	F	C
Background/ No Build				
Church St	C	D	D	D
N Decatur Rd	E	E	E	F
Scott Blvd	D	E	E	C
Background/ No Build with Improvements				
Church St	D	E	D	D
N Decatur Rd	E	E	E	F
Scott Blvd	D	E	F	C
Build				
Church St	D	D	D	D
N Decatur Rd	E	F	F	F
Scott Blvd	E	F	F	D
Build with Improvements				
Church St	D	E	D	D
N Decatur Rd	E	F	F	F
Scott Blvd	E	F	F	D

6.7 Site Access Analysis

The proposed development has multiple access points and configurations as follows.

Table 18: Site Access Analysis

Driveway	Major Road	Traffic Control	Configuration	Left-in	Right-in
Barton Way	Scott Blvd	Side-street stop	Full-access	TWLTL	No*
Blackmon Dr	Scott Blvd	Signalized	Full-access	Yes	Yes
Driveway 1	Scott Blvd	Side-street stop	Right-in / right-out	N/A	Yes
Driveway 2	Scott Blvd	Side-street stop	Right-in / right-out	N/A	Yes
Driveway 3	Church St	Side-street stop	Right-in / right-out	TWLTL	No**
Blackmon Dr	N Decatur Rd	Signalized	Full-access	Yes	Yes
Apartment Driveway	N Decatur Rd	Side-street stop	Right-in / right-out	N/A	No*

*Due to Phase 1 permitting having already taken place and construction having begun right turn lanes were not included for the two driveways.
**Driveway 3 will not meet the required 100 vehicles per day (projected 75 vpd) per the GDOT's Regulations for Driveway and Encroachment Control Manual Table 4-6.

7 Identification of Programmed Projects

For a map of project locations please reference Appendix H.

Public Projects:

- 00010050 SR 8 @ Blackmon – Emergency Project – Maintenance
- 0012814 – SR 8 @ Medlock / N Decatur & SR 8 @ DeKalb Industrial – Signal Upgrades -2018
- 0009378 – SR 8 from Westchester to N Decatur Rd – Long Range enhancement
- 0010631 – Church St from Commerce Dr to Medlock Rd – Bike Ped Improvement – Construction Work Program
- MARTA Clifton Corridor Expansion – Light Rail station at Suburban Plaza – Long Range

Private Projects:

- Suburban Plaza Walmart Enhancements – Completed project with traffic signal located on N Decatur @ Blackmon Dr
- The Reserve Apartments –Residential development
- Northwood Ravin Apartments – Residential development
- DeKalb Farmers Market – Large multi-use south-east of the development

The planned projects in the vicinity do not include capacity enhancement but include projects such as general maintenance, signal equipment upgrades, bike/ pedestrian facility improvements, etc. Hence these improvements were not taken into account for the purposes of capacity analysis.

8 Conclusions/Recommendations

A mixed-use development is proposed at the eastern quadrant of the six-legged intersection between N Decatur Rd, Scott Blvd, and Medlock Rd in Decatur, GA. This development triggered GRTA's DRI Review due to the total square footage of the buildings, which met the minimum threshold. The three-phase development is expected to be built by 2018, with construction currently underway for the first two phases. An intersection and segment capacity analysis was conducted in order to determine the impact

that this development will have in the surrounding roadways and intersections in addition to potential improvements necessary to meet the minimum required LOS. Table 19 summarizes land uses, site accesses and improvements by phases. These are site related improvements and do not include improvements required during existing or background conditions.

Table 19: Summary of Land Uses, Site Accesses, and Improvements

Phase	Land Uses	Site Accesses	Improvements Necessary
1	• Apartments • Specialty Retail Center	• Full Access (Scott Blvd @ Barton Way) • RIRO (N Decatur Rd @ Apartment Driveway)	• Close Barton Way intersection at N Decatur Rd to only serve apartment residents • New RIRO driveway at N Decatur Rd to the west of the existing Barton Way
2	• Specialty Retail Center • Drive-In Bank • Apartment • Coffee/Doughnut Shop with Drive-Through Window • High Turnover/Sit Down Restaurant • High Turnover/Sit Down Restaurant (No Dinner)	• Restricted Access* (Scott Blvd @ Blackmon Dr) • Full Access (N Decatur Rd @ Blackmon Dr) • RIRO (Scott Blvd @ Driveway 1)	• Realignment of the southern portion of Blackmon Dr to match Walmart Driveway to the south at N Decatur Rd and northern section of Blackmon Dr at Scott Blvd • Traffic signal at Blackmon Dr and Scott Blvd and at Blackmon Dr at N Decatur Rd • Right and left turn lanes added to the signalized intersection of Blackmon Dr at Scott Blvd • Right and left turn lanes added to the signalized intersection of Blackmon Dr at N Decatur Rd • Right turn lane added to RIRO driveway 1 • Converting the portion of Blackmon Dr to the north of Scott Blvd to a right-out only access • Signal timing improvements • Right turn lanes added to RIRO driveway 2
3	• Fast Food Restaurant with Drive-Through Window • Supermarket • Apartments • Senior Adult Housing – Attached • Mini-Warehouse	• RIRO (Scott Blvd @ Driveway 1) • RIRO (Scott Blvd @ Driveway 2) • Restricted Access (Church St @ Emergency Access) • Full Access(Church St @ Driveway 3)	• Signal timing improvements

*The existing southbound Blackmon Dr will be converted to a right-out only, and will not provide a through movement for northbound to southbound Blackmon Dr.

Existing and no build conditions improvements also include the conversion of the eastbound split phase at the intersection of Scott Blvd and DeKalb Industrial Blvd to a RIRO, which only services a small utility station. Signal timings are also improvements that are recommended in order to bring intersections and turning movements up to acceptable levels of service.

Appendix A:
Site Plans

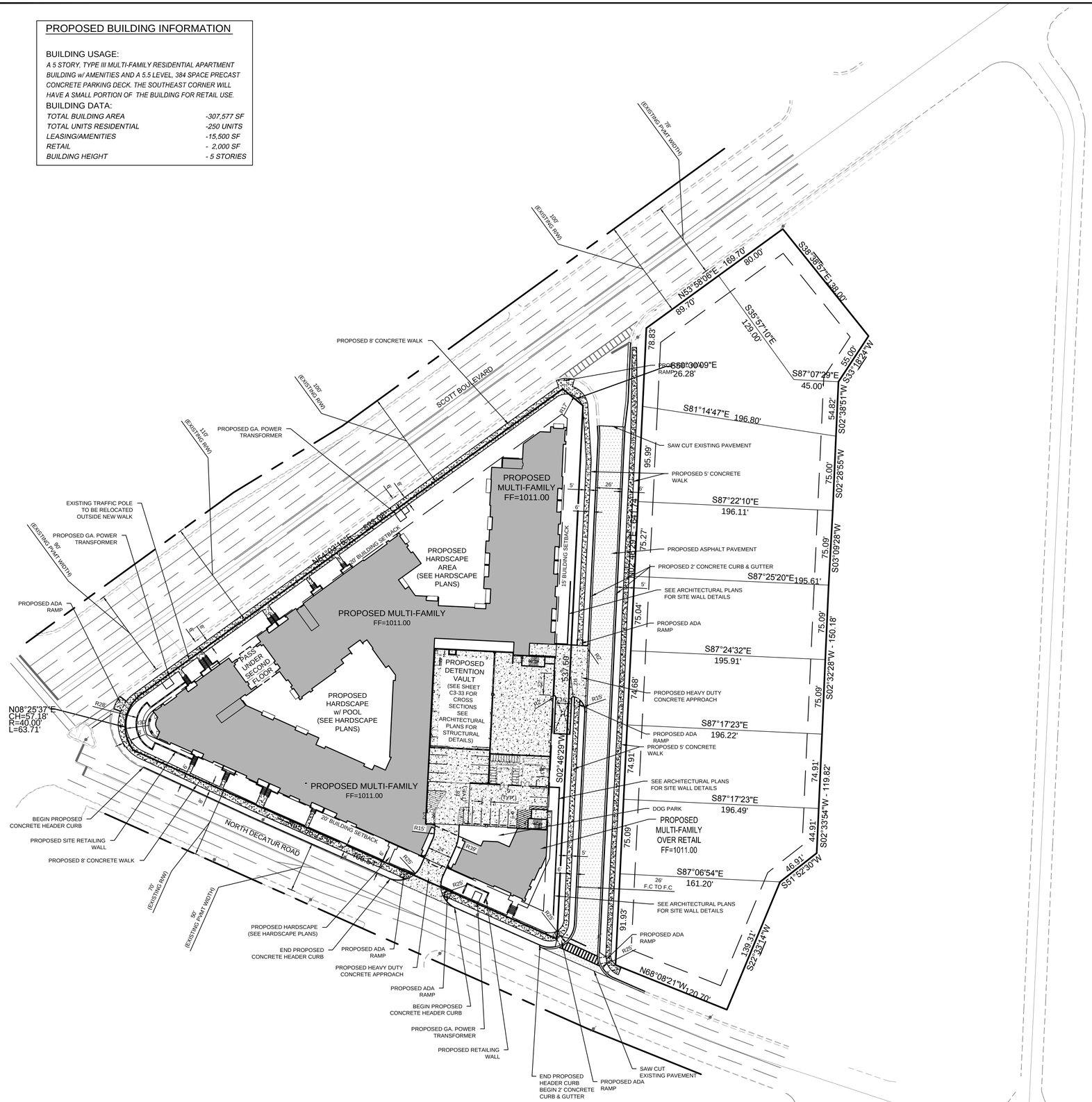
PROPOSED BUILDING INFORMATION

BUILDING USAGE:

A 5 STORY, TYPE III MULTI-FAMILY RESIDENTIAL APARTMENT BUILDING w/ AMENITIES AND A 5.5 LEVEL, 384 SPACE PRECAST CONCRETE PARKING DECK. THE SOUTHEAST CORNER WILL HAVE A SMALL PORTION OF THE BUILDING FOR RETAIL USE.

BUILDING DATA:

TOTAL BUILDING AREA	*-307,577 SF*
TOTAL UNITS RESIDENTIAL	*-250 UNITS*
LEASING/AMENITIES	*-15,500 SF*
RETAIL	*- 2,000 SF*
BUILDING HEIGHT	*- 5 STORIES*



PAVEMENT LEGEND:

- ASPHALT PAVEMENT
- HEAVY DUTY CONCRETE PAVEMENT
- CONCRETE PAVEMENT
- SITE RETAINING WALL

GENERAL SITE NOTES:

1. ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS SPECIFIED OTHERWISE.
2. ALL TREES SHALL HAVE PROPER PROTECTION DURING CONSTRUCTION UNLESS APPROVED PLANS INDICATE OTHERWISE.
3. TOPOGRAPHIC SURVEY BY GEOSURVEY, LTD., APRIL 18, 2014. BENCHMARK IS NOTED ON SURVEY.
4. FLOOD PLAIN IS NOT PRESENT ON THIS SITE AS SHOWN ON THE FEMA FIRM MAP NUMBER 13089C0066J, MAY 16, 2013.
5. ACCESSIBLE PARKING AREAS, INCLUDING AISLES, SHALL SLOPE NO MORE THAN 2% IN ANY DIRECTION.
6. THE OWNER IS RESPONSIBLE FOR OBTAINING ANY NECESSARY AGREEMENTS FROM ADJACENT PROPERTY OWNERS IN ORDER TO PERFORM THE REQUIRED OFFSITE WORK, INCLUDING, STORM DRAINAGE, CURB AND GUTTER AND PAVEMENT TIE-INS AND GRADING.
7. REFERENCE ARCH PLANS FOR DIRECTIONAL SIGNAGE, SITE SIGNAGE, BUILDING DIMENSIONS, ETC.
8. SURFACE COURSE IN NEW PAVEMENT AREAS SHALL NOT BE INSTALLED UNTIL FINAL PHASE OF CONSTRUCTION.
9. STRIPING AND PAVEMENT MARKINGS SHALL CONFORM TO MUTCD STANDARDS
10. BOTTOM OF WALL ELEVATIONS SHOWN TO FINISHED GRADE. RETAINING WALL TO EXTEND BELOW THE FOOTING DEPTH. VENDOR OF MODULAR WALLS TO SPECIFY DEPTH BELOW THE FINISH GRADE.
11. NOTE: **ALL RETAINING WALLS REQUIRE SEPARATE PERMIT** . VENDOR SHALL PROVIDE ALL DESIGN/MATERIALS/SPECIFICATIONS FOR MODULAR DESIGN STRUCTURAL ENGINEER SHALL PROVIDE DESIGN FOR REINFORCED CONCRETE WALLS.

NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

SITE SUMMARY

SITE AREA	
PROJECT SITE AREA:	6.22 ACRES (270,943 SF)
IMPERVIOUS AREA:	3.11 ACRES (135,471 SF) -50.00%
PERVIOUS AREA:	3.11 ACRES (135,471 SF) -50.00%
ZONING CLASSIFICATION	
JURISDICTION:	DEKALB COUNTY
ZONING:	R-75 (RESIDENTIAL DISTRICT)
ADJACENT ZONING (EAST):	R-75 (RESIDENTIAL DISTRICT)
BUILDING SUMMARY	
BUILDING HEIGHT:	5 STORIES
BUILDING AREA:	307,577 SF
RESIDENTAIL:	290,077 SF
RETAIL:	2,000 SF
AMENITY:	15,500 SF
BUILDING COVERAGE:	23%
PARKING SUMMARY	
PARKING REQ.:	385 SPACES
MULTIFAMILY (1.5/UNIT):	375 SPACES (250 UNITS)
RETAIL (5/1000 SF):	10 SPACES (2,000 SF)
PARKING PROV.:	384 SPACES
STANDARD PARKING:	375 SPACES
HANDICAP PARKING:	9 SPACES (INCLUDING 2 VAN-ACCESSIBLE)
STANDARD STALL DIMENSIONS:	9' x 18'
MIN. DRIVE WIDTH:	24'

No.	REVISIONS	DATE	BY

Kimley»Horn

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10 ROSWELL STREET, SUITE 210, ALPHARETTA, GA 30009
PHONE: 770-814-4200 FAX: 770-619-4270
WWW.KIMLEY-HORN.COM

LICENSED PROFESSIONAL ENGINEER — GEORGIA — 12/12/14

KHA PROJECT	019418004
DATE	12/12/14
SCALE	AS SHOWN
DESIGNED BY	SDT
DRAWN BY	SDT
CHECKED BY	BRM

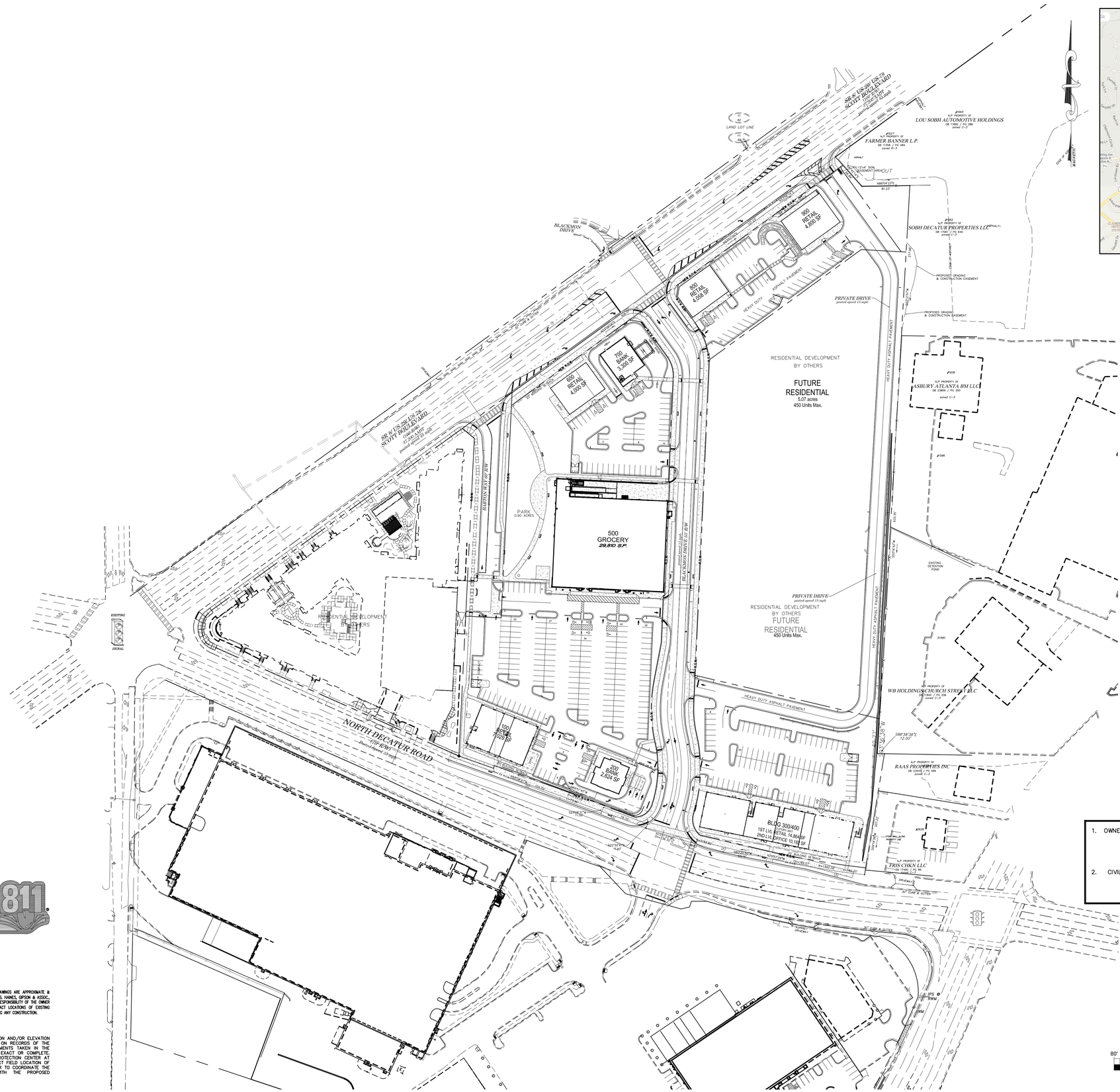
OVERALL SITE PLAN

SCOTT BLVD. MULTI-FAMILY DEVELOPMENT
PREPARED FOR
NORTHWOOD RAVIN
DEKALB COUNTY GEORGIA

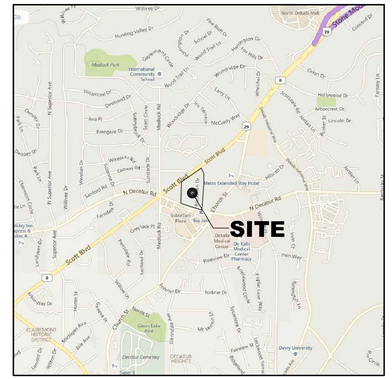
SHEET NUMBER
C2-00

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Plotted By:Tucker, Scott Sheet Set/Kha Layout:C2-00 December 16, 2014 08:58:19am K:\ALP_PE\019418004_Scott Blvd. Multi-Family\CAD\PlanSheets\C2-00 - Site Plan.dwg



VICINITY MAP



GEORGIA811
Utilities Protection Center, Inc.

Know what's **below.**
Call before you dig.

Dial 811
Or Call 800-282-7411

THE LOCATION OF ALL UTILITIES (ABOVE OR BELOW GROUND) SHOWN ON THESE DRAWINGS ARE APPROXIMATE & WERE OBTAINED FROM OBSERVATIONS AT THE SITE AND/OR FROM THE UTILITY OWNERS. HAINES, GIPSON & ASSOC., INC. DOES NOT GUARANTEE THAT LOCATIONS SHOWN ARE EXACT. IT SHALL BE THE RESPONSIBILITY OF THE OWNER OF THE PROPERTY OR HIS AGENT AND/OR THE CONTRACTOR TO DETERMINE EXACT LOCATIONS OF EXISTING UTILITIES (ABOVE OR BELOW GROUND) & TO NOTIFY UTILITY OWNERS BEFORE BEGINNING ANY CONSTRUCTION.

CAUTION–NOTE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. GA. LAW REQUIRES THE CONTRACTOR TO CALL THE UTILITY PROTECTION CENTER AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE THE RELOCATION OF ALL THE UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

1. OWNER/DEVELOPER —— FUGUA DEVELOPMENT, LP
CONTACT: BILL AIKEN
3575 PIEDMONT RD., SUITE 800
ATLANTA, GEORGIA 30305
(404) 907-1709

2. CIVIL ENGINEER —— *HAINES, GIPSON & ASSOCIATES, INC.*
1550 NORTH BROWN ROAD, SUITE 100
LAWRENCEVILLE, GA 30043
(770) 491–7550

SITE PLAN

GRAPHIC SCALE
80' 0 80' 160' 220'
(IN FEET)
1 inch = 80 ft.

HAINES GIPSON & ASSOCIATES
CONSULTING ENGINEERS
CIVIL & STRUCTURAL SERVICES
1550 NORTH BROWN ROAD, SUITE 100
LAWRENCEVILLE, GEORGIA 30043
PHONE: (770) 491-7550
FAX: (770) 491-7750

SEAL

A PROJECT OF: FUGUA DEVELOPMENT

DECATUR MARKETPLACE

DEKALB COUNTY, GEORGIA
SCOTT BLVD & NORTH DECATUR ROAD
L.L. 49, DISTRICT 18

NO.	BY	DATE	DESCRIPTION

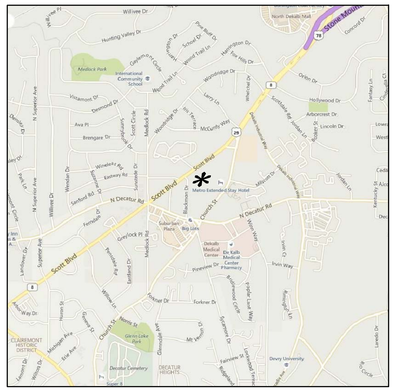
DRAWN BY	CHECKED BY
SCA	RCL

DATE
02/12/2016

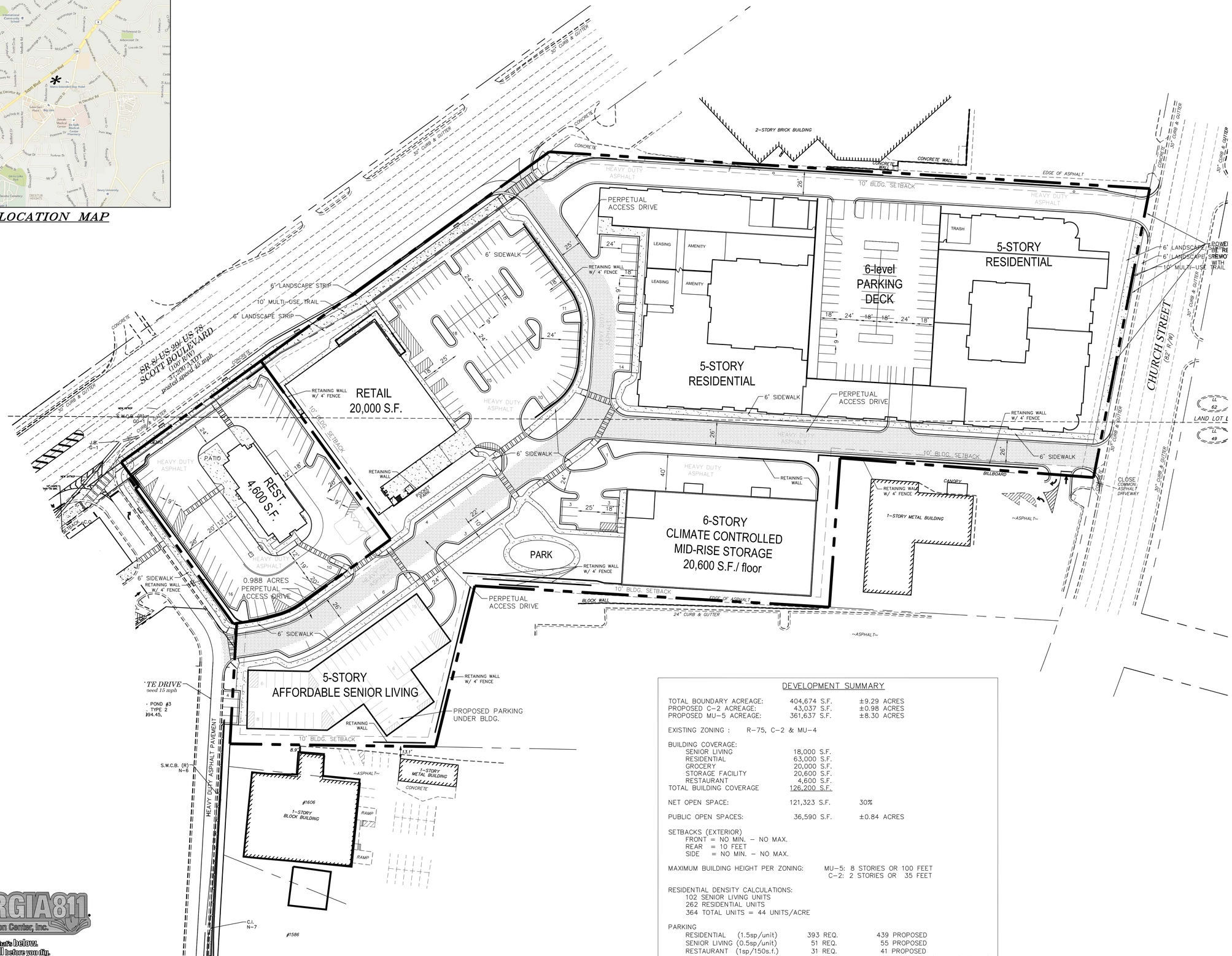
SHEET TITLE
SITE PLAN

SHEET NUMBER
C-13

HGA JOB No. 2015-235



LOCATION MAP



DEVELOPMENT SUMMARY

TOTAL BOUNDARY ACREAGE:	404,674 S.F.	±9.29 ACRES
PROPOSED C-2 ACREAGE:	43,037 S.F.	±0.98 ACRES
PROPOSED MU-5 ACREAGE:	361,637 S.F.	±8.30 ACRES

EXISTING ZONING : R-75, C-2 & MU-4

BUILDING COVERAGE:

SENIOR LIVING	18,000 S.F.
RESIDENTIAL	63,000 S.F.
GROCERY	20,000 S.F.
STORAGE FACILITY	20,600 S.F.
RESTAURANT	4,600 S.F.
TOTAL BUILDING COVERAGE	126,200 S.F.

NET OPEN SPACE:	121,323 S.F.	30%
PUBLIC OPEN SPACES:	36,590 S.F.	±0.84 ACRES

SETBACKS (EXTERIOR)
FRONT = NO MIN. - NO MAX.
REAR = 10 FEET
SIDE = NO MIN. - NO MAX.

MAXIMUM BUILDING HEIGHT PER ZONING: MU-5: 8 STORIES OR 100 FEET
C-2: 2 STORIES OR 35 FEET

RESIDENTIAL DENSITY CALCULATIONS:
102 SENIOR LIVING UNITS
262 RESIDENTIAL UNITS
364 TOTAL UNITS = 44 UNITS/ACRE

PARKING

RESIDENTIAL	(1.5sp/unit)	393 REQ.	439 PROPOSED
SENIOR LIVING	(0.5sp/unit)	51 REQ.	55 PROPOSED
RESTAURANT	(1sp/150s.f.)	31 REQ.	41 PROPOSED
GROCERY	(1sp/500s.f.)	40 REQ.	83 PROPOSED (4.15sp/1,000s.f.)
STORAGE	(1sp/8,000s.f.)	16 REQ.	15 PROPOSED

TOTAL LENGTH OF STREETS (PRIVATE): 1,950 L.F.

PROPOSED SIDEWALKS ALONG PRIVATE STREET (6' IN WIDTH)

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THE LOCATION OF ALL UTILITIES (ABOVE OR BELOW GROUND) SHOWN ON THESE DRAWINGS ARE APPROXIMATE & WERE OBTAINED FROM OBSERVATIONS AT THE SITE AND/OR FROM THE UTILITY OWNERS. HAINES, GIPSON & ASSOC., INC. DOES NOT GUARANTEE THAT LOCATIONS SHOWN ARE EXACT. IT SHALL BE THE RESPONSIBILITY OF THE OWNER OF THE PROPERTY OR HIS AGENT AND/OR THE CONTRACTOR TO DETERMINE EXACT LOCATIONS OF EXISTING UTILITIES (ABOVE OR BELOW GROUND) & TO NOTIFY UTILITY OWNERS BEFORE BEGINNING ANY CONSTRUCTION.

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CONCEPTUAL SITE PLAN

GRAPHIC SCALE
40' 0 40' 80' 160'
(IN FEET)
1 inch = 40 ft.

HAINES GIPSON & ASSOCIATES
CONSULTING ENGINEERS
CIVIL & STRUCTURAL SERVICES
1550 NORTH BROWN ROAD, SUITE 100
LAWRENCEVILLE, GEORGIA 30043
PHONE: (770) 491-7550
FAX: (770) 491-7750

SEAL

A PROJECT OF:
M.J. LANT DEVELOPMENTS, INC.

NORTH DECATUR ROAD SHOPPING CENTER PHASE III
DEKALB COUNTY, GEORGIA

NO.	BY	DATE	DESCRIPTION

DRAWN BY: SCA
CHECKED BY:
DATE: 3/1/2016
SHEET TITLE: SITE PLAN
SHEET NUMBER: SP-70b
HGA JOB No. 2012-168

Appendix B:
Traffic Counts

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Medlock Rd and Scott Blvd , Decatur

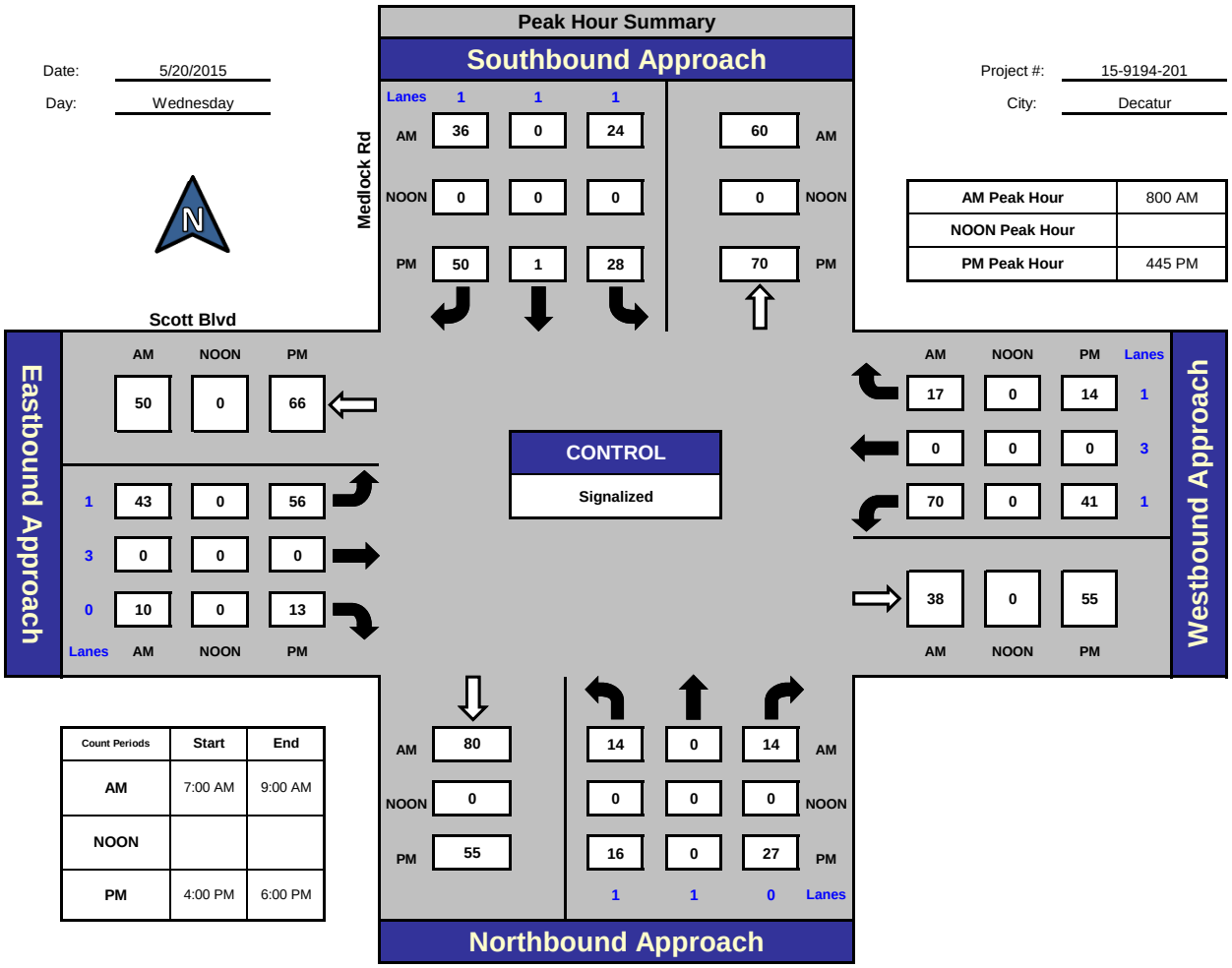
Date: 5/20/2015

Day: Wednesday

Project #: 15-9194-201

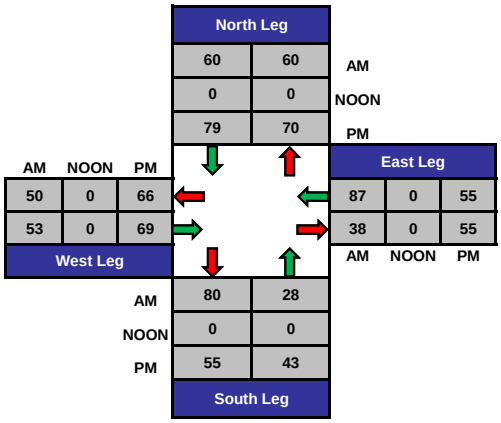
City: Decatur

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

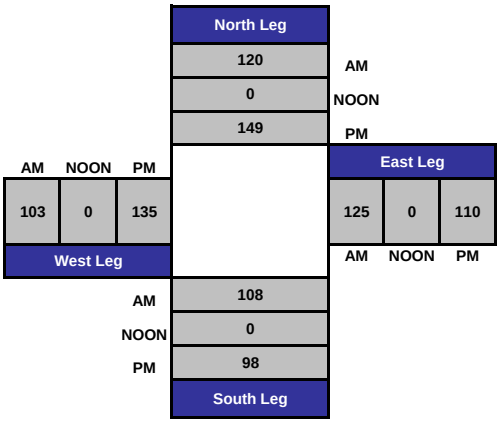


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Project ID: 15-9194-201
Location: Medlock Rd & Scott Blvd
City: Decatur

Day: Wednesday
Date: 5/20/2015

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Medlock Rd Southbound					Scott Blvd Westbound					Medlock Rd Northbound					Scott Blvd Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	3	0	5	0	8	1	0	14	0	15	2	0	0	0	2	1	0	3	0	4	29
7:15 AM	12	0	5	0	17	0	0	10	0	10	3	0	0	0	3	2	0	0	0	2	32
7:30 AM	12	0	3	0	15	1	0	12	0	13	3	0	3	0	6	5	0	2	0	7	41
7:45 AM	8	0	6	0	14	0	0	12	0	12	2	0	3	0	5	0	0	3	0	3	34
Total	35	0	19	0	54	2	0	48	0	50	10	0	6	0	16	8	0	8	0	16	136
8:00 AM	10	0	5	0	15	3	0	22	0	25	2	0	3	0	5	3	0	9	0	12	57
8:15 AM	13	0	7	0	20	6	0	21	0	27	2	0	6	0	8	2	0	16	0	18	73
8:30 AM	10	0	6	0	16	2	0	13	0	15	5	0	3	0	8	0	0	7	0	7	46
8:45 AM	3	0	6	0	9	6	0	14	0	20	5	0	2	0	7	5	0	11	0	16	52
Total	36	0	24	0	60	17	0	70	0	87	14	0	14	0	28	10	0	43	0	53	228
BREAK																					
4:00 PM	5	0	8	0	13	5	0	8	0	13	13	0	3	0	16	4	0	6	0	10	52
4:15 PM	11	0	6	0	17	1	0	10	0	11	4	0	5	0	9	6	0	14	0	20	57
4:30 PM	10	0	2	0	12	1	0	6	0	7	5	0	4	0	9	4	0	15	0	19	47
4:45 PM	13	0	9	0	22	1	0	11	0	12	5	0	4	0	9	6	0	14	0	20	63
Total	39	0	25	0	64	8	0	35	0	43	27	0	16	0	43	20	0	49	0	69	219
5:00 PM	8	0	6	0	14	0	0	8	0	8	11	0	5	0	16	1	0	17	0	18	56
5:15 PM	18	0	6	0	24	9	0	10	0	19	4	0	3	0	7	4	0	14	0	18	68
5:30 PM	11	1	7	0	19	4	0	12	0	16	7	0	4	0	11	2	0	11	0	13	59
5:45 PM	4	0	6	0	10	3	0	8	0	11	7	0	1	0	8	7	0	20	0	27	56
Total	41	1	25	0	67	16	0	38	0	54	29	0	13	0	42	14	0	62	0	76	239
Grand Total	151	1	93	0	245	43	0	191	0	234	80	0	49	0	129	52	0	162	0	214	822
Apprch %	61.6	0.4	38.0	0.0		18.4	0.0	81.6	0.0		62.0	0.0	38.0	0.0		24.3	0.0	75.7	0.0		
Total %	18.4	0.1	11.3	0.0	29.8	5.2	0.0	23.2	0.0	28.5	9.7	0.0	6.0	0.0	15.7	6.3	0.0	19.7	0.0	26.0	
Cars, PU, Vans	151	1	93	0	245	43	0	191	0	234	80	0	49	0	129	52	0	162	0	214	822
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project ID: 15-9194-201
Location: Medlock Rd & Scott Blvd
City: Decatur

PEAK HOURS

Day: Wednesday
Date: 5/20/2015

AM

	Medlock Rd Southbound				Scott Blvd Westbound				Medlock Rd Northbound				Scott Blvd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
8:00 AM	10	0	5	15	3	0	22	25	2	0	3	5	3	0	9	12	57
8:15 AM	13	0	7	20	6	0	21	27	2	0	6	8	2	0	16	18	73
8:30 AM	10	0	6	16	2	0	13	15	5	0	3	8	0	0	7	7	46
8:45 AM	3	0	6	9	6	0	14	20	5	0	2	7	5	0	11	16	52
Total Volume	36	0	24	60	17	0	70	87	14	0	14	28	10	0	43	53	228
% App. Total	60.0	0.0	40.0	100	19.5	0.0	80.5	100	50.0	0.0	50.0	100	18.9	0.0	81.1	100	
PHF				0.750				0.806				0.875				0.736	
Cars, PU, Vans	36	0	24	60	17	0	70	87	14	0	14	28	10	0	43	53	228
% Cars, PU, Vans	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM

	Medlock Rd Southbound				Scott Blvd Westbound				Medlock Rd Northbound				Scott Blvd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
4:45 PM	13	0	9	22	1	0	11	12	5	0	4	9	6	0	14	20	63
5:00 PM	8	0	6	14	0	0	8	8	11	0	5	16	1	0	17	18	56
5:15 PM	18	0	6	24	9	0	10	19	4	0	3	7	4	0	14	18	68
5:30 PM	11	1	7	19	4	0	12	16	7	0	4	11	2	0	11	13	59
Total Volume	50	1	28	79	14	0	41	55	27	0	16	43	13	0	56	69	246
% App. Total	63.3	1.3	35.4	100	25.5	0.0	74.5	100	62.8	0.0	37.2	100	18.8	0.0	81.2	100	
PHF				0.823				0.724				0.672				0.863	
Cars, PU, Vans	50	1	28	79	14	0	41	55	27	0	16	43	13	0	56	69	246
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Medlock Rd and N Decatur Rd , Decatur

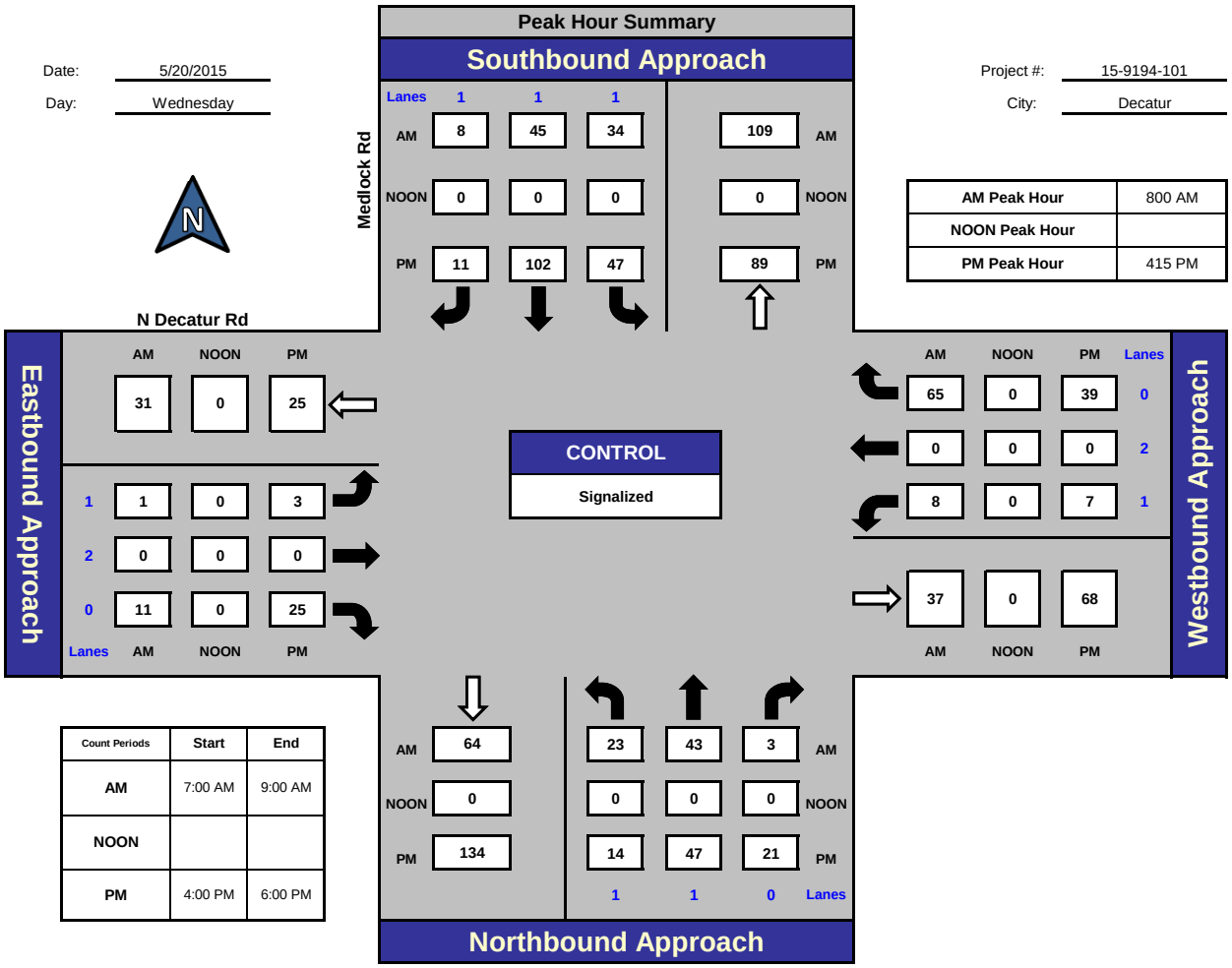
Date: 5/20/2015

Day: Wednesday

Project #: 15-9194-101

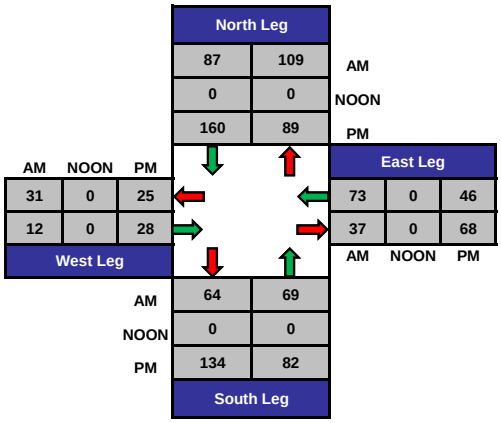
City: Decatur

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	415 PM

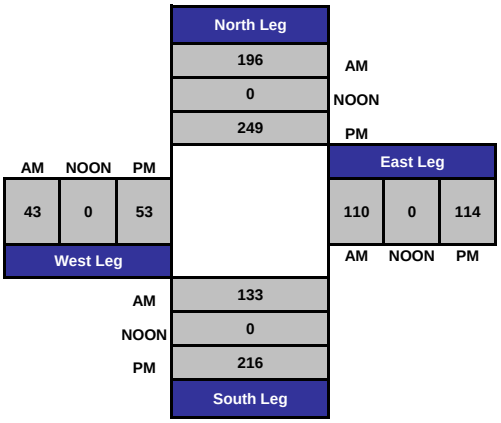


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Project ID: 15-9194-101
Location: Medlock Rd & N Decatur Rd
City: Decatur

Day: Wednesday
Date: 5/20/2015

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Medlock Rd Southbound					N Decatur Rd Westbound					Medlock Rd Northbound					N Decatur Rd Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	0	5	4	0	9	8	0	1	0	9	0	5	12	0	17	1	0	0	0	1	36
7:15 AM	3	5	3	0	11	5	0	4	0	9	1	16	14	0	31	3	0	0	0	3	54
7:30 AM	1	7	8	0	16	12	0	0	0	12	1	8	10	0	19	2	0	0	0	2	49
7:45 AM	1	13	6	0	20	8	0	2	0	10	4	13	7	0	24	2	0	0	0	2	56
Total	5	30	21	0	56	33	0	7	0	40	6	42	43	0	91	8	0	0	0	8	195
8:00 AM	2	11	7	0	20	9	0	3	0	12	2	15	5	0	22	4	0	0	0	4	58
8:15 AM	3	15	8	0	26	16	0	1	0	17	0	9	6	0	15	5	0	0	0	5	63
8:30 AM	3	8	7	0	18	17	0	1	0	18	1	11	5	0	17	1	0	1	0	2	55
8:45 AM	0	11	12	0	23	23	0	3	0	26	0	8	7	0	15	1	0	0	0	1	65
Total	8	45	34	0	87	65	0	8	0	73	3	43	23	0	69	11	0	1	0	12	241
BREAK																					
4:00 PM	1	10	8	0	19	12	0	0	0	12	2	11	5	0	18	7	0	0	0	7	56
4:15 PM	1	22	17	0	40	13	0	2	0	15	6	10	5	0	21	5	0	1	0	6	82
4:30 PM	3	26	14	0	43	6	0	1	0	7	5	8	2	0	15	1	0	1	0	2	67
4:45 PM	4	29	10	0	43	9	0	2	0	11	6	16	3	0	25	13	0	1	0	14	93
Total	9	87	49	0	145	40	0	5	0	45	19	45	15	0	79	26	0	3	0	29	298
5:00 PM	3	25	6	0	34	11	0	2	0	13	4	13	4	0	21	6	0	0	0	6	74
5:15 PM	4	12	20	0	36	3	0	2	0	5	4	7	7	0	18	15	0	0	0	15	74
5:30 PM	1	21	12	0	34	11	0	1	0	12	1	11	3	0	15	10	0	0	0	10	71
5:45 PM	1	14	8	0	23	5	0	1	0	6	2	12	8	0	22	7	0	1	0	8	59
Total	9	72	46	0	127	30	0	6	0	36	11	43	22	0	76	38	0	1	0	39	278
Grand Total	31	234	150	0	415	168	0	26	0	194	39	173	103	0	315	83	0	5	0	88	1012
Apprch %	7.5	56.4	36.1	0.0		86.6	0.0	13.4	0.0		12.4	54.9	32.7	0.0		94.3	0.0	5.7	0.0		
Total %	3.1	23.1	14.8	0.0	41.0	16.6	0.0	2.6	0.0	19.2	3.9	17.1	10.2	0.0	31.1	8.2	0.0	0.5	0.0	8.7	
Cars, PU, Vans	31	234	150	0	415	168	0	26	0	194	39	173	103	0	315	83	0	5	0	88	1012
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project ID: 15-9194-101
Location: Medlock Rd & N Decatur Rd
City: Decatur

PEAK HOURS

Day: Wednesday
Date: 5/20/2015

AM

	Medlock Rd Southbound				N Decatur Rd Westbound				Medlock Rd Northbound				N Decatur Rd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
8:00 AM	2	11	7	20	9	0	3	12	2	15	5	22	4	0	0	4	58
8:15 AM	3	15	8	26	16	0	1	17	0	9	6	15	5	0	0	5	63
8:30 AM	3	8	7	18	17	0	1	18	1	11	5	17	1	0	1	2	55
8:45 AM	0	11	12	23	23	0	3	26	0	8	7	15	1	0	0	1	65
Total Volume	8	45	34	87	65	0	8	73	3	43	23	69	11	0	1	12	241
% App. Total	9.2	51.7	39.1	100	89.0	0.0	11.0	100	4.3	62.3	33.3	100	91.7	0.0	8.3	100	
PHF				0.837				0.702				0.784				0.600	
Cars, PU, Vans	8	45	34	87	65	0	8	73	3	43	23	69	11	0	1	12	241
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM

	Medlock Rd Southbound				N Decatur Rd Westbound				Medlock Rd Northbound				N Decatur Rd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
4:15 PM	1	22	17	40	13	0	2	15	6	10	5	21	5	0	1	6	82
4:30 PM	3	26	14	43	6	0	1	7	5	8	2	15	1	0	1	2	67
4:45 PM	4	29	10	43	9	0	2	11	6	16	3	25	13	0	1	14	93
5:00 PM	3	25	6	34	11	0	2	13	4	13	4	21	6	0	0	6	74
Total Volume	11	102	47	160	39	0	7	46	21	47	14	82	25	0	3	28	316
% App. Total	6.9	63.8	29.4	100	84.8	0.0	15.2	100	25.6	57.3	17.1	100	89.3	0.0	10.7	100	
PHF				0.930				0.767				0.820				0.500	
Cars, PU, Vans	11	102	47	160	39	0	7	46	21	47	14	82	25	0	3	28	316
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

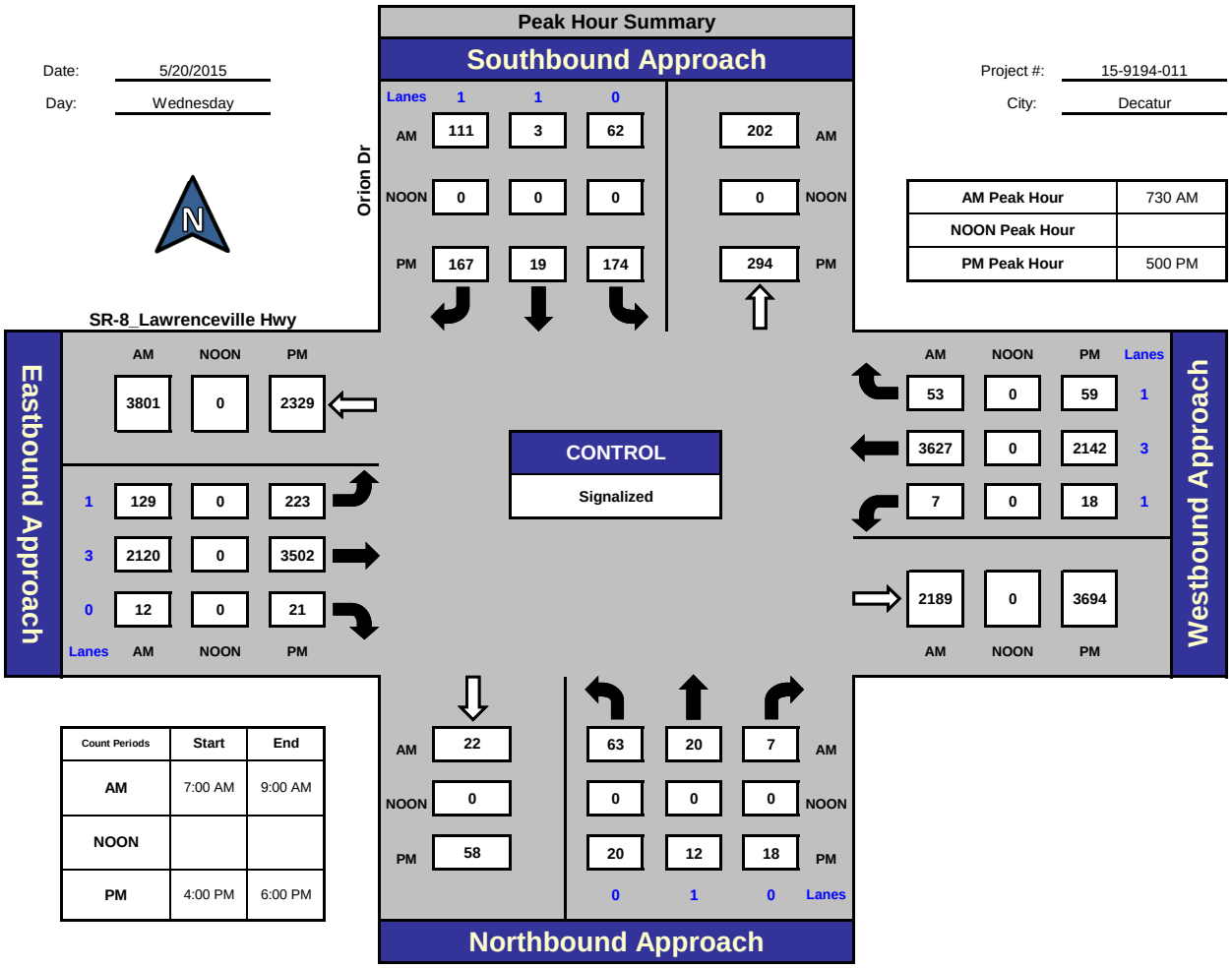
Orion Dr and SR-8_Lawrenceville Hwy , Decatur

Date: 5/20/2015

Day: Wednesday

Project #: 15-9194-011

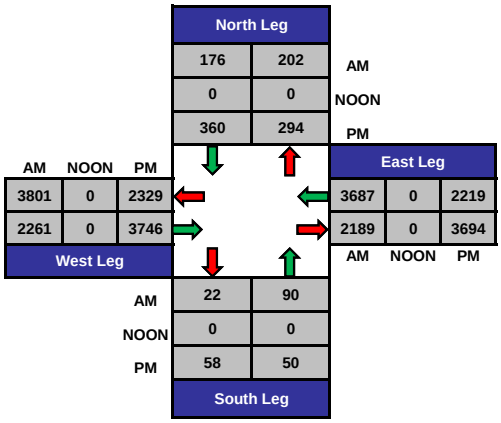
City: Decatur



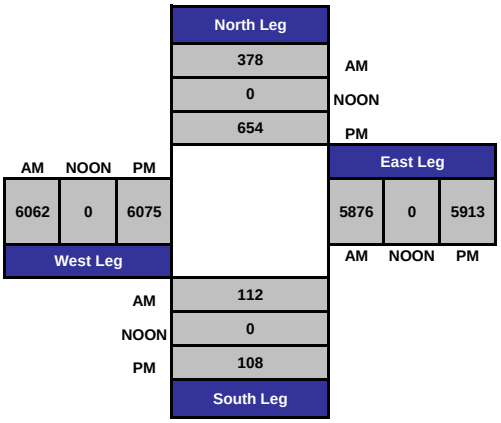
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Project ID: 15-9194-011
Location: Orion Dr & SR-8_Lawrenceville Hwy
City: Decatur

Day: Wednesday
Date: 5/20/2015

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Orion Dr Southbound					SR-8_Lawrenceville Hwy Westbound					Orion Dr Northbound					SR-8_Lawrenceville Hwy Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	9	0	10	0	19	21	820	0	0	841	10	5	6	0	21	2	373	26	0	401	1282
7:15 AM	18	1	10	0	29	10	900	0	0	910	5	11	12	0	28	1	475	34	0	510	1477
7:30 AM	20	0	12	0	32	13	947	2	0	962	1	6	21	0	28	4	504	18	0	526	1548
7:45 AM	27	1	18	0	46	14	915	3	0	932	2	2	16	0	20	3	541	32	0	576	1574
Total	74	2	50	0	126	58	3582	5	0	3645	18	24	55	0	97	10	1893	110	0	2013	5881
8:00 AM	39	1	10	0	50	13	893	0	0	906	2	5	18	0	25	2	556	37	0	595	1576
8:15 AM	25	1	22	0	48	13	872	2	0	887	2	7	8	0	17	3	519	42	0	564	1516
8:30 AM	19	3	15	0	37	14	888	7	0	909	4	2	9	0	15	3	463	32	0	498	1459
8:45 AM	20	0	19	0	39	22	885	2	0	909	0	6	13	0	19	3	417	28	0	448	1415
Total	103	5	66	0	174	62	3538	11	0	3611	8	20	48	0	76	11	1955	139	0	2105	5966
BREAK																					
4:00 PM	40	6	39	0	85	19	476	5	0	500	5	1	4	0	10	10	796	41	0	847	1442
4:15 PM	53	3	40	0	96	16	497	5	0	518	2	1	5	0	8	3	859	48	0	910	1532
4:30 PM	32	1	37	0	70	11	500	3	0	514	5	5	4	0	14	4	868	63	0	935	1533
4:45 PM	40	3	40	0	83	14	534	4	0	552	4	1	5	0	10	4	822	60	0	886	1531
Total	165	13	156	0	334	60	2007	17	0	2084	16	8	18	0	42	21	3345	212	0	3578	6038
5:00 PM	41	3	46	0	90	12	476	7	0	495	7	2	4	0	13	2	865	61	0	928	1526
5:15 PM	46	4	43	0	93	12	533	3	0	548	1	1	2	0	4	6	884	57	0	947	1592
5:30 PM	44	7	37	0	88	18	592	3	0	613	6	6	5	0	17	5	911	55	0	971	1689
5:45 PM	36	5	48	0	89	17	541	5	0	563	4	3	9	0	16	8	842	50	0	900	1568
Total	167	19	174	0	360	59	2142	18	0	2219	18	12	20	0	50	21	3502	223	0	3746	6375
Grand Total	509	39	446	0	994	239	11269	51	0	11559	60	64	141	0	265	63	10695	684	0	11442	24260
Apprch %	51.2	3.9	44.9	0.0		2.1	97.5	0.4	0.0		22.6	24.2	53.2	0.0		0.6	93.5	6.0	0.0		
Total %	2.1	0.2	1.8	0.0	4.1	1.0	46.5	0.2	0.0	47.6	0.2	0.3	0.6	0.0	1.1	0.3	44.1	2.8	0.0	47.2	
Cars, PU, Vans	509	39	446	0	994	239	11269	51	0	11559	60	64	141	0	265	63	10695	684	0	11442	24260
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project ID: 15-9194-011
Location: Orion Dr & SR-8_Lawrenceville Hwy
City: Decatur

PEAK HOURS

Day: Wednesday
Date: 5/20/2015

AM

	Orion Dr Southbound				SR-8_Lawrenceville Hwy Westbound				Orion Dr Northbound				SR-8_Lawrenceville Hwy Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
7:30 AM	20	0	12	32	13	947	2	962	1	6	21	28	4	504	18	526	1548
7:45 AM	27	1	18	46	14	915	3	932	2	2	16	20	3	541	32	576	1574
8:00 AM	39	1	10	50	13	893	0	906	2	5	18	25	2	556	37	595	1576
8:15 AM	25	1	22	48	13	872	2	887	2	7	8	17	3	519	42	564	1516
Total Volume	111	3	62	176	53	3627	7	3687	7	20	63	90	12	2120	129	2261	6214
% App. Total	63.1	1.7	35.2	100	1.4	98.4	0.2	100	7.8	22.2	70.0	100	0.5	93.8	5.7	100	
PHF				0.880				0.958				0.804				0.950	
Cars, PU, Vans	111	3	62	176	53	3627	7	3687	7	20	63	90	12	2120	129	2261	6214
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM

	Orion Dr Southbound				SR-8_Lawrenceville Hwy Westbound				Orion Dr Northbound				SR-8_Lawrenceville Hwy Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
5:00 PM	41	3	46	90	12	476	7	495	7	2	4	13	2	865	61	928	1526
5:15 PM	46	4	43	93	12	533	3	548	1	1	2	4	6	884	57	947	1592
5:30 PM	44	7	37	88	18	592	3	613	6	6	5	17	5	911	55	971	1689
5:45 PM	36	5	48	89	17	541	5	563	4	3	9	16	8	842	50	900	1568
Total Volume	167	19	174	360	59	2142	18	2219	18	12	20	50	21	3502	223	3746	6375
% App. Total	46.4	5.3	48.3	100	2.7	96.5	0.8	100	36.0	24.0	40.0	100	0.6	93.5	6.0	100	
PHF				0.968				0.905				0.735				0.964	
Cars, PU, Vans	167	19	174	360	59	2142	18	2219	18	12	20	50	21	3502	223	3746	6375
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Dekalb Industrial Wy and SR-8_Lawrenceville Hwy , Decatur

Date: 5/20/2015
Day: Wednesday

Project #: 15-9194-010
City: Decatur

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
AM	2	8	AM
NOON	0	0	NOON
PM	10	6	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
3351	0	1744	3854	0	2282
1378	0	2686	2113	0	3736

	South Leg	
AM	615	853
NOON	0	0
PM	617	1125

Total Volume Per Leg

	North Leg
AM	10
NOON	0
PM	16

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
4729	0	4430	5967	0	6018

	South Leg
AM	1468
NOON	0
PM	1742

Project ID: 15-9194-010
Location: Dekalb Industrial Wy & SR-8_Lawrenceville Hwy
City: Decatur

Day: Wednesday
Date: 5/20/2015

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Dekalb Industrial Wy Southbound					SR-8_Lawrenceville Hwy Westbound					Dekalb Industrial Wy Northbound					SR-8_Lawrenceville Hwy Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	1	735	90	0	826	191	0	10	0	201	5	242	0	0	247	1274
7:15 AM	0	0	0	0	0	1	810	151	0	962	182	1	17	0	200	4	300	0	0	304	1466
7:30 AM	0	0	1	0	1	2	820	126	0	948	181	2	19	0	202	5	326	0	0	331	1482
7:45 AM	0	0	1	0	1	2	858	170	0	1030	203	0	34	0	237	9	340	0	0	349	1617
Total	0	0	2	0	2	6	3223	537	0	3766	757	3	80	0	840	23	1208	0	0	1231	5839
8:00 AM	0	0	0	0	0	0	775	139	0	914	196	0	18	0	214	11	383	0	0	394	1522
8:15 AM	0	0	0	0	0	0	750	148	0	898	188	0	17	0	205	6	348	0	0	354	1457
8:30 AM	0	0	0	0	0	0	742	128	0	870	162	1	16	0	179	8	322	0	0	330	1379
8:45 AM	1	0	0	0	1	0	741	175	0	916	171	0	18	0	189	15	288	0	0	303	1409
Total	1	0	0	0	1	0	3008	590	0	3598	717	1	69	0	787	40	1341	0	0	1381	5767
BREAK																					
4:00 PM	1	0	2	0	3	1	395	142	0	538	239	0	14	0	253	16	616	0	0	632	1426
4:15 PM	0	0	0	0	0	1	379	161	0	541	258	0	6	0	264	11	628	0	0	639	1444
4:30 PM	0	0	0	0	0	2	392	145	0	539	274	0	11	0	285	6	631	2	0	639	1463
4:45 PM	0	0	0	0	0	0	374	196	0	570	240	0	5	0	245	11	657	0	0	668	1483
Total	1	0	2	0	3	4	1540	644	0	2188	1011	0	36	0	1047	44	2532	2	0	2578	5816
5:00 PM	1	0	0	0	1	0	376	151	0	527	276	0	12	0	288	9	638	0	0	647	1463
5:15 PM	0	0	4	0	4	3	417	141	0	561	251	0	13	0	264	8	677	0	0	685	1514
5:30 PM	0	0	3	0	3	2	465	153	0	620	275	0	10	0	285	6	675	0	0	681	1589
5:45 PM	0	0	2	0	2	1	433	140	0	574	271	0	17	0	288	9	664	0	0	673	1537
Total	1	0	9	0	10	6	1691	585	0	2282	1073	0	52	0	1125	32	2654	0	0	2686	6103
Grand Total	3	0	13	0	16	16	9462	2356	0	11834	3558	4	237	0	3799	139	7735	2	0	7876	23525
Apprch %	18.8	0.0	81.3	0.0		0.1	80.0	19.9	0.0		93.7	0.1	6.2	0.0		1.8	98.2	0.0	0.0		
Total %	0.0	0.0	0.1	0.0	0.1	0.1	40.2	10.0	0.0	50.3	15.1	0.0	1.0	0.0	16.1	0.6	32.9	0.0	0.0	33.5	
Cars, PU, Vans	3	0	13	0	16	16	9462	2356	0	11834	3558	4	237	0	3799	139	7735	2	0	7876	23525
% Cars, PU, Vans	100.0	0.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project ID: 15-9194-010
Location: Dekalb Industrial Wy & SR-8_La
City: Decatur

PEAK HOURS

Day: Wednesday
Date: 5/20/2015

AM

	Dekalb Industrial Wy Southbound				SR-8_Lawrenceville Hwy Westbound				Dekalb Industrial Wy Northbound				SR-8_Lawrenceville Hwy Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
7:15 AM	0	0	0	0	1	810	151	962	182	1	17	200	4	300	0	304	1466
7:30 AM	0	0	1	1	2	820	126	948	181	2	19	202	5	326	0	331	1482
7:45 AM	0	0	1	1	2	858	170	1030	203	0	34	237	9	340	0	349	1617
8:00 AM	0	0	0	0	0	775	139	914	196	0	18	214	11	383	0	394	1522
Total Volume	0	0	2	2	5	3263	586	3854	762	3	88	853	29	1349	0	1378	6087
% App. Total	0.0	0.0	100.0	100	0.1	84.7	15.2	100	89.3	0.4	10.3	100	2.1	97.9	0.0	100	
PHF				0.500				0.935				0.900				0.874	
Cars, PU, Vans	0	0	2	2	5	3263	586	3854	762	3	88	853	29	1349	0	1378	6087
% Cars, PU, Vans	0.0	0.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM

	Dekalb Industrial Wy Southbound				SR-8_Lawrenceville Hwy Westbound				Dekalb Industrial Wy Northbound				SR-8_Lawrenceville Hwy Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
5:00 PM	1	0	0	1	0	376	151	527	276	0	12	288	9	638	0	647	1463
5:15 PM	0	0	4	4	3	417	141	561	251	0	13	264	8	677	0	685	1514
5:30 PM	0	0	3	3	2	465	153	620	275	0	10	285	6	675	0	681	1589
5:45 PM	0	0	2	2	1	433	140	574	271	0	17	288	9	664	0	673	1537
Total Volume	1	0	9	10	6	1691	585	2282	1073	0	52	1125	32	2654	0	2686	6103
% App. Total	10.0	0.0	90.0	100	0.3	74.1	25.6	100	95.4	0.0	4.6	100	1.2	98.8	0.0	100	
PHF				0.625				0.920				0.977				0.980	
Cars, PU, Vans	1	0	9	10	6	1691	585	2282	1073	0	52	1125	32	2654	0	2686	6103
% Cars, PU, Vans	100.0	0.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

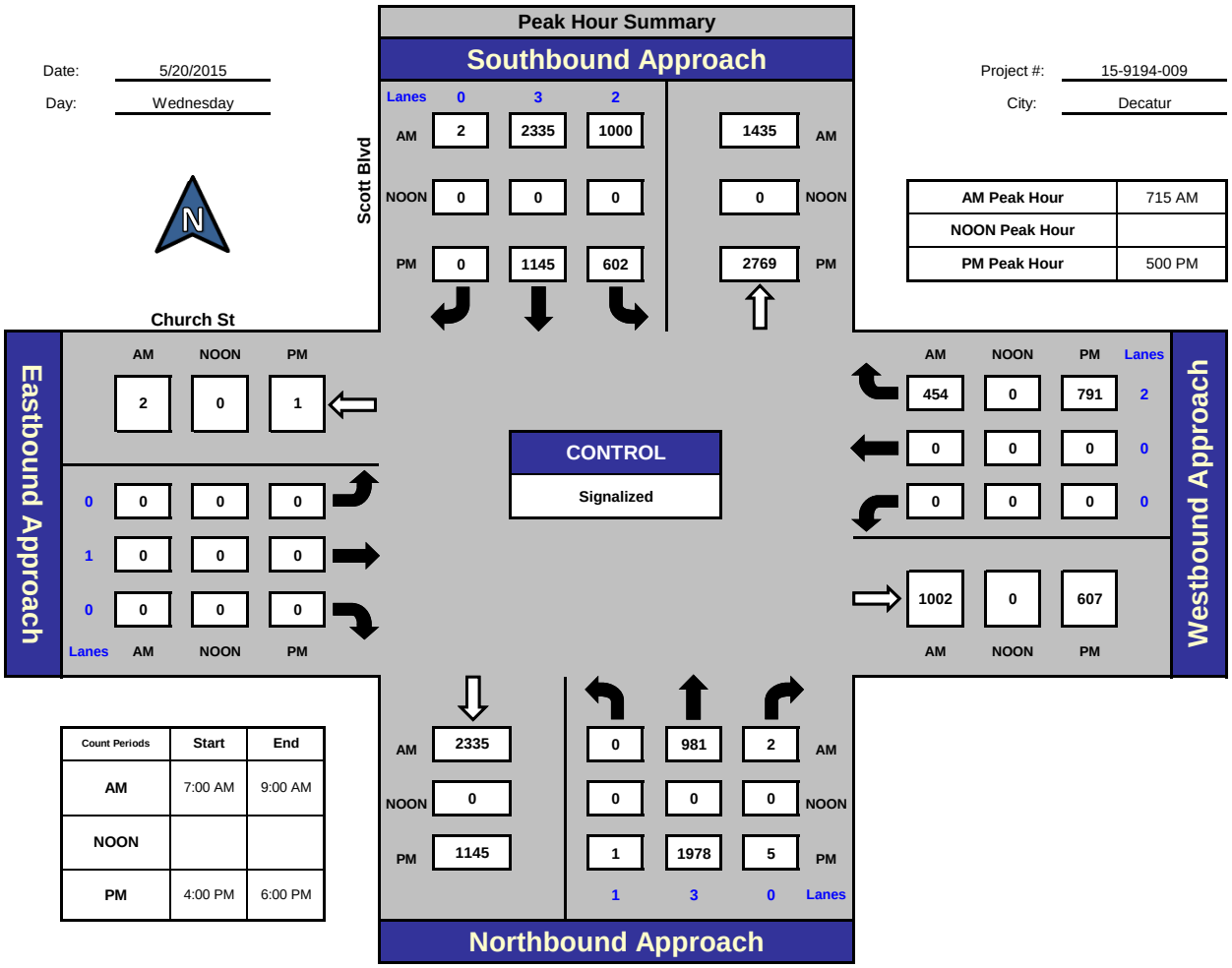
Scott Blvd and Church St , Decatur

Date: 5/20/2015

Day: Wednesday

Project #: 15-9194-009

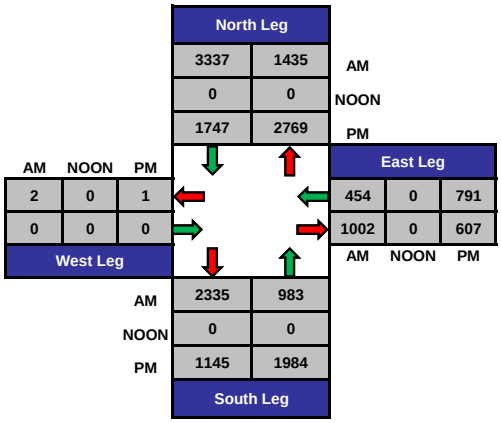
City: Decatur



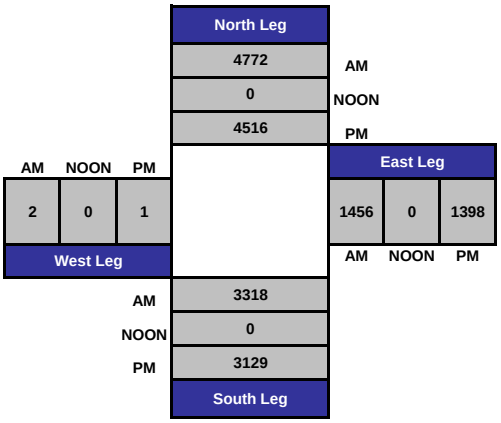
AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Project ID: 15-9194-009
Location: Scott Blvd & Church St
City: Decatur

Day: Wednesday
Date: 5/20/2015

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Scott Blvd Southbound					Church St Westbound					Scott Blvd Northbound					Church St Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	2	574	153	0	729	66	0	0	0	66	0	174	0	0	174	0	0	0	0	0	969
7:15 AM	0	607	202	0	809	112	0	0	0	112	1	202	0	0	203	0	0	0	0	0	1124
7:30 AM	0	612	238	0	850	111	0	0	0	111	1	241	0	0	242	0	0	0	0	0	1203
7:45 AM	0	587	291	0	878	113	0	0	0	113	0	249	0	0	249	0	0	0	0	0	1240
Total	2	2380	884	0	3266	402	0	0	0	402	2	866	0	0	868	0	0	0	0	0	4536
8:00 AM	2	529	269	0	800	118	0	0	0	118	0	289	0	0	289	0	0	0	0	0	1207
8:15 AM	0	503	256	0	759	99	0	0	0	99	1	260	0	0	261	0	0	0	0	0	1119
8:30 AM	0	502	267	0	769	112	0	0	0	112	1	234	0	0	235	0	0	0	0	0	1116
8:45 AM	0	493	263	0	756	95	0	0	0	95	2	210	1	0	213	0	0	0	0	0	1064
Total	2	2027	1055	0	3084	424	0	0	0	424	4	993	1	0	998	0	0	0	0	0	4506
BREAK																					
4:00 PM	0	276	124	0	400	165	0	0	0	165	1	486	1	0	488	2	0	0	0	2	1055
4:15 PM	0	259	155	0	414	170	0	0	0	170	2	490	0	0	492	2	0	1	0	3	1079
4:30 PM	0	251	142	0	393	171	0	0	0	171	0	478	0	0	478	0	0	0	0	0	1042
4:45 PM	0	246	143	0	389	166	0	0	0	166	3	503	0	0	506	0	0	0	0	0	1061
Total	0	1032	564	0	1596	672	0	0	0	672	6	1957	1	0	1964	4	0	1	0	5	4237
5:00 PM	0	256	121	0	377	185	0	0	0	185	1	471	0	0	472	0	0	0	0	0	1034
5:15 PM	0	299	142	0	441	195	0	0	0	195	3	518	0	0	521	0	0	0	0	0	1157
5:30 PM	0	318	180	0	498	194	0	0	0	194	1	504	0	0	505	0	0	0	0	0	1197
5:45 PM	0	272	159	0	431	217	0	0	0	217	0	485	1	0	486	0	0	0	0	0	1134
Total	0	1145	602	0	1747	791	0	0	0	791	5	1978	1	0	1984	0	0	0	0	0	4522
Grand Total	4	6584	3105	0	9693	2289	0	0	0	2289	17	5794	3	0	5814	4	0	1	0	5	17801
Apprch %	0.0	67.9	32.0	0.0		100.0	0.0	0.0	0.0		0.3	99.7	0.1	0.0		80.0	0.0	20.0	0.0		
Total %	0.0	37.0	17.4	0.0	54.5	12.9	0.0	0.0	0.0	12.9	0.1	32.5	0.0	0.0	32.7	0.0	0.0	0.0	0.0	0.0	
Cars, PU, Vans	4	6584	3105	0	9693	2289	0	0	0	2289	17	5794	3	0	5814	4	0	1	0	5	17801
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project ID: 15-9194-009
Location: Scott Blvd & Church St
City: Decatur

PEAK HOURS

Day: Wednesday
Date: 5/20/2015

AM

	Scott Blvd Southbound				Church St Westbound				Scott Blvd Northbound				Church St Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
7:15 AM	0	607	202	809	112	0	0	112	1	202	0	203	0	0	0	0	1124
7:30 AM	0	612	238	850	111	0	0	111	1	241	0	242	0	0	0	0	1203
7:45 AM	0	587	291	878	113	0	0	113	0	249	0	249	0	0	0	0	1240
8:00 AM	2	529	269	800	118	0	0	118	0	289	0	289	0	0	0	0	1207
Total Volume	2	2335	1000	3337	454	0	0	454	2	981	0	983	0	0	0	0	4774
% App. Total	0.1	70.0	30.0	100	100.0	0.0	0.0	100	0.2	99.8	0.0	100	0.0	0.0	0.0	0	
PHF				0.950				0.962				0.850				0.000	
Cars, PU, Vans	2	2335	1000	3337	454	0	0	454	2	981	0	983	0	0	0	0	4774
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	0.0	0.0	100.0	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM

	Scott Blvd Southbound				Church St Westbound				Scott Blvd Northbound				Church St Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
5:00 PM	0	256	121	377	185	0	0	185	1	471	0	472	0	0	0	0	1034
5:15 PM	0	299	142	441	195	0	0	195	3	518	0	521	0	0	0	0	1157
5:30 PM	0	318	180	498	194	0	0	194	1	504	0	505	0	0	0	0	1197
5:45 PM	0	272	159	431	217	0	0	217	0	485	1	486	0	0	0	0	1134
Total Volume	0	1145	602	1747	791	0	0	791	5	1978	1	1984	0	0	0	0	4522
% App. Total	0.0	65.5	34.5	100	100.0	0.0	0.0	100	0.3	99.7	0.1	100	0.0	0.0	0.0	0	
PHF				0.877				0.911				0.952				0.000	
Cars, PU, Vans	0	1145	602	1747	791	0	0	791	5	1978	1	1984	0	0	0	0	4522
% Cars, PU, Vans	0.0	100.0	100.0	100.0	100.0	0.0	0.0	100.0	100.0	100.0	100.0	100.0	0.0	0.0	0.0	0.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Scott Blvd and Blackmon Dr(East) , Decatur

Date: 5/20/2015

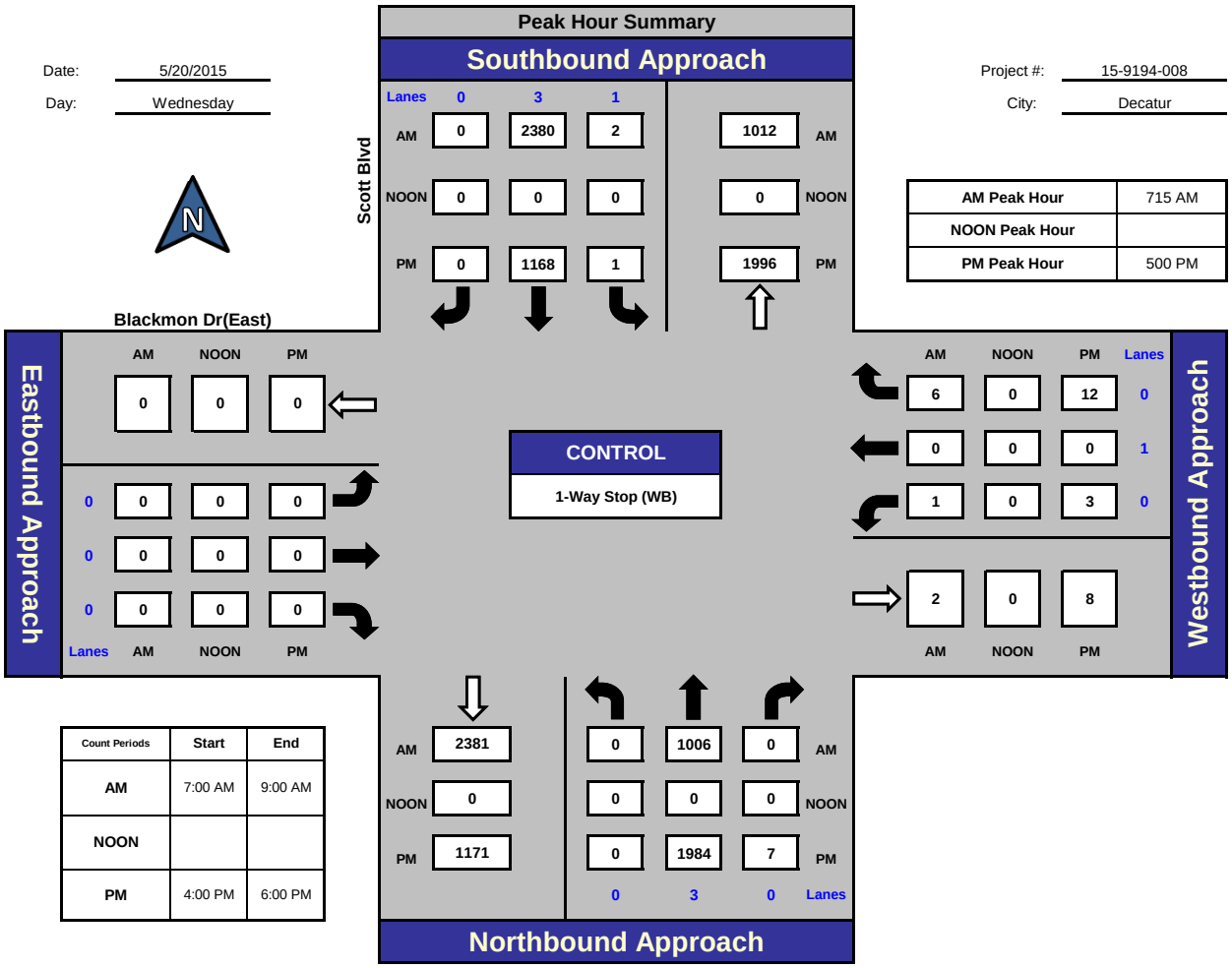
Day: Wednesday

Project #: 15-9194-008

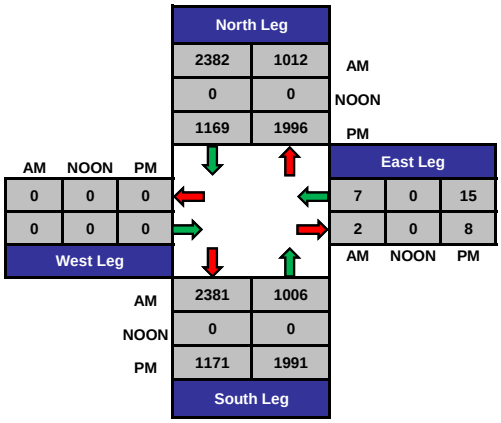
City: Decatur

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

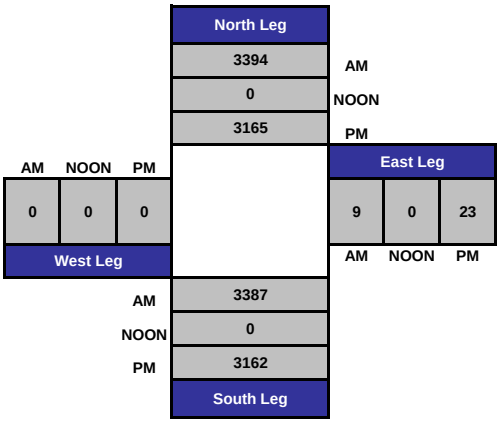
Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM



Total Ins & Outs



Total Volume Per Leg



Project ID: 15-9194-008
Location: Scott Blvd & Blackmon Dr(East)
City: Decatur

Day: Wednesday
Date: 5/20/2015

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Scott Blvd Southbound					Blackmon Dr(East) Westbound					Scott Blvd Northbound					Blackmon Dr(East) Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	0	585	0	0	585	0	0	0	0	0	0	157	0	0	157	0	0	0	0	0	742
7:15 AM	0	626	0	0	626	0	0	0	0	0	0	219	0	0	219	0	0	0	0	0	845
7:30 AM	0	628	0	0	628	2	0	0	0	2	0	229	0	0	229	0	0	0	0	0	859
7:45 AM	0	569	1	0	570	1	0	1	0	2	0	253	0	0	253	0	0	0	0	0	825
Total	0	2408	1	0	2409	3	0	1	0	4	0	858	0	0	858	0	0	0	0	0	3271
8:00 AM	0	557	1	0	558	3	0	0	0	3	0	305	0	0	305	0	0	0	0	0	866
8:15 AM	0	513	0	0	513	0	0	0	0	0	1	253	0	0	254	0	0	0	0	0	767
8:30 AM	2	514	0	0	516	0	0	0	0	0	1	246	0	0	247	0	0	0	0	0	763
8:45 AM	0	503	0	0	503	2	0	1	0	3	0	226	0	0	226	0	0	0	0	0	732
Total	2	2087	1	0	2090	5	0	1	0	6	2	1030	0	0	1032	0	0	0	0	0	3128
BREAK																					
4:00 PM	0	282	1	0	283	4	0	0	0	4	0	503	0	0	503	0	0	0	0	0	790
4:15 PM	0	246	4	0	250	6	0	0	0	6	1	525	0	0	526	0	0	0	0	0	782
4:30 PM	0	262	4	0	266	2	0	0	0	2	1	492	0	0	493	0	0	0	0	0	761
4:45 PM	0	240	0	0	240	6	0	1	0	7	0	491	1	0	492	0	0	0	0	0	739
Total	0	1030	9	0	1039	18	0	1	0	19	2	2011	1	0	2014	0	0	0	0	0	3072
5:00 PM	0	265	1	0	266	3	0	0	0	3	1	483	0	0	484	0	0	0	0	0	753
5:15 PM	0	311	0	0	311	2	0	1	0	3	0	509	0	0	509	0	0	0	0	0	823
5:30 PM	0	305	0	0	305	3	0	1	0	4	2	527	0	0	529	0	0	0	0	0	838
5:45 PM	0	287	0	0	287	4	0	1	0	5	4	465	0	0	469	0	0	0	0	0	761
Total	0	1168	1	0	1169	12	0	3	0	15	7	1984	0	0	1991	0	0	0	0	0	3175
Grand Total	2	6693	12	0	6707	38	0	6	0	44	11	5883	1	0	5895	0	0	0	0	0	12646
Apprch %	0.0	99.8	0.2	0.0		86.4	0.0	13.6	0.0		0.2	99.8	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	52.9	0.1	0.0	53.0	0.3	0.0	0.0	0.0	0.3	0.1	46.5	0.0	0.0	46.6	0.0	0.0	0.0	0.0	0.0	
Cars, PU, Vans	2	6693	12	0	6707	38	0	6	0	44	11	5883	1	0	5895	0	0	0	0	0	12646
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
Heavy Trucks	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project ID: 15-9194-008
Location: Scott Blvd & Blackmon Dr(East
City: Decatur

PEAK HOURS

Day: Wednesday
Date: 5/20/2015

AM

	Scott Blvd Southbound				Blackmon Dr(East) Westbound				Scott Blvd Northbound				Blackmon Dr(East) Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
7:15 AM	0	626	0	626	0	0	0	0	0	219	0	219	0	0	0	0	845
7:30 AM	0	628	0	628	2	0	0	2	0	229	0	229	0	0	0	0	859
7:45 AM	0	569	1	570	1	0	1	2	0	253	0	253	0	0	0	0	825
8:00 AM	0	557	1	558	3	0	0	3	0	305	0	305	0	0	0	0	866
Total Volume	0	2380	2	2382	6	0	1	7	0	1006	0	1006	0	0	0	0	3395
% App. Total	0.0	99.9	0.1	100	85.7	0.0	14.3	100	0.0	100.0	0.0	100	0.0	0.0	0.0	0	
PHF				0.948				0.583				0.825				0.000	
Cars, PU, Vans	0	2380	2	2382	6	0	1	7	0	1006	0	1006	0	0	0	0	3395
% Cars, PU, Vans	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM

	Scott Blvd Southbound				Blackmon Dr(East) Westbound				Scott Blvd Northbound				Blackmon Dr(East) Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
5:00 PM	0	265	1	266	3	0	0	3	1	483	0	484	0	0	0	0	753
5:15 PM	0	311	0	311	2	0	1	3	0	509	0	509	0	0	0	0	823
5:30 PM	0	305	0	305	3	0	1	4	2	527	0	529	0	0	0	0	838
5:45 PM	0	287	0	287	4	0	1	5	4	465	0	469	0	0	0	0	761
Total Volume	0	1168	1	1169	12	0	3	15	7	1984	0	1991	0	0	0	0	3175
% App. Total	0.0	99.9	0.1	100	80.0	0.0	20.0	100	0.4	99.6	0.0	100	0.0	0.0	0.0	0	
PHF				0.940				0.750				0.941				0.000	
Cars, PU, Vans	0	1168	1	1169	12	0	3	15	7	1984	0	1991	0	0	0	0	3175
% Cars, PU, Vans	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

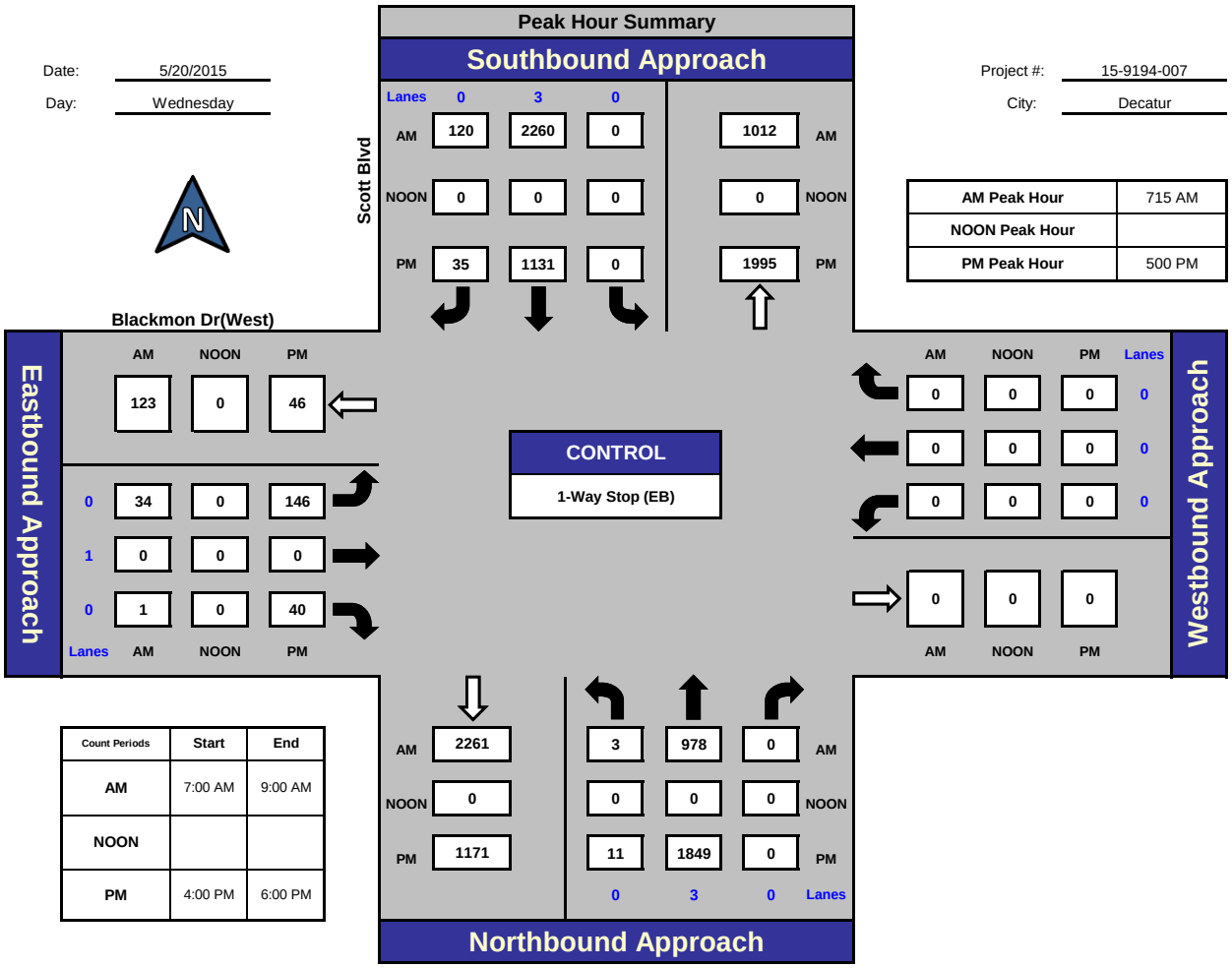
Scott Blvd and Blackmon Dr(West) , Decatur

Date: 5/20/2015

Day: Wednesday

Project #: 15-9194-007

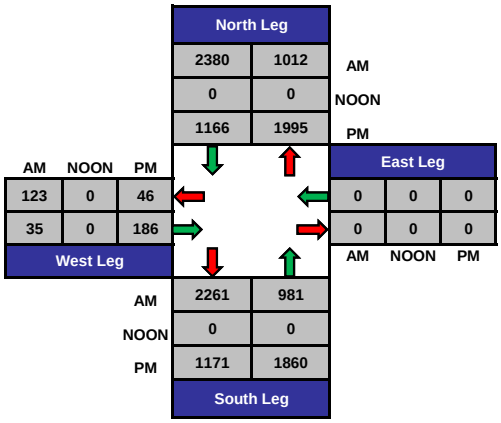
City: Decatur



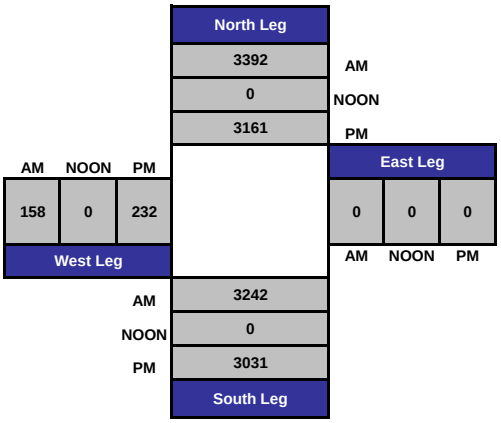
Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Total Ins & Outs



Total Volume Per Leg



Project ID: 15-9194-007
Location: Scott Blvd & Blackmon Dr(West)
City: Decatur

Day: Wednesday
Date: 5/20/2015

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Scott Blvd Southbound					Blackmon Dr(West) Westbound					Scott Blvd Northbound					Blackmon Dr(West) Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	18	565	0	0	583	0	0	0	0	0	0	154	0	0	154	0	0	3	0	3	740
7:15 AM	31	597	0	0	628	0	0	0	0	0	0	214	1	0	215	0	0	5	0	5	848
7:30 AM	30	592	0	0	622	0	0	0	0	0	0	224	2	0	226	0	0	12	0	12	860
7:45 AM	27	549	0	0	576	0	0	0	0	0	0	238	0	0	238	0	0	8	0	8	822
Total	106	2303	0	0	2409	0	0	0	0	0	0	830	3	0	833	0	0	28	0	28	3270
8:00 AM	32	522	0	0	554	0	0	0	0	0	0	302	0	0	302	1	0	9	0	10	866
8:15 AM	25	490	0	0	515	0	0	0	0	0	0	230	2	0	232	0	0	19	0	19	766
8:30 AM	24	485	0	0	509	0	0	0	0	0	0	230	1	0	231	2	0	18	0	20	760
8:45 AM	18	490	0	0	508	0	0	0	0	0	0	206	1	0	207	2	0	18	0	20	735
Total	99	1987	0	0	2086	0	0	0	0	0	0	968	4	0	972	5	0	64	0	69	3127
BREAK																					
4:00 PM	9	266	0	0	275	0	0	0	0	0	0	451	5	0	456	2	0	55	0	57	788
4:15 PM	15	237	0	0	252	0	0	0	0	0	0	449	0	0	449	2	0	74	0	76	777
4:30 PM	8	250	0	0	258	0	0	0	0	0	0	439	0	0	439	13	0	57	0	70	767
4:45 PM	5	239	0	0	244	0	0	0	0	0	0	442	0	0	442	9	0	52	0	61	747
Total	37	992	0	0	1029	0	0	0	0	0	0	1781	5	0	1786	26	0	238	0	264	3079
5:00 PM	7	259	0	0	266	0	0	0	0	0	0	432	3	0	435	12	0	50	0	62	763
5:15 PM	11	300	0	0	311	0	0	0	0	0	0	473	4	0	477	8	0	43	0	51	839
5:30 PM	10	297	0	0	307	0	0	0	0	0	0	499	3	0	502	15	0	23	0	38	847
5:45 PM	7	275	0	0	282	0	0	0	0	0	0	445	1	0	446	5	0	30	0	35	763
Total	35	1131	0	0	1166	0	0	0	0	0	0	1849	11	0	1860	40	0	146	0	186	3212
Grand Total	277	6413	0	0	6690	0	0	0	0	0	0	5428	23	0	5451	71	0	476	0	547	12688
Apprch %	4.1	95.9	0.0	0.0		0.0	0.0	0.0	0.0		0.0	99.6	0.4	0.0		13.0	0.0	87.0	0.0		
Total %	2.2	50.5	0.0	0.0	52.7	0.0	0.0	0.0	0.0	0.0	0.0	42.8	0.2	0.0	43.0	0.6	0.0	3.8	0.0	4.3	
Cars, PU, Vans	277	6413	0	0	6690	0	0	0	0	0	0	5428	23	0	5451	71	0	476	0	547	12688
% Cars, PU, Vans	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0	0.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project ID: 15-9194-007
Location: Scott Blvd & Blackmon Dr(Wes
City: Decatur

PEAK HOURS

Day: Wednesday
Date: 5/20/2015

AM

	Scott Blvd Southbound				Blackmon Dr(West) Westbound				Scott Blvd Northbound				Blackmon Dr(West) Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
7:15 AM	31	597	0	628	0	0	0	0	0	214	1	215	0	0	5	5	848
7:30 AM	30	592	0	622	0	0	0	0	0	224	2	226	0	0	12	12	860
7:45 AM	27	549	0	576	0	0	0	0	0	238	0	238	0	0	8	8	822
8:00 AM	32	522	0	554	0	0	0	0	0	302	0	302	1	0	9	10	866
Total Volume	120	2260	0	2380	0	0	0	0	0	978	3	981	1	0	34	35	3396
% App. Total	5.0	95.0	0.0	100	0.0	0.0	0.0	0	0.0	99.7	0.3	100	2.9	0.0	97.1	100	
PHF				0.947				0.000				0.812				0.729	
Cars, PU, Vans	120	2260	0	2380	0	0	0	0	0	978	3	981	1	0	34	35	3396
% Cars, PU, Vans	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM

	Scott Blvd Southbound				Blackmon Dr(West) Westbound				Scott Blvd Northbound				Blackmon Dr(West) Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
5:00 PM	7	259	0	266	0	0	0	0	0	432	3	435	12	0	50	62	763
5:15 PM	11	300	0	311	0	0	0	0	0	473	4	477	8	0	43	51	839
5:30 PM	10	297	0	307	0	0	0	0	0	499	3	502	15	0	23	38	847
5:45 PM	7	275	0	282	0	0	0	0	0	445	1	446	5	0	30	35	763
Total Volume	35	1131	0	1166	0	0	0	0	0	1849	11	1860	40	0	146	186	3212
% App. Total	3.0	97.0	0.0	100	0.0	0.0	0.0	0	0.0	99.4	0.6	100	21.5	0.0	78.5	100	
PHF				0.937				0.000				0.926				0.750	
Cars, PU, Vans	35	1131	0	1166	0	0	0	0	0	1849	11	1860	40	0	146	186	3212
% Cars, PU, Vans	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Medlock Rd and Eastway Rd_Blackmon Dr , Decatur

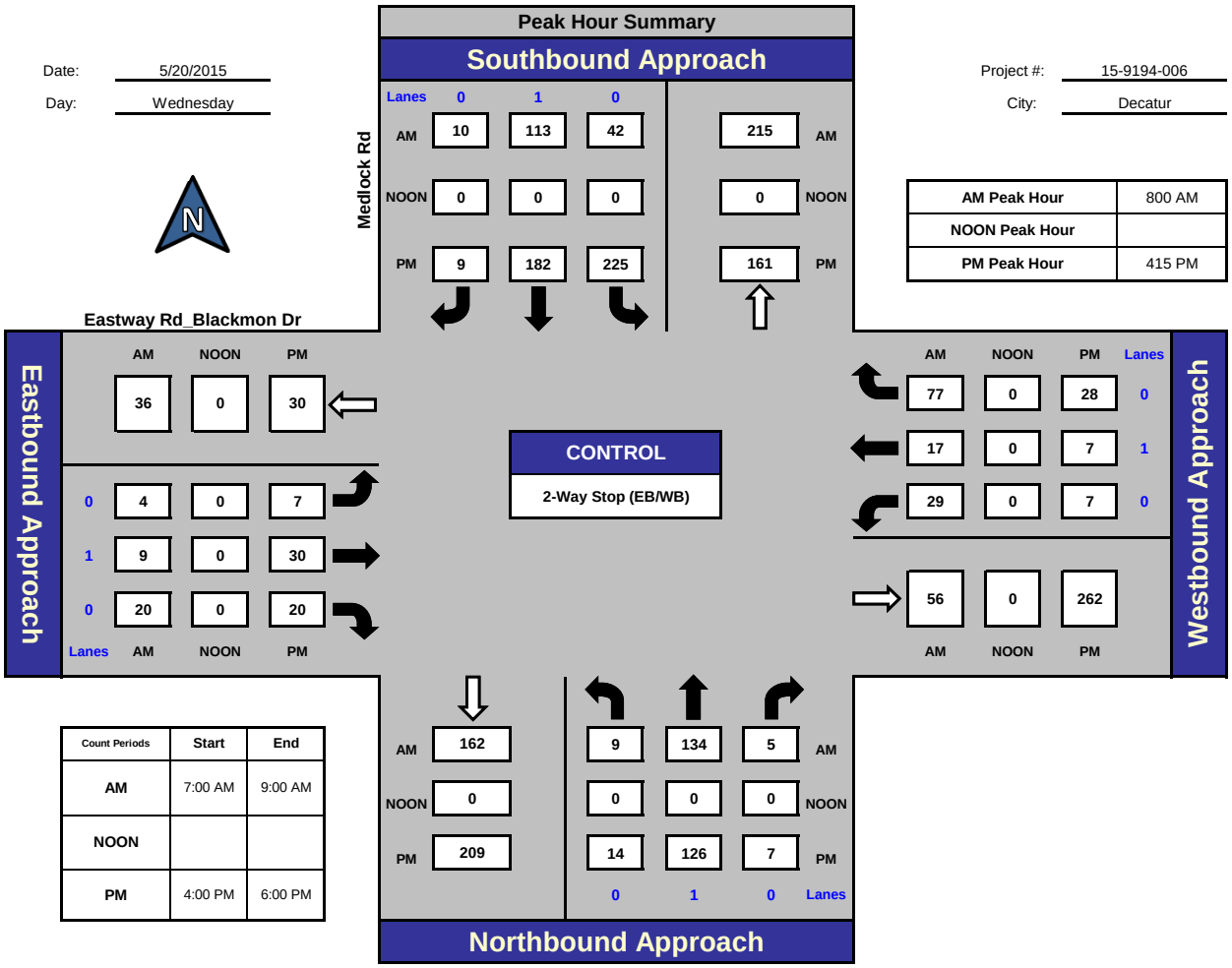
Date: 5/20/2015

Day: Wednesday

Project #: 15-9194-006

City: Decatur

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	415 PM



Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
AM	165	215	AM
NOON	0	0	NOON
PM	416	161	PM

West Leg				East Leg			
AM	NOON	PM		AM	NOON	PM	
36	0	30		123	0	42	
33	0	57		56	0	262	

	South Leg	
AM	162	148
NOON	0	0
PM	209	147

Total Volume Per Leg

	North Leg	
AM	380	AM
NOON	0	NOON
PM	577	PM

West Leg				East Leg			
AM	NOON	PM		AM	NOON	PM	
69	0	87		179	0	304	

	South Leg	
AM	310	
NOON	0	
PM	356	

Project ID: 15-9194-006
Location: Medlock Rd & Eastway Rd_Blackmon Dr
City: Decatur

Day: Wednesday
Date: 5/20/2015

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Medlock Rd Southbound					Eastway Rd_Blackmon Dr Westbound					Medlock Rd Northbound					Eastway Rd_Blackmon Dr Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	4	22	2	0	28	16	1	0	0	17	0	20	1	0	21	0	0	0	0	0	66
7:15 AM	1	23	6	0	30	28	2	3	0	33	1	15	3	0	19	5	0	0	0	5	87
7:30 AM	2	19	9	0	30	24	5	1	0	30	0	17	0	0	17	6	4	1	0	11	88
7:45 AM	2	29	5	0	36	22	5	1	0	28	0	24	1	0	25	6	1	1	0	8	97
Total	9	93	22	0	124	90	13	5	0	108	1	76	5	0	82	17	5	2	0	24	338
8:00 AM	2	26	5	0	33	23	5	10	0	38	0	25	2	0	27	5	1	0	0	6	104
8:15 AM	1	29	14	0	44	17	7	10	0	34	3	33	2	0	38	5	2	2	0	9	125
8:30 AM	2	25	9	0	36	21	4	8	0	33	0	33	3	0	36	5	3	0	0	8	113
8:45 AM	5	33	14	0	52	16	1	1	0	18	2	43	2	0	47	5	3	2	0	10	127
Total	10	113	42	0	165	77	17	29	0	123	5	134	9	0	148	20	9	4	0	33	469
BREAK																					
4:00 PM	1	26	49	0	76	10	0	4	0	14	1	29	4	0	34	3	7	0	0	10	134
4:15 PM	4	40	68	0	112	9	4	4	0	17	0	31	5	0	36	2	5	1	0	8	173
4:30 PM	1	46	61	0	108	3	2	1	0	6	4	23	6	0	33	5	13	3	0	21	168
4:45 PM	1	62	40	0	103	6	0	1	0	7	1	36	2	0	39	6	8	1	0	15	164
Total	7	174	218	0	399	28	6	10	0	44	6	119	17	0	142	16	33	5	0	54	639
5:00 PM	3	34	56	0	93	10	1	1	0	12	2	36	1	0	39	7	4	2	0	13	157
5:15 PM	4	47	38	0	89	8	3	4	0	15	2	27	2	0	31	5	4	4	0	13	148
5:30 PM	1	31	33	0	65	10	1	0	0	11	0	38	3	0	41	7	6	2	0	15	132
5:45 PM	3	37	31	0	71	6	1	0	0	7	0	31	3	0	34	6	3	3	0	12	124
Total	11	149	158	0	318	34	6	5	0	45	4	132	9	0	145	25	17	11	0	53	561
Grand Total	37	529	440	0	1006	229	42	49	0	320	16	461	40	0	517	78	64	22	0	164	2007
Apprch %	3.7	52.6	43.7	0.0		71.6	13.1	15.3	0.0		3.1	89.2	7.7	0.0		47.6	39.0	13.4	0.0		
Total %	1.8	26.4	21.9	0.0	50.1	11.4	2.1	2.4	0.0	15.9	0.8	23.0	2.0	0.0	25.8	3.9	3.2	1.1	0.0	8.2	
Cars, PU, Vans	37	529	440	0	1006	229	42	49	0	320	16	461	40	0	517	78	64	22	0	164	2007
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project ID: 15-9194-006
Location: Medlock Rd & Eastway Rd_Blackmc
City: Decatur

PEAK HOURS

Day: Wednesday
Date: 5/20/2015

AM

	Medlock Rd Southbound				Eastway Rd_Blackmon Dr Westbound				Medlock Rd Northbound				Eastway Rd_Blackmon Dr Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
8:00 AM	2	26	5	33	23	5	10	38	0	25	2	27	5	1	0	6	104
8:15 AM	1	29	14	44	17	7	10	34	3	33	2	38	5	2	2	9	125
8:30 AM	2	25	9	36	21	4	8	33	0	33	3	36	5	3	0	8	113
8:45 AM	5	33	14	52	16	1	1	18	2	43	2	47	5	3	2	10	127
Total Volume	10	113	42	165	77	17	29	123	5	134	9	148	20	9	4	33	469
% App. Total	6.1	68.5	25.5	100	62.6	13.8	23.6	100	3.4	90.5	6.1	100	60.6	27.3	12.1	100	
PHF				0.793				0.809				0.787				0.825	
Cars, PU, Vans	10	113	42	165	77	17	29	123	5	134	9	148	20	9	4	33	469
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM

	Medlock Rd Southbound				Eastway Rd_Blackmon Dr Westbound				Medlock Rd Northbound				Eastway Rd_Blackmon Dr Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
4:15 PM	4	40	68	112	9	4	4	17	0	31	5	36	2	5	1	8	173
4:30 PM	1	46	61	108	3	2	1	6	4	23	6	33	5	13	3	21	168
4:45 PM	1	62	40	103	6	0	1	7	1	36	2	39	6	8	1	15	164
5:00 PM	3	34	56	93	10	1	1	12	2	36	1	39	7	4	2	13	157
Total Volume	9	182	225	416	28	7	7	42	7	126	14	147	20	30	7	57	662
% App. Total	2.2	43.8	54.1	100	66.7	16.7	16.7	100	4.8	85.7	9.5	100	35.1	52.6	12.3	100	
PHF				0.929				0.618				0.942				0.679	
Cars, PU, Vans	9	182	225	416	28	7	7	42	7	126	14	147	20	30	7	57	662
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ITM Peak Hour Summary

Prepared by:

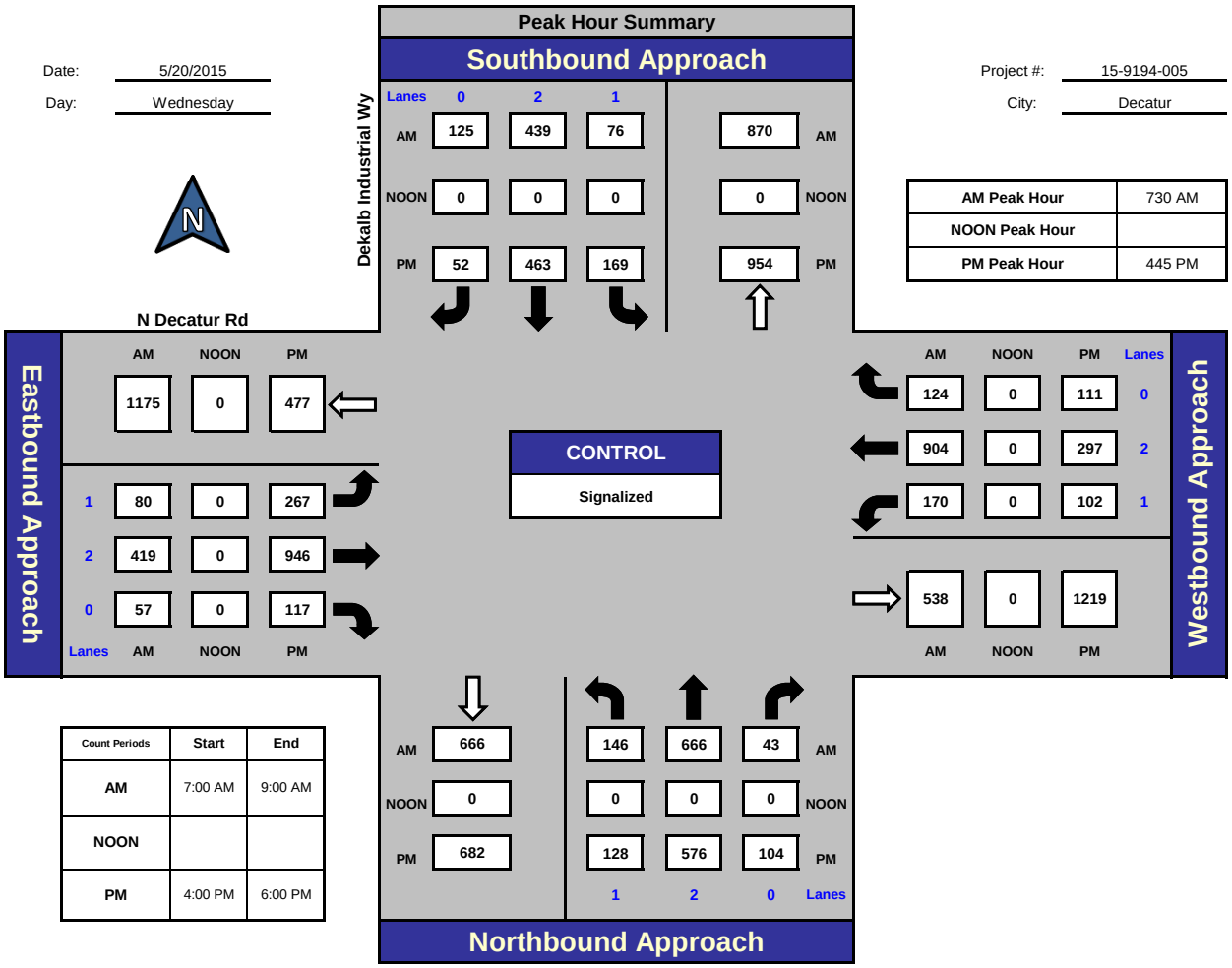
National Data & Surveying Services

Dekalb Industrial Wy and N Decatur Rd , Decatur

Date: 5/20/2015
Day: Wednesday

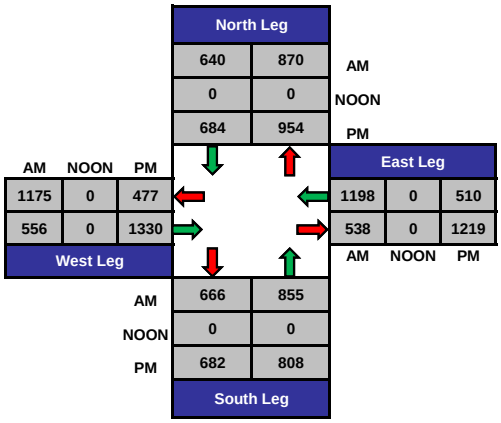
Project #: 15-9194-005
City: Decatur

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

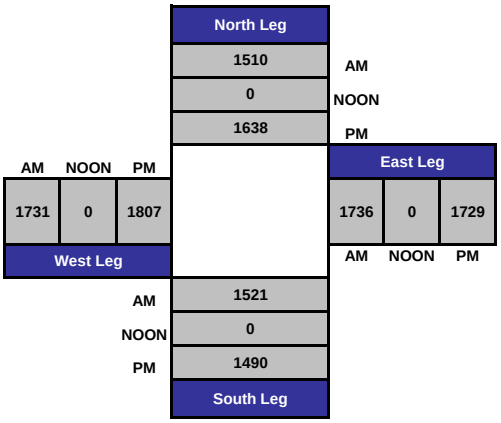


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Project ID: 15-9194-005
Location: Dekalb Industrial Wy & N Decatur Rd
City: Decatur

Day: Wednesday
Date: 5/20/2015

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Dekalb Industrial Wy Southbound					N Decatur Rd Westbound					Dekalb Industrial Wy Northbound					N Decatur Rd Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	24	56	27	0	107	23	192	16	0	231	2	158	30	0	190	6	51	12	0	69	597
7:15 AM	25	65	25	0	115	32	261	21	0	314	5	132	30	0	167	6	102	17	0	125	721
7:30 AM	32	127	22	0	181	24	226	35	0	285	6	181	34	0	221	16	154	16	0	186	873
7:45 AM	33	106	16	0	155	41	274	32	0	347	14	163	36	0	213	15	97	23	0	135	850
Total	114	354	90	0	558	120	953	104	0	1177	27	634	130	0	791	43	404	68	0	515	3041
8:00 AM	31	112	18	0	161	27	184	76	0	287	9	169	38	0	216	8	89	19	0	116	780
8:15 AM	29	94	20	0	143	32	220	27	0	279	14	153	38	0	205	18	79	22	0	119	746
8:30 AM	28	101	24	0	153	30	208	27	0	265	6	116	43	0	165	15	58	21	0	94	677
8:45 AM	38	108	24	0	170	23	211	73	0	307	11	140	39	0	190	22	73	18	0	113	780
Total	126	415	86	0	627	112	823	203	0	1138	40	578	158	0	776	63	299	80	0	442	2983
BREAK																					
4:00 PM	16	103	38	0	157	27	81	27	0	135	24	163	38	0	225	16	175	60	0	251	768
4:15 PM	16	104	50	0	170	37	70	22	0	129	30	130	44	0	204	31	205	68	0	304	807
4:30 PM	16	104	40	0	160	39	99	24	0	162	14	147	38	0	199	24	185	78	0	287	808
4:45 PM	17	137	50	0	204	23	76	19	0	118	30	134	34	0	198	26	229	58	0	313	833
Total	65	448	178	0	691	126	326	92	0	544	98	574	154	0	826	97	794	264	0	1155	3216
5:00 PM	6	102	44	0	152	26	79	26	0	131	27	138	37	0	202	30	244	77	0	351	836
5:15 PM	13	119	33	0	165	31	74	32	0	137	23	186	33	0	242	28	220	56	0	304	848
5:30 PM	16	105	42	0	163	31	68	25	0	124	24	118	24	0	166	33	253	76	0	362	815
5:45 PM	11	135	61	0	207	24	75	14	0	113	12	128	41	0	181	35	190	46	0	271	772
Total	46	461	180	0	687	112	296	97	0	505	86	570	135	0	791	126	907	255	0	1288	3271
Grand Total	351	1678	534	0	2563	470	2398	496	0	3364	251	2356	577	0	3184	329	2404	667	0	3400	12511
Apprch %	13.7	65.5	20.8	0.0		14.0	71.3	14.7	0.0		7.9	74.0	18.1	0.0		9.7	70.7	19.6	0.0		
Total %	2.8	13.4	4.3	0.0	20.5	3.8	19.2	4.0	0.0	26.9	2.0	18.8	4.6	0.0	25.4	2.6	19.2	5.3	0.0	27.2	
Cars, PU, Vans	351	1678	534	0	2563	470	2398	496	0	3364	251	2356	577	0	3184	329	2404	667	0	3400	12511
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project ID: 15-9194-005
Location: Dekalb Industrial Wy & N Decatur R
City: Decatur

PEAK HOURS

Day: Wednesday
Date: 5/20/2015

AM

	Dekalb Industrial Wy Southbound				N Decatur Rd Westbound				Dekalb Industrial Wy Northbound				N Decatur Rd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
7:30 AM	32	127	22	181	24	226	35	285	6	181	34	221	16	154	16	186	873
7:45 AM	33	106	16	155	41	274	32	347	14	163	36	213	15	97	23	135	850
8:00 AM	31	112	18	161	27	184	76	287	9	169	38	216	8	89	19	116	780
8:15 AM	29	94	20	143	32	220	27	279	14	153	38	205	18	79	22	119	746
Total Volume	125	439	76	640	124	904	170	1198	43	666	146	855	57	419	80	556	3249
% App. Total	19.5	68.6	11.9	100	10.4	75.5	14.2	100	5.0	77.9	17.1	100	10.3	75.4	14.4	100	
PHF				0.884				0.863				0.967				0.747	
Cars, PU, Vans	125	439	76	640	124	904	170	1198	43	666	146	855	57	419	80	556	3249
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM

	Dekalb Industrial Wy Southbound				N Decatur Rd Westbound				Dekalb Industrial Wy Northbound				N Decatur Rd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
4:45 PM	17	137	50	204	23	76	19	118	30	134	34	198	26	229	58	313	833
5:00 PM	6	102	44	152	26	79	26	131	27	138	37	202	30	244	77	351	836
5:15 PM	13	119	33	165	31	74	32	137	23	186	33	242	28	220	56	304	848
5:30 PM	16	105	42	163	31	68	25	124	24	118	24	166	33	253	76	362	815
Total Volume	52	463	169	684	111	297	102	510	104	576	128	808	117	946	267	1330	3332
% App. Total	7.6	67.7	24.7	100	21.8	58.2	20.0	100	12.9	71.3	15.8	100	8.8	71.1	20.1	100	
PHF				0.838				0.931				0.835				0.919	
Cars, PU, Vans	52	463	169	684	111	297	102	510	104	576	128	808	117	946	267	1330	3332
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Winn Wy and N Decatur Rd , Decatur

Date: 5/20/2015

Day: Wednesday

Project #: 15-9194-004

City: Decatur

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach

Lanes	1	0.5	0.5		
AM	14	6	8	36	AM
NOON	0	0	0	0	NOON
PM	32	20	38	63	PM

Winn Wy

N Decatur Rd

Eastbound Approach

Lanes	AM	NOON	PM
	1101	0	666
1	8	0	26
2	468	0	1095
0	211	0	131
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	20	0	28	1
	960	0	450	2
	221	0	78	1
	561	0	1401	
	AM	NOON	PM	

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Northbound Approach

AM	438	127	8	85	AM
NOON	0	0	0	0	NOON
PM	229	184	9	268	PM
		0.5	0.5	1	Lanes

Total Ins & Outs

North Leg		
28	36	AM
0	0	NOON
90	63	PM

West Leg			East Leg		
AM	NOON	PM			
1101	0	666	1201	0	556
687	0	1252	561	0	1401
			AM	NOON	PM

South Leg		
438	220	AM
0	0	NOON
229	461	PM

Total Volume Per Leg

North Leg	
64	AM
0	NOON
153	PM

West Leg			East Leg		
AM	NOON	PM			
1788	0	1918	1762	0	1957
			AM	NOON	PM

South Leg	
658	AM
0	NOON
690	PM

Project ID: 15-9194-004
Location: Winn Wy & N Decatur Rd
City: Decatur

Day: Wednesday
Date: 5/20/2015

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Winn Wy Southbound					N Decatur Rd Westbound					Winn Wy Northbound					N Decatur Rd Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	1	3	2	0	6	5	220	26	0	251	8	1	29	0	38	27	63	7	0	97	392
7:15 AM	6	0	4	0	10	7	258	39	0	304	28	1	36	0	65	37	107	2	0	146	525
7:30 AM	4	1	3	0	8	4	236	39	0	279	23	0	32	0	55	37	152	1	0	190	532
7:45 AM	1	0	2	0	3	7	269	76	0	352	24	3	28	0	55	54	119	2	0	175	585
Total	12	4	11	0	27	23	983	180	0	1186	83	5	125	0	213	155	441	12	0	608	2034
8:00 AM	3	2	1	0	6	5	217	51	0	273	28	1	28	0	57	54	91	2	0	147	483
8:15 AM	6	3	2	0	11	4	238	55	0	297	10	4	39	0	53	66	106	3	0	175	536
8:30 AM	1	2	4	0	7	5	220	43	0	268	29	6	29	0	64	45	72	7	0	124	463
8:45 AM	2	3	5	0	10	3	244	59	0	306	19	6	26	0	51	45	99	2	0	146	513
Total	12	10	12	0	34	17	919	208	0	1144	86	17	122	0	225	210	368	14	0	592	1995
BREAK																					
4:00 PM	9	4	10	0	23	3	126	22	0	151	54	2	41	0	97	29	195	9	0	233	504
4:15 PM	5	2	6	0	13	4	129	15	0	148	50	3	37	0	90	33	251	5	0	289	540
4:30 PM	4	4	11	0	19	6	124	26	0	156	80	1	54	0	135	22	244	6	0	272	582
4:45 PM	9	4	6	0	19	12	100	21	0	133	58	2	39	0	99	30	269	8	0	307	558
Total	27	14	33	0	74	25	479	84	0	588	242	8	171	0	421	114	959	28	0	1101	2184
5:00 PM	9	7	11	0	27	4	112	21	0	137	68	2	63	0	133	41	295	10	0	346	643
5:15 PM	10	5	10	0	25	6	114	10	0	130	62	4	28	0	94	38	287	2	0	327	576
5:30 PM	14	2	8	0	24	6	99	12	0	117	42	5	23	0	70	48	261	11	0	320	531
5:45 PM	3	0	7	0	10	5	118	14	0	137	37	4	29	0	70	34	227	8	0	269	486
Total	36	14	36	0	86	21	443	57	0	521	209	15	143	0	367	161	1070	31	0	1262	2236
Grand Total	87	42	92	0	221	86	2824	529	0	3439	620	45	561	0	1226	640	2838	85	0	3563	8449
Apprch %	39.4	19.0	41.6	0.0		2.5	82.1	15.4	0.0		50.6	3.7	45.8	0.0		18.0	79.7	2.4	0.0		
Total %	1.0	0.5	1.1	0.0	2.6	1.0	33.4	6.3	0.0	40.7	7.3	0.5	6.6	0.0	14.5	7.6	33.6	1.0	0.0	42.2	
Cars, PU, Vans	87	42	92	0	221	86	2824	529	0	3439	620	45	561	0	1226	640	2838	85	0	3563	8449
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project ID: 15-9194-004
Location: Winn Wy & N Decatur Rd
City: Decatur

PEAK HOURS

Day: Wednesday
Date: 5/20/2015

AM

	Winn Wy Southbound				N Decatur Rd Westbound				Winn Wy Northbound				N Decatur Rd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
7:30 AM	4	1	3	8	4	236	39	279	23	0	32	55	37	152	1	190	532
7:45 AM	1	0	2	3	7	269	76	352	24	3	28	55	54	119	2	175	585
8:00 AM	3	2	1	6	5	217	51	273	28	1	28	57	54	91	2	147	483
8:15 AM	6	3	2	11	4	238	55	297	10	4	39	53	66	106	3	175	536
Total Volume	14	6	8	28	20	960	221	1201	85	8	127	220	211	468	8	687	2136
% App. Total	50.0	21.4	28.6	100	1.7	79.9	18.4	100	38.6	3.6	57.7	100	30.7	68.1	1.2	100	
PHF				0.636				0.853				0.965				0.904	
Cars, PU, Vans	14	6	8	28	20	960	221	1201	85	8	127	220	211	468	8	687	2136
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM

	Winn Wy Southbound				N Decatur Rd Westbound				Winn Wy Northbound				N Decatur Rd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
4:30 PM	4	4	11	19	6	124	26	156	80	1	54	135	22	244	6	272	582
4:45 PM	9	4	6	19	12	100	21	133	58	2	39	99	30	269	8	307	558
5:00 PM	9	7	11	27	4	112	21	137	68	2	63	133	41	295	10	346	643
5:15 PM	10	5	10	25	6	114	10	130	62	4	28	94	38	287	2	327	576
Total Volume	32	20	38	90	28	450	78	556	268	9	184	461	131	1095	26	1252	2359
% App. Total	35.6	22.2	42.2	100	5.0	80.9	14.0	100	58.1	2.0	39.9	100	10.5	87.5	2.1	100	
PHF				0.833				0.891				0.854				0.905	
Cars, PU, Vans	32	20	38	90	28	450	78	556	268	9	184	461	131	1095	26	1252	2359
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Church St and N Decatur Rd , Decatur

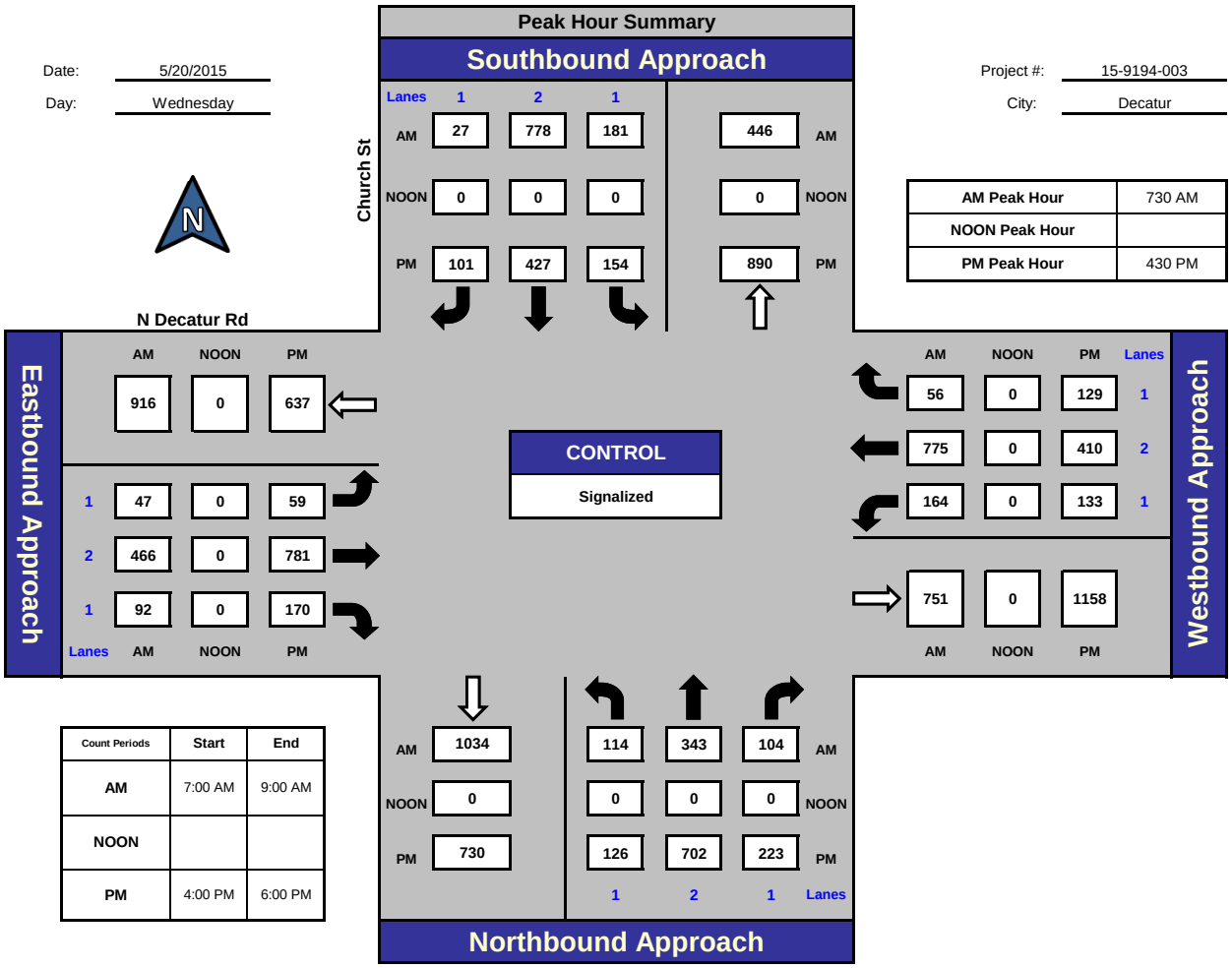
Date: 5/20/2015

Day: Wednesday

Project #: 15-9194-003

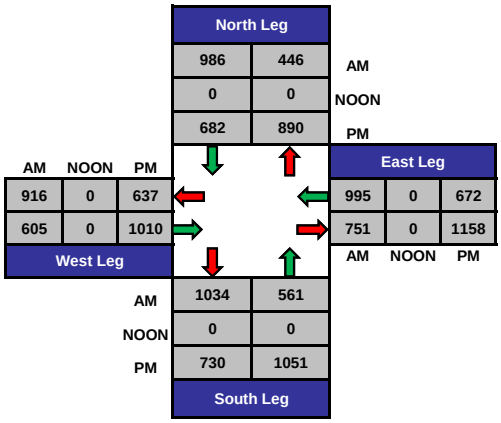
City: Decatur

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

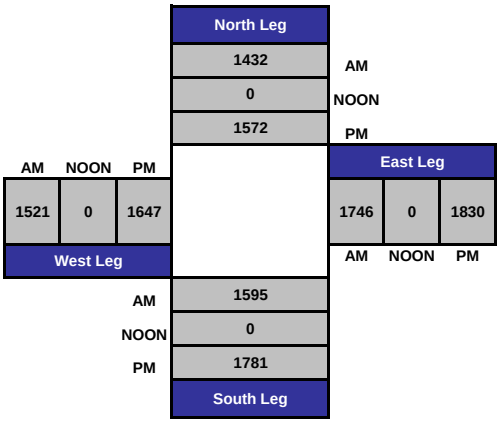


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Project ID: 15-9194-003
Location: Church St & N Decatur Rd
City: Decatur

Day: Wednesday
Date: 5/20/2015

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Church St Southbound					N Decatur Rd Westbound					Church St Northbound					N Decatur Rd Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	5	102	28	0	135	13	203	14	0	230	12	57	26	0	95	20	71	1	0	92	552
7:15 AM	7	145	45	0	197	11	209	26	0	246	15	89	45	0	149	25	91	7	0	123	715
7:30 AM	2	183	24	0	209	12	226	49	0	287	31	80	28	0	139	14	150	11	0	175	810
7:45 AM	9	215	54	0	278	12	192	40	0	244	33	97	23	0	153	18	105	14	0	137	812
Total	23	645	151	0	819	48	830	129	0	1007	91	323	122	0	536	77	417	33	0	527	2889
8:00 AM	7	180	51	0	238	12	175	39	0	226	25	85	23	0	133	21	109	16	0	146	743
8:15 AM	9	200	52	0	261	20	182	36	0	238	15	81	40	0	136	39	102	6	0	147	782
8:30 AM	6	202	57	0	265	11	145	35	0	191	27	82	43	0	152	21	77	4	0	102	710
8:45 AM	14	187	54	0	255	15	174	49	0	238	29	57	23	0	109	33	101	8	0	142	744
Total	36	769	214	0	1019	58	676	159	0	893	96	305	129	0	530	114	389	34	0	537	2979
BREAK																					
4:00 PM	7	112	25	0	144	37	97	32	0	166	44	179	40	0	263	34	154	20	0	208	781
4:15 PM	17	93	29	0	139	36	102	31	0	169	46	158	29	0	233	30	195	22	0	247	788
4:30 PM	23	99	32	0	154	31	115	33	0	179	45	160	26	0	231	47	188	11	0	246	810
4:45 PM	21	127	38	0	186	32	96	29	0	157	59	181	26	0	266	35	191	21	0	247	856
Total	68	431	124	0	623	136	410	125	0	671	194	678	121	0	993	146	728	74	0	948	3235
5:00 PM	29	84	41	0	154	35	119	39	0	193	61	201	34	0	296	42	212	11	0	265	908
5:15 PM	28	117	43	0	188	31	80	32	0	143	58	160	40	0	258	46	190	16	0	252	841
5:30 PM	22	97	53	0	172	17	84	26	0	127	41	142	28	0	211	32	202	15	0	249	759
5:45 PM	15	136	33	0	184	23	87	36	0	146	51	155	24	0	230	29	160	20	0	209	769
Total	94	434	170	0	698	106	370	133	0	609	211	658	126	0	995	149	764	62	0	975	3277
Grand Total	221	2279	659	0	3159	348	2286	546	0	3180	592	1964	498	0	3054	486	2298	203	0	2987	12380
Apprch %	7.0	72.1	20.9	0.0		10.9	71.9	17.2	0.0		19.4	64.3	16.3	0.0		16.3	76.9	6.8	0.0		
Total %	1.8	18.4	5.3	0.0	25.5	2.8	18.5	4.4	0.0	25.7	4.8	15.9	4.0	0.0	24.7	3.9	18.6	1.6	0.0	24.1	
Cars, PU, Vans	221	2279	659	0	3159	348	2286	546	0	3180	592	1964	498	0	3054	486	2298	203	0	2987	12380
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project ID: 15-9194-003
Location: Church St & N Decatur Rd
City: Decatur

PEAK HOURS

Day: Wednesday
Date: 5/20/2015

AM

	Church St Southbound				N Decatur Rd Westbound				Church St Northbound				N Decatur Rd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
7:30 AM	2	183	24	209	12	226	49	287	31	80	28	139	14	150	11	175	810
7:45 AM	9	215	54	278	12	192	40	244	33	97	23	153	18	105	14	137	812
8:00 AM	7	180	51	238	12	175	39	226	25	85	23	133	21	109	16	146	743
8:15 AM	9	200	52	261	20	182	36	238	15	81	40	136	39	102	6	147	782
Total Volume	27	778	181	986	56	775	164	995	104	343	114	561	92	466	47	605	3147
% App. Total	2.7	78.9	18.4	100	5.6	77.9	16.5	100	18.5	61.1	20.3	100	15.2	77.0	7.8	100	
PHF				0.887				0.867				0.917				0.864	
Cars, PU, Vans	27	778	181	986	56	775	164	995	104	343	114	561	92	466	47	605	3147
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM

	Church St Southbound				N Decatur Rd Westbound				Church St Northbound				N Decatur Rd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
4:30 PM	23	99	32	154	31	115	33	179	45	160	26	231	47	188	11	246	810
4:45 PM	21	127	38	186	32	96	29	157	59	181	26	266	35	191	21	247	856
5:00 PM	29	84	41	154	35	119	39	193	61	201	34	296	42	212	11	265	908
5:15 PM	28	117	43	188	31	80	32	143	58	160	40	258	46	190	16	252	841
Total Volume	101	427	154	682	129	410	133	672	223	702	126	1051	170	781	59	1010	3415
% App. Total	14.8	62.6	22.6	100	19.2	61.0	19.8	100	21.2	66.8	12.0	100	16.8	77.3	5.8	100	
PHF				0.907				0.870				0.888				0.953	
Cars, PU, Vans	101	427	154	682	129	410	133	672	223	702	126	1051	170	781	59	1010	3415
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project ID: 15-9194-002
Location: Blackmon Dr & N Decatur Rd
City: Decatur

Day: Wednesday
Date: 5/20/2015

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Blackmon Dr Southbound					N Decatur Rd Westbound					Blackmon Dr Northbound					N Decatur Rd Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	1	0	1	0	2	0	238	0	0	238	0	0	0	0	0	0	88	0	0	88	328
7:15 AM	2	0	1	0	3	0	270	0	0	270	0	0	0	0	0	0	136	0	0	136	409
7:30 AM	1	0	0	0	1	0	245	0	0	245	0	0	0	0	0	0	167	0	0	167	413
7:45 AM	1	0	1	0	2	2	233	0	0	235	0	0	0	0	0	0	138	0	0	138	375
Total	5	0	3	0	8	2	986	0	0	988	0	0	0	0	0	0	529	0	0	529	1525
8:00 AM	1	0	0	0	1	1	200	0	0	201	0	0	0	0	0	0	156	1	0	157	359
8:15 AM	2	0	0	0	2	0	234	0	0	234	0	0	0	0	0	0	138	0	0	138	374
8:30 AM	4	0	0	0	4	0	185	0	0	185	0	0	0	0	0	0	99	1	0	100	289
8:45 AM	0	0	0	0	0	3	214	1	0	218	0	0	0	0	0	0	133	0	0	133	351
Total	7	0	0	0	7	4	833	1	0	838	0	0	0	0	0	0	526	2	0	528	1373
BREAK																					
4:00 PM	1	0	0	0	1	3	150	0	0	153	0	0	0	0	0	0	223	0	0	223	377
4:15 PM	0	0	2	0	2	2	151	0	0	153	0	0	0	0	0	0	235	4	0	239	394
4:30 PM	0	0	1	0	1	3	151	0	0	154	0	0	0	0	0	0	237	3	0	240	395
4:45 PM	3	0	1	0	4	5	144	0	0	149	0	0	0	0	0	0	259	1	0	260	413
Total	4	0	4	0	8	13	596	0	0	609	0	0	0	0	0	0	954	8	0	962	1579
5:00 PM	0	0	1	0	1	2	166	0	0	168	0	0	0	0	0	0	251	0	0	251	420
5:15 PM	0	0	0	0	0	2	155	0	0	157	0	0	0	0	0	0	266	2	0	268	425
5:30 PM	4	0	1	0	5	4	125	0	0	129	0	0	0	0	0	0	233	2	0	235	369
5:45 PM	0	0	2	0	2	3	128	0	0	131	0	0	0	0	0	0	218	1	0	219	352
Total	4	0	4	0	8	11	574	0	0	585	0	0	0	0	0	0	968	5	0	973	1566
Grand Total	20	0	11	0	31	30	2989	1	0	3020	0	0	0	0	0	0	2977	15	0	2992	6043
Apprch %	64.5	0.0	35.5	0.0		1.0	99.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	99.5	0.5	0.0		
Total %	0.3	0.0	0.2	0.0	0.5	0.5	49.5	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	49.3	0.2	0.0	49.5	
Cars, PU, Vans	20	0	11	0	31	30	2989	1	0	3020	0	0	0	0	0	0	2977	15	0	2992	6043
% Cars, PU, Vans	100.0	0.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project ID: 15-9194-002
Location: Blackmon Dr & N Decatur Rd
City: Decatur

PEAK HOURS

Day: Wednesday
Date: 5/20/2015

AM

	Blackmon Dr Southbound				N Decatur Rd Westbound				Blackmon Dr Northbound				N Decatur Rd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
7:15 AM	2	0	1	3	0	270	0	270	0	0	0	0	0	136	0	136	409
7:30 AM	1	0	0	1	0	245	0	245	0	0	0	0	0	167	0	167	413
7:45 AM	1	0	1	2	2	233	0	235	0	0	0	0	0	138	0	138	375
8:00 AM	1	0	0	1	1	200	0	201	0	0	0	0	0	156	1	157	359
Total Volume	5	0	2	7	3	948	0	951	0	0	0	0	0	597	1	598	1556
% App. Total	71.4	0.0	28.6	100	0.3	99.7	0.0	100	0.0	0.0	0.0	0	0.0	99.8	0.2	100	
PHF				0.583				0.881				0.000				0.895	
Cars, PU, Vans	5	0	2	7	3	948	0	951	0	0	0	0	0	597	1	598	1556
% Cars, PU, Vans	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM

	Blackmon Dr Southbound				N Decatur Rd Westbound				Blackmon Dr Northbound				N Decatur Rd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
4:30 PM	0	0	1	1	3	151	0	154	0	0	0	0	0	237	3	240	395
4:45 PM	3	0	1	4	5	144	0	149	0	0	0	0	0	259	1	260	413
5:00 PM	0	0	1	1	2	166	0	168	0	0	0	0	0	251	0	251	420
5:15 PM	0	0	0	0	2	155	0	157	0	0	0	0	0	266	2	268	425
Total Volume	3	0	3	6	12	616	0	628	0	0	0	0	0	1013	6	1019	1653
% App. Total	50.0	0.0	50.0	100	1.9	98.1	0.0	100	0.0	0.0	0.0	0	0.0	99.4	0.6	100	
PHF				0.375				0.935				0.000				0.951	
Cars, PU, Vans	3	0	3	6	12	616	0	628	0	0	0	0	0	1013	6	1019	1653
% Cars, PU, Vans	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Blackmon Dr and N Decatur Rd , Decatur

Date: 5/20/2015

Day: Wednesday

Project #: 15-9194-002

City: Decatur

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Peak Hour Summary

Southbound Approach (Blackmon Dr)

Lanes	0	1	0		
AM	5	0	2	4	AM
NOON	0	0	0	0	NOON
PM	3	0	3	18	PM

Eastbound Approach (N Decatur Rd)

Lanes	AM	NOON	PM
	953	0	619
0	1	0	6
3	597	0	1013
0	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
0	3	0	12
2	948	0	616
0	0	0	0
	599	0	1016

CONTROL: 1-Way Stop (SB)

Northbound Approach

AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM
Lanes		0	0	0	

Total Ins & Outs

	North Leg		
AM	7	4	AM
NOON	0	0	NOON
PM	6	18	PM

West Leg			East Leg		
AM	NOON	PM			
953	0	619	951	0	628
598	0	1019	599	0	1016
			AM	NOON	PM

	South Leg	
AM	0	0
NOON	0	0
PM	0	0

Total Volume Per Leg

	North Leg	
AM	11	AM
NOON	0	NOON
PM	24	PM

West Leg			East Leg		
AM	NOON	PM			
1551	0	1638	1550	0	1644
			AM	NOON	PM

	South Leg
AM	0
NOON	0
PM	0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Scott Blvd and N Decatur Rd , Decatur

Date: 5/20/2015

Day: Wednesday

Project #: 15-9194-001

City: Decatur

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach

Scott Blvd

Lanes	1.5	2.5	1		
AM	748	1481	15	908	AM
NOON	0	0	0	0	NOON
PM	228	799	60	1815	PM

N Decatur Rd

Eastbound Approach

Lanes	AM	NOON	PM
	1487	0	628
1	157	0	442
2	449	0	679
0	4	0	16
Lanes	AM	NOON	PM

CONTROL

Signalized

Westbound Approach

AM	NOON	PM	Lanes
1	0	25	1
720	0	378	2
228	0	179	1
597	0	975	
AM	NOON	PM	

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Northbound Approach

AM	1713	19	750	133	AM
NOON	0	0	0	0	NOON
PM	994	22	1348	236	PM
		1	3	0	Lanes

Total Ins & Outs

North Leg		
2244	908	AM
0	0	NOON
1087	1815	PM

West Leg		
AM	NOON	PM
1487	0	628
610	0	1137

East Leg		
949	0	582
597	0	975
AM	NOON	PM

South Leg		
AM	1713	902
NOON	0	0
PM	994	1606

Total Volume Per Leg

North Leg	
3152	AM
0	NOON
2902	PM

West Leg		
AM	NOON	PM
2097	0	1765

East Leg		
1546	0	1557
AM	NOON	PM

South Leg	
AM	2615
NOON	0
PM	2600

Project ID: 15-9194-001
Location: Scott Blvd & N Decatur Rd
City: Decatur

Day: Wednesday
Date: 5/20/2015

Peak Start Times	
AM	7:00 AM
MD	12:00 AM
PM	4:00 PM

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Scott Blvd Southbound					N Decatur Rd Westbound					Scott Blvd Northbound					N Decatur Rd Eastbound					
Start Time	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Rgt	Thru	Left	Peds	App. Total	Int. Total
7:00 AM	180	354	2	0	536	1	168	36	0	205	28	113	0	0	141	1	42	39	0	82	964
7:15 AM	208	386	4	0	598	1	186	61	0	248	24	159	5	0	188	2	93	38	0	133	1167
7:30 AM	192	370	5	0	567	0	193	64	0	257	41	179	7	0	227	0	133	36	0	169	1220
7:45 AM	190	365	1	0	556	0	179	54	0	233	30	178	3	0	211	2	104	41	0	147	1147
Total	770	1475	12	0	2257	2	726	215	0	943	123	629	15	0	767	5	372	154	0	531	4498
8:00 AM	158	360	5	0	523	0	162	49	0	211	38	234	4	0	276	0	119	42	0	161	1171
8:15 AM	133	357	2	0	492	0	116	67	0	183	46	173	3	0	222	0	92	40	0	132	1029
8:30 AM	151	310	1	0	462	3	143	41	0	187	46	171	1	0	218	4	60	37	0	101	968
8:45 AM	153	335	2	0	490	4	142	64	0	210	36	161	2	0	199	0	75	34	0	109	1008
Total	595	1362	10	0	1967	7	563	221	0	791	166	739	10	0	915	4	346	153	0	503	4176
BREAK																					
4:00 PM	48	178	4	0	230	8	81	40	0	129	55	303	6	0	364	6	176	110	0	292	1015
4:15 PM	63	185	6	0	254	4	89	40	0	133	48	301	3	0	352	6	170	116	0	292	1031
4:30 PM	56	155	12	0	223	1	83	41	0	125	56	350	6	0	412	9	154	100	0	263	1023
4:45 PM	64	176	17	0	257	9	94	47	0	150	51	325	9	0	385	4	156	119	0	279	1071
Total	231	694	39	0	964	22	347	168	0	537	210	1279	24	0	1513	25	656	445	0	1126	4140
5:00 PM	51	184	12	0	247	0	95	40	0	135	62	345	4	0	411	5	196	110	0	311	1104
5:15 PM	63	220	17	0	300	9	100	49	0	158	59	325	4	0	388	1	171	110	0	282	1128
5:30 PM	50	219	14	0	283	7	89	43	0	139	64	353	5	0	422	6	156	103	0	265	1109
5:45 PM	62	210	11	0	283	6	69	22	0	97	52	325	6	0	383	1	163	117	0	281	1044
Total	226	833	54	0	1113	22	353	154	0	529	237	1348	19	0	1604	13	686	440	0	1139	4385
Grand Total	1822	4364	115	0	6301	53	1989	758	0	2800	736	3995	68	0	4799	47	2060	1192	0	3299	17199
Apprch %	28.9	69.3	1.8	0.0		1.9	71.0	27.1	0.0		15.3	83.2	1.4	0.0		1.4	62.4	36.1	0.0		
Total %	10.6	25.4	0.7	0.0	36.6	0.3	11.6	4.4	0.0	16.3	4.3	23.2	0.4	0.0	27.9	0.3	12.0	6.9	0.0	19.2	
Cars, PU, Vans	1822	4364	115	0	6301	53	1989	758	0	2800	736	3995	68	0	4799	47	2060	1192	0	3299	17199
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0
Heavy Trucks	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project ID: 15-9194-001
Location: Scott Blvd & N Decatur Rd
City: Decatur

PEAK HOURS

Day: Wednesday
Date: 5/20/2015

AM

	Scott Blvd Southbound				N Decatur Rd Westbound				Scott Blvd Northbound				N Decatur Rd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
7:15 AM	208	386	4	598	1	186	61	248	24	159	5	188	2	93	38	133	1167
7:30 AM	192	370	5	567	0	193	64	257	41	179	7	227	0	133	36	169	1220
7:45 AM	190	365	1	556	0	179	54	233	30	178	3	211	2	104	41	147	1147
8:00 AM	158	360	5	523	0	162	49	211	38	234	4	276	0	119	42	161	1171
Total Volume	748	1481	15	2244	1	720	228	949	133	750	19	902	4	449	157	610	4705
% App. Total	33.3	66.0	0.7	100	0.1	75.9	24.0	100	14.7	83.1	2.1	100	0.7	73.6	25.7	100	
PHF				0.938				0.923				0.817				0.902	
Cars, PU, Vans	748	1481	15	2244	1	720	228	949	133	750	19	902	4	449	157	610	4705
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PM

	Scott Blvd Southbound				N Decatur Rd Westbound				Scott Blvd Northbound				N Decatur Rd Eastbound				
Start Time	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Rgt	Thru	Left	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
4:45 PM	64	176	17	257	9	94	47	150	51	325	9	385	4	156	119	279	1071
5:00 PM	51	184	12	247	0	95	40	135	62	345	4	411	5	196	110	311	1104
5:15 PM	63	220	17	300	9	100	49	158	59	325	4	388	1	171	110	282	1128
5:30 PM	50	219	14	283	7	89	43	139	64	353	5	422	6	156	103	265	1109
Total Volume	228	799	60	1087	25	378	179	582	236	1348	22	1606	16	679	442	1137	4412
% App. Total	21.0	73.5	5.5	100	4.3	64.9	30.8	100	14.7	83.9	1.4	100	1.4	59.7	38.9	100	
PHF				0.906				0.921				0.951				0.914	
Cars, PU, Vans	228	799	60	1087	25	378	179	582	236	1348	22	1606	16	679	442	1137	4412
% Cars, PU, Vans	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Appendix C:
Presumptive Impact Table

Roadway	Segment	Facility Type	Turn Lanes	Functional Classification	Signals Per Mile	Volume of Closest Count (vpd)	Facility LOS Standard	Facility Service Volume @ Standard (vpd)	Adjustments	Adjusted Service Volume @ Standard (vpd)	Project Traffic Distribution	Project Trips Assigned	% Service Volume Consumed	Presumptive Impact (>7%)?
Scott Blvd	N Decatur Rd to Blackmon Dr	6-UD	Yes	Urban Principal Arterial	3.0	37,200	D	48,900	-5%	46,455	26%	4,968	10.7%	Yes
	Blackmon Dr to Church St	6-UD	Yes	Urban Principal Arterial	3.0	37,200	D	48,900	-5%	46,455	25%	4,777	10.3%	Yes
	Church St to Dekalb Industrial Way	6-D	Yes	Urban Principal Arterial	3.0	37,200	D	48,900	0%	48,900	21%	4,012	8.2%	Yes
	Dekalb Industrial Way to Orion Dr	6-D	Yes	Urban Principal Arterial	3.0	73,400	D	48,900	0%	48,900	18%	3,439	7.0%	Yes
	N Decatur Rd to Superior Ave	4-UD	Only at Signal	Urban Principal Arterial	3.0	28,100	D	32,500	-5%	30,875	11%	2,102	6.8%	No
N Decatur Rd	Scott Blvd to Blackmon Dr	4-UD	Yes	Urban Minor Arterial	3.57	17,200	D	32,500	-5%	30,875	16%	3,057	9.9%	Yes
	Blackmon Dr to Church St	4-UD	Yes	Urban Minor Arterial	3.57	17,200	D	32,500	-5%	30,875	23%	4,395	14.2%	Yes
	Church St to Winn Way	4-UD	Yes	Urban Minor Arterial	3.57	17,200	D	32,500	-5%	30,875	11%	2,102	6.8%	No
	Scott Blvd to Superior Ave	4-UD	No	Urban Minor Arterial	3.57	24,100	D	32,500	-25%	24,375	21%	4,012	16.5%	Yes
	Superior Ave to Webster Dr	4-UD	At Signal	Urban Minor Arterial	3.57	24,100	D	32,500	-5%	30,875	11%	2,102	6.8%	No
Church St	Scott Blvd to N Decatur Rd	4-UD	Yes	Urban Minor Arterial	2.50	18,820	D	32,500	-5%	30,875	10%	1,911	6.2%	No
	N Decatur Rd to Sycamore Dr	4-UD	Yes	Urban Minor Arterial	2.50	18,820	D	32,500	-5%	30,875	16%	3,057	9.9%	Yes
	N Decatur Rd to Decatur Christian Towers	4-UD	Yes	Urban Minor Arterial	2.50	18,820	D	32,500	-5%	30,875	11%	2,102	6.8%	No
Medlock Rd	North of Scott Blvd	2-UD	No	Urban Local	2.00	unkwn	D	16,600	0%	16,600	7%	1,337	8.1%	Yes
Medlock Rd	Scott Blvd to Church St	2-UD	No	Urban Local	2.00	unkwn	D	16,601	0%	16,601	3%	573	3.5%	No

Facility Type Legend	
#	Number of Lanes
D	Divided
UD	Undivided

Project Trip Gen		
Total	In	Out
19,107	9,557	9,550

Signals Per Mile			
Road	Length (miles)	Total Signals	Signals/Mile
Scott Blvd	2	6	3.00
N Decatur	1.4	5	3.57
Church St	1.2	3	2.50
Medlock Rd	1	2	2.00

Appendix D:
Bus Routes

Decatur Crossing

Public Transit

Traffic Counts

Developments in Area
- The Reserve Apartments
- Suburban Plaza
- 0010050
- 0012814
- 0012814
- Dekalb Farmers Market
- MARTA Clifton Corridor
- 0009378
- 0010631

Development
- Decatur Crossing

Bus Routes
- Route 36
- Route 123
- Route 125
- Route 75

Segments

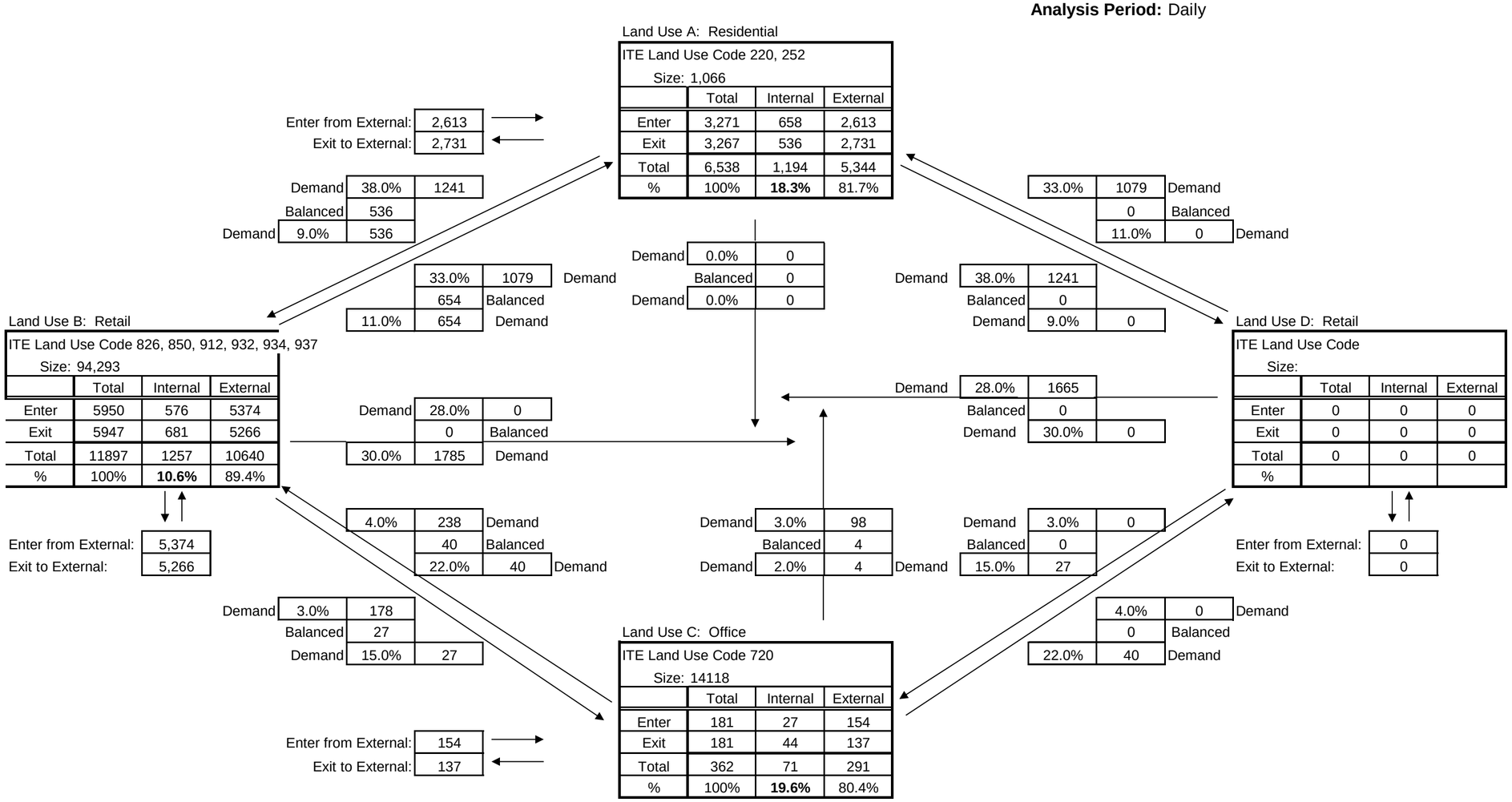
LCI Area
- Medline

Appendix E:
Trip Generation and Internal Capture

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: ITE *Trip Generation Handbook*, Second Edition, June 2004)

Project Number: 692.003
Project Name: Decatur Crossing
Scenario:
Analysis Period: Daily



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

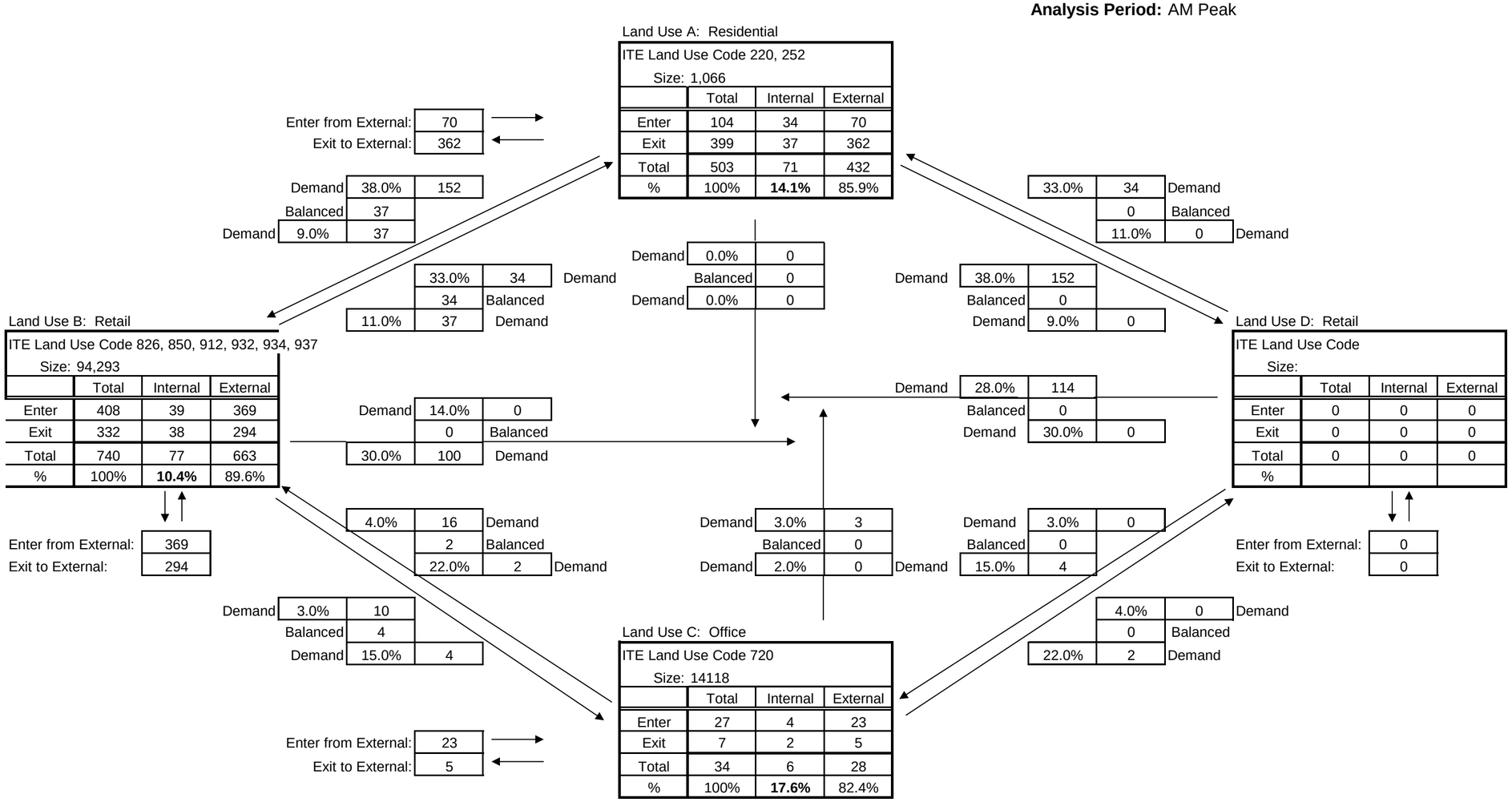
Category	Land Use A	B	C	D	Total
Enter	2,613	5,374	137	0	8,124
Exit	2,731	5,266	154	0	8,151
Total	5,344	10,640	291	0	**16,275**
Single Use Trip Gen Estimate	6,538	11,897	362	0	**18,797**

Overall Internal Capture = **13.42%**

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: ITE *Trip Generation Handbook*, Second Edition, June 2004)

Project Number: 692.003
Project Name: Decatur Crossing
Scenario:
Analysis Period: AM Peak



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

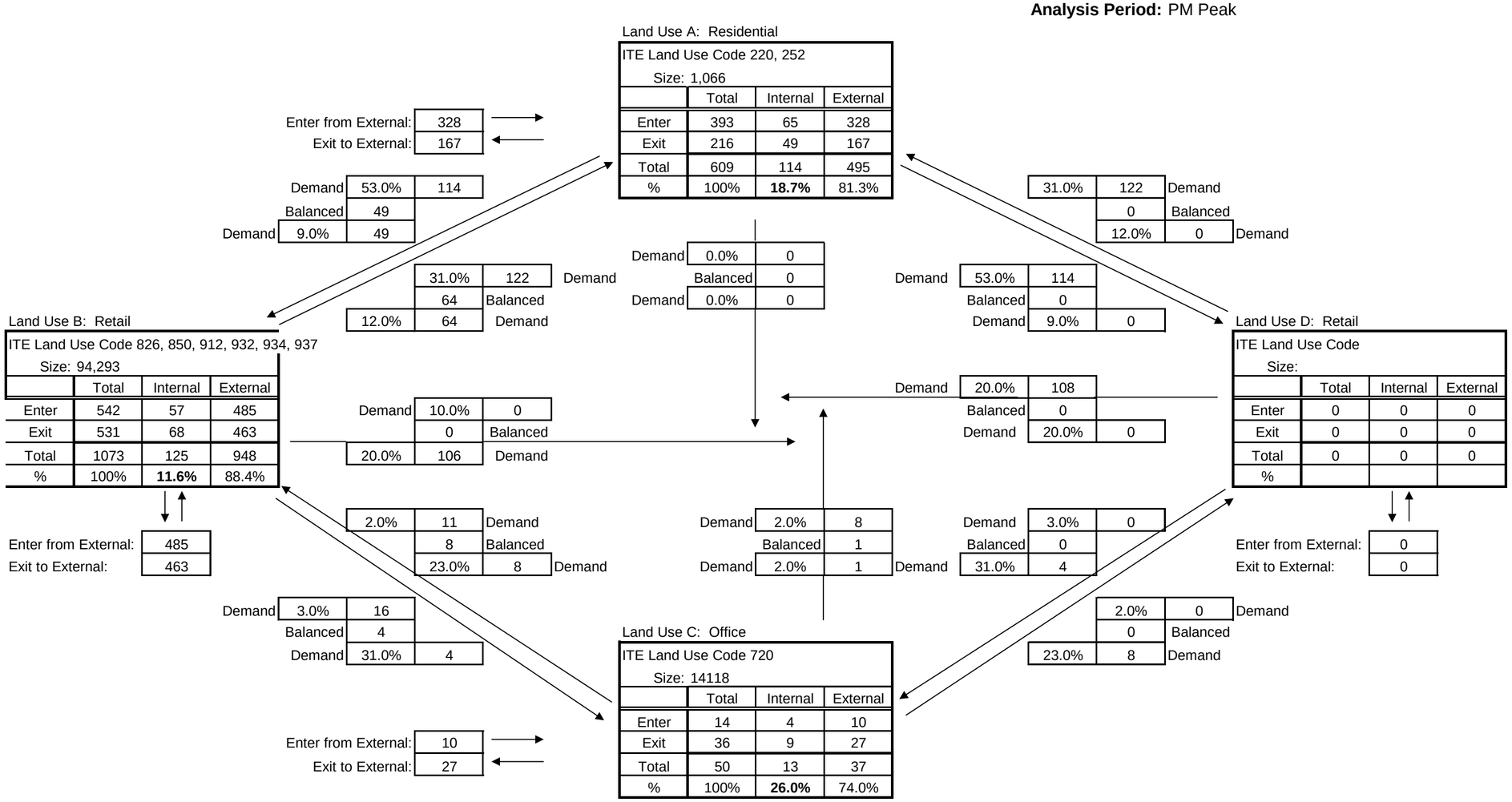
	Land Use				
Category	A	B	C	D	Total
Enter	70	369	5	0	444
Exit	362	294	23	0	679
Total	432	663	28	0	**1,123**
Single Use Trip Gen Estimate	503	740	34	0	**1,277**

Overall Internal Capture = **12.06%**

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(Source: ITE *Trip Generation Handbook*, Second Edition, June 2004)

Project Number: 692.003
Project Name: Decatur Crossing
Scenario:
Analysis Period: PM Peak



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

	Land Use				
Category	A	B	C	D	Total
Enter	328	485	27	0	840
Exit	167	463	10	0	640
Total	495	948	37	0	**1,480**
Single Use Trip Gen Estimate	609	1,073	50	0	**1,732**

Overall Internal Capture = **14.55%**

Trip Generation Phase 1: Decatur Crossing

Calculation of Anticipated Project Trips

Based upon methodology from ITE's *Trip Generation Manual* , 9th Edition (2012)

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Project Land Use	Project Density	Project Trips Total	Inbound	Outbound	ITE Code	Variable	Equation Used[1]	In/Out Distribution
Apartment	250 DU				220	DU		
Daily		**1,639**	820	819			T = 6.06(X) + 123.56	50% / 50%
AM Peak Hour		**126**	25	101			T = 0.49(X) + 3.73	20% / 80%
PM Peak Hour		**155**	101	54			T = 0.55(X) + 17.65	65% / 35%
Reductions for Internal Capture								
Daily	18%	**299**	165	134				
AM Peak Hour	13%	**17**	8	9				
PM Peak Hour	19%	**29**	17	12				
Reductions for Modal Split								
Daily	5%	**67**	33	34				
AM Peak Hour	5%	**5**	1	5				
PM Peak Hour	5%	**6**	4	2				
TOTAL PROJECT TRIPS								
Daily		**1,273**	622	651				
AM Peak Hour		**104**	16	87				
PM Peak Hour		**120**	80	40				
Specialty Retail Center	2,000 SF				826	1,000 S.F.		
Daily		**123**	62	61			T = 42.78(X) + 37.66	50% / 50%
AM Peak Hour		**2**	1	1			T =(Daily In / Out) * Distribution	2% / 0.9%
PM Road Peak		**26**	12	14			T = 2.40(X) + 21.48	44% / 56%
Reductions for Internal Capture								
Daily	10.6%	**13**	6	7				
AM Peak Hour	0.0%	**0**	0	0				
PM Peak Hour	11.4%	**3**	1	2				
Reductions for Modal Split								
Daily	5%	**6**	3	3				
AM Peak Hour	5%	**0**	0	0				
PM Peak Hour	5%	**1**	1	1				
TOTAL PROJECT TRIPS								
Daily		**105**	53	52				
AM Peak Hour		**2**	1	1				
PM Peak Hour		**22**	10	12				
TOTAL GROUP TRIPS					220	Apartment		
Daily		**1,762**	882	880	826	Specialty Retail Center		
AM Peak Hour		**128**	26	102				
PM Peak Hour		**181**	113	68				
TOTAL INTERNAL CAPTURE TRIPS								
Daily		**312**	171	141				
AM Peak Hour		**17**	8	9				
PM Peak Hour		**32**	18	14				
TOTAL MODAL SPLIT TRIPS								
Daily		**73**	36	37				
AM Peak Hour		**6**	1	5				
PM Peak Hour		**7**	5	3				
TOTAL PASS-BY TRIPS								
Daily		**0**	0	0				
AM Peak Hour		**0**	0	0				
PM Peak Hour		**0**	0	0				
NET NEW EXTERNAL VEHICULAR TRIPS								
Daily		**1,378**	675	702				
AM Peak Hour		**105**	17	88				
PM Peak Hour		**142**	90	52				

Note: [1] Where: T = Trips; X = Density by Variable

Trip Generation Phase 2: Decatur Crossing

Calculation of Anticipated Project Trips

Based upon methodology from ITE's *Trip Generation Manual* , 9th Edition (2012)

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Project Land Use	Project Density	Project Trips Total	Inbound	Outbound	ITE Code	Variable	Equation Used[1]	In/Out Distribution
Specialty Retail Center	24,090 SF				826	1,000 S.F.		
Daily		**1,068**	534	534			T = 42.78(X) + 37.66	50% / 50%
AM Peak Hour		**15**	11	5			T =(Daily In / Out) * Distribution	2% / 0.9%
PM Road Peak		**79**	35	44			T = 2.40(X) + 21.48	44% / 56%
Reductions for Internal Capture								
Daily	11%	**113**	52	61				
AM Peak Hour	13%	**2**	1	1				
PM Peak Hour	13%	**10**	4	6				
Reductions for Modal Split								
Daily	5%	**48**	24	24				
AM Peak Hour	5%	**1**	0	0				
PM Peak Hour	5%	**3**	2	2				
TOTAL PROJECT TRIPS								
Daily		**907**	458	450				
AM Peak Hour		**13**	9	4				
PM Peak Hour		**66**	29	36				
Drive-In Bank	5,924 S.F.				912	1,000 S.F.		
Daily		**878**	439	439			T = 148.15(X)	50% / 50%
AM Peak Hour		**72**	41	31			T = 12.08(X)	57% / 43%
PM Peak Hour		**144**	72	72			T = 24.30(X)	50% / 50%
Reductions for Internal Capture								
Daily	10%	**92**	42	50				
AM Peak Hour	11%	**8**	4	4				
PM Peak Hour	12%	**17**	8	9				
Reductions for Modal Split								
Daily	5%	**39**	20	19				
AM Peak Hour	5%	**3**	2	1				
PM Peak Hour	5%	**6**	3	3				
Reductions for Pass-By Trips								
Daily	31%	**231**	117	115				
AM Peak Hour	15%	**10**	6	4				
PM Peak Hour	47%	**60**	30	30				
TOTAL PROJECT TRIPS								
Daily		**516**	260	255				
AM Peak Hour		**51**	29	22				
PM Peak Hour		**61**	31	30				
Supermarket	29,810 S.F.				850	1,000 S.F.		
Daily		**3,048**	1,524	1,524			T = 102.24(X)	50% / 50%
AM Peak Hour		**101**	63	38			T = 3.4(X)	62% / 38%
PM Peak Hour		**318**	162	156			Ln(T) = 0.74(X) + 3.25	51% / 49%
Reductions for Internal Capture								
Daily	11%	**323**	148	175				
AM Peak Hour	10%	**10**	6	4				
PM Peak Hour	12%	**37**	17	20				
Reductions for Modal Split								
Daily	5%	**136**	69	67				
AM Peak Hour	5%	**5**	3	2				
PM Peak Hour	5%	**14**	7	7				
Reductions for Pass-By Trips								
Daily	25%	**647**	327	320				
AM Peak Hour	15%	**13**	8	5				
PM Peak Hour	36%	**96**	50	47				
TOTAL PROJECT TRIPS								
Daily		**1,942**	980	962				
AM Peak Hour		**73**	46	27				
PM Peak Hour		**171**	88	82				

Medical/Dental Office	14,118 S.F.				720	1,000 S.F.		
Daily		**362**	181	181			T = 40.89(X) -214.97	50% / 50%
AM Peak Hour		**34**	27	7			T = 2.39(X)	79% / 21%
PM Peak Hour		**50**	14	36			T = 3.57(X)	28% / 72%
Reductions for Internal Capture								
Daily	20%	**71**	27	44				
AM Peak Hour	18%	**6**	4	2				
PM Peak Hour	26%	**13**	4	9				
Reductions for Modal Split								
Daily	5%	**15**	8	7				
AM Peak Hour	5%	**1**	1	0				
PM Peak Hour	5%	**2**	1	1				
TOTAL PROJECT TRIPS								
Daily		**277**	146	130				
AM Peak Hour		**27**	22	5				
PM Peak Hour		**35**	10	26				

Apartment	450 DU				220	DU		
Daily		**2,851**	1,426	1,425			T = 6.06(X) + 123.56	50% / 50%
AM Peak Hour		**224**	45	179			T = 0.49(X) + 3.73	20% / 80%
PM Peak Hour		**265**	172	93			T = 0.55(X) + 17.65	65% / 35%
Reductions for Internal Capture								
Daily	18%	**521**	287	234				
AM Peak Hour	14%	**32**	15	17				
PM Peak Hour	18%	**49**	28	21				
Reductions for Modal Split								
Daily	5%	**117**	57	60				
AM Peak Hour	5%	**10**	2	8				
PM Peak Hour	5%	**11**	7	4				
TOTAL PROJECT TRIPS								
Daily		**2,214**	1,082	1,131				
AM Peak Hour		**182**	29	154				
PM Peak Hour		**205**	137	68				

TOTAL GROUP TRIPS					826	Specialty Retail Center		
Daily		**8,208**	4,104	4,104	912	Drive-In Bank		
AM Peak Hour		**446**	187	260	850	Supermarket		
PM Peak Hour		**856**	455	401	720	Medical/Dental Office		
					220	Apartment		
TOTAL INTERNAL CAPTURE TRIPS								
Daily		**1,120**	556	564				
AM Peak Hour		**58**	30	28				
PM Peak Hour		**126**	61	65				
TOTAL MODAL SPLIT TRIPS								
Daily		**354**	177	177				
AM Peak Hour		**19**	8	12				
PM Peak Hour		**37**	20	17				
TOTAL PASS-BY TRIPS								
Daily		**878**	444	435				
AM Peak Hour		**23**	14	9				
PM Peak Hour		**156**	80	77				
NET NEW EXTERNAL VEHICULAR TRIPS								
Daily		**5,855**	2,927	2,928				
AM Peak Hour		**346**	135	211				
PM Peak Hour		**538**	294	242				

Note: [1] Where: T = Trips; X = Density by Variable

Trip Generation Phase 2: Decatur Crossing

Calculation of Anticipated Project Trips

Based upon methodology from ITE's *Trip Generation Manual* , 9th Edition (2012)

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	Project Land Use	Project Density	Project Trips Total	Inbound	Outbound	ITE Code	Variable	Equation Used[1]	In/Out Distribution
1	**Coffee/Doughnut Shop with Drive-Through Window**	2,100 S.F.				937	1,000 S.F.		
	Daily		**1,719**	860	859			T = 818.58(X)	50% / 50%
	AM Peak Hour		**211**	108	103			T = 100.58(X)	51% / 49%
	PM Peak Hour		**90**	45	45			T = 42.8(X)	50% / 50%
	Reductions for Internal Capture								
	Daily	11%	**181**	83	98				
	AM Peak Hour	10%	**22**	10	12				
	PM Peak Hour	12%	**11**	5	6				
	Reductions for Modal Split								
	Daily	5%	**77**	39	38				
	AM Peak Hour	5%	**9**	5	5				
	PM Peak Hour	5%	**4**	2	2				
	Reductions for Pass-By Trips								
	Daily	50%	**731**	369	361				
	AM Peak Hour	49%	**93**	48	45				
	PM Peak Hour	50%	**40**	20	20				
	TOTAL PROJECT TRIPS								
	Daily		**730**	369	362				
	AM Peak Hour		**87**	45	41				
	PM Peak Hour		**35**	18	17				
2	**High Turnover/Sit Down Restaurant**	2,800 S.F.				932	1,000 S.F.		
	Daily		**356**	178	178			T = 127.15(X)	50% / 50%
	AM Peak Hour		**30**	17	13			T = 10.81(X)	55% / 45%
	PM Peak Hour		**28**	17	11			T = 9.85(X)	60% / 40%
	Reductions for Internal Capture								
	Daily	10%	**37**	17	20				
	AM Peak Hour	10%	**3**	2	1				
	PM Peak Hour	11%	**3**	2	1				
	Reductions for Modal Split								
	Daily	5%	**16**	8	8				
	AM Peak Hour	5%	**1**	1	1				
	PM Peak Hour	5%	**1**	1	1				
	Reductions for Pass-By Trips								
	Daily	22%	**65**	33	32				
	AM Peak Hour	0%	**0**	0	0				
	PM Peak Hour	43%	**11**	6	4				
	TOTAL PROJECT TRIPS								
	Daily		**238**	120	118				
	AM Peak Hour		**26**	14	11				
	PM Peak Hour		**13**	8	6				
3	**High Turnover/Sit Down Restaurant No Dinner**	2,969 S.F.				932	1,000 S.F.		
	Daily		**378**	189	189			T = 127.15(X)	50% / 50%
	AM Peak Hour		**32**	18	14			T = 10.81(X)	55% / 45%
	PM Peak Hour		**0**	0	0			N/A	
	Reductions for Internal Capture								
	Daily	11%	**40**	18	22				
	AM Peak Hour	13%	**4**	2	2				
	PM Peak Hour	0%	**0**	0	0				
	Reductions for Modal Split								
	Daily	5%	**17**	9	8				
	AM Peak Hour	5%	**1**	1	1				
	PM Peak Hour	5%	**0**	0	0				
	Reductions for Pass-By Trips								
	Daily	22%	**69**	35	34				
	AM Peak Hour	43%	**11**	7	5				
	PM Peak Hour	0%	**0**	0	0				
	TOTAL PROJECT TRIPS								
	Daily		**252**	127	125				
	AM Peak Hour		**16**	8	6				
	PM Peak Hour		**0**	0	0				

Trip Generation Phase 3: Decatur Crossing

Calculation of Anticipated Project Trips

Based upon methodology from ITE's *Trip Generation Manual* , 9th Edition (2012)

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Project Land Use	Project Density	Project Trips Total	Inbound	Outbound	ITE Code	Variable	Equation Used[1]	In/Out Distribution
Fast Food Restaurant with Drive-Through	4,600 S.F.				934	1,000 S.F.		
Daily		**2,282**	1,141	1,141			T = 496.12(X)	50% / 50%
AM Peak Hour		**209**	107	102			T = 45.42(X)	51% / 49%
PM Peak Hour		**150**	78	72			T = 32.65(X)	52% / 48%
Reductions for Internal Capture								
Daily	10.6%	**241**	110	131				
AM Peak Hour	10.5%	**22**	10	12				
PM Peak Hour	11.3%	**17**	8	9				
Reductions for Modal Split								
Daily	5%	**102**	52	51				
AM Peak Hour	5%	**9**	5	5				
PM Peak Hour	5%	**7**	4	3				
Reductions for Pass-By Trips								
Daily	50%	**969**	490	480				
AM Peak Hour	49%	**92**	48	44				
PM Peak Hour	50%	**67**	35	32				
TOTAL PROJECT TRIPS								
Daily		**970**	489	480				
AM Peak Hour		**86**	44	42				
PM Peak Hour		**59**	32	28				
Supermarket	20,000 S.F.				850	1,000 S.F.		
Daily		**2,045**	1,023	1,022			T = 102.24(X)	50% / 50%
AM Peak Hour		**68**	42	26			T = 3.4(X)	62% / 38%
PM Peak Hour		**237**	121	116			Ln(T) = 0.74(X) + 3.25	51% / 49%
Reductions for Internal Capture								
Daily	10.6%	**216**	99	117				
AM Peak Hour	10.3%	**7**	4	3				
PM Peak Hour	11.8%	**28**	13	15				
Reductions for Modal Split								
Daily	5%	**91**	46	45				
AM Peak Hour	5%	**3**	2	1				
PM Peak Hour	5%	**10**	5	5				
Reductions for Pass-By Trips								
Daily	25%	**434**	219	215				
AM Peak Hour	15%	**9**	6	3				
PM Peak Hour	36%	**75**	39	36				
TOTAL PROJECT TRIPS								
Daily		**1,304**	659	645				
AM Peak Hour		**49**	30	19				
PM Peak Hour		**124**	64	60				
Apartment	264 DU				220	DU		
Daily		**1,723**	862	861			T = 6.06(X) + 123.56	50% / 50%
AM Peak Hour		**133**	27	106			T = 0.49(X) + 3.73	20% / 80%
PM Peak Hour		**163**	106	57			T = 0.55(X) + 17.65	65% / 35%
Reductions for Internal Capture								
Daily	18.2%	**314**	173	141				
AM Peak Hour	14.3%	**19**	9	10				
PM Peak Hour	19.0%	**31**	18	13				
Reductions for Modal Split								
Daily	5%	**70**	34	36				
AM Peak Hour	5%	**6**	1	5				
PM Peak Hour	5%	**7**	4	2				
TOTAL PROJECT TRIPS								
Daily		**1,339**	655	684				
AM Peak Hour		**108**	17	91				
PM Peak Hour		**125**	84	42				

Senior Adult Housing - Attached	102 DU				252	DU		
Daily		**325**	163	162			T = 2.98(X) + 21.05	50% / 50%
AM Peak Hour		**20**	7	13			T = 0.20(X) - 0.13	34% / 66%
PM Peak Hour		**26**	14	12			T = 0.24(X) + 1.64	54% / 46%
Reductions for Internal Capture								
Daily	18.5%	**60**	33	27				
AM Peak Hour	15.0%	**3**	2	1				
PM Peak Hour	19.2%	**5**	2	3				
Reductions for Modal Split								
Daily	5%	**13**	7	7				
AM Peak Hour	5%	**1**	0	1				
PM Peak Hour	5%	**1**	1	0				
TOTAL PROJECT TRIPS								
Daily		**252**	124	128				
AM Peak Hour		**16**	5	11				
PM Peak Hour		**20**	11	9				

Mini-Warehouse	123,600 S.F.				151	1000 S.F.		
Daily		**309**	155	154			T = 2.50 (X)	50% / 50%
AM Peak Hour		**17**	10	7			T = 0.14 (X)	55% / 45%
PM Peak Hour		**32**	15	17			T = 0.26 (X)	48% / 52%
Reductions for Modal Split								
Daily	5%	**15**	8	8				
AM Peak Hour	5%	**1**	1	0				
PM Peak Hour	5%	**2**	1	1				
TOTAL PROJECT TRIPS								
Daily		**294**	147	146				
AM Peak Hour		**16**	10	7				
PM Peak Hour		**31**	14	16				

TOTAL GROUP TRIPS					934	Fast Food Restaurant with Drive-Through		
Daily		**6,684**	3,344	3,340	850	Supermarket		
AM Peak Hour		**447**	193	254	220	Apartment		
PM Peak Hour		**608**	334	274	252	Senior Adult Housing - Attached		
					151	Mini-Warehouse		
TOTAL INTERNAL CAPTURE TRIPS								
Daily		**831**	415	416				
AM Peak Hour		**51**	25	26				
PM Peak Hour		**81**	41	40				
TOTAL MODAL SPLIT TRIPS								
Daily		**293**	146	146				
AM Peak Hour		**20**	8	11				
PM Peak Hour		**26**	15	12				
TOTAL PASS-BY TRIPS								
Daily		**1,403**	709	695				
AM Peak Hour		**101**	54	47				
PM Peak Hour		**142**	74	68				
NET NEW EXTERNAL VEHICULAR TRIPS								
Daily		**4,157**	2,074	2,083				
AM Peak Hour		**275**	106	170				
PM Peak Hour		**359**	204	154				

Note: [1] Where: T = Trips; X = Density by Variable

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Total Trip Generation - **Decatur Crossing**

Calculation of Anticipated Project Trips

Based upon methodology from ITE's *Trip Generation* , 9th Edition (2012)

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Group	Percent	Project Trips Total	In	Out	ITE Code	Land Use
Phase 1					220	Apartment
Daily		**1,762**	882	880	826	Specialty Retail Center
AM Peak Hour		**128**	26	102		
PM Peak Hour		**181**	113	68		
Reductions for Internal Capture						
Daily	18%	**312**	171	141		
AM Peak Hour	13%	**17**	8	9		
PM Peak Hour	18%	**32**	18	14		
TOTAL MODAL SPLIT TRIPS						
Daily	5.00%	**73**	36	37		
AM Peak Hour	5.00%	**6**	1	5		
PM Peak Hour	5.00%	**7**	5	3		
NET GROUP TRIPS						
Daily		**1,378**	675	702		
AM Peak Hour		**105**	17	88		
PM Peak Hour		**142**	90	52		
Phase 2					826	Specialty Retail Center
Daily		**8,208**	4,104	4,104	912	Drive-In Bank
AM Peak Hour		**446**	187	260	850	Supermarket
PM Peak Hour		**856**	455	401	720	Medical/Dental Office
					220	Apartment
Reductions for Internal Capture						
Daily	13.6%	**1,120**	556	564		
AM Peak Hour	13.0%	**58**	30	28		
PM Peak Hour	14.7%	**126**	61	65		
TOTAL MODAL SPLIT TRIPS						
Daily	5.00%	**354**	177	177		
AM Peak Hour	5.00%	**19**	8	12		
PM Peak Hour	5.00%	**37**	20	17		
Reductions for Pass-By Trips						
Daily	12.39%	**878**	444	435		
AM Peak Hour	5.92%	**23**	14	9		
PM Peak Hour	21.36%	**156**	80	77		
NET GROUP TRIPS						
Daily		**5,855**	2,927	2,928		
AM Peak Hour		**346**	135	211		
PM Peak Hour		**538**	294	242		
Phase 2 Continued					937	Coffee/Doughnut Shop with Drive-Through Window
Daily		**2,453**	1,227	1,226	932	High Turnover/Sit Down Restaurant
AM Peak Hour		**273**	143	130	932	High Turnover/Sit Down Restaurant No Dinner
PM Peak Hour		**118**	62	56		
Reductions for Internal Capture						
Daily	10.5%	**258**	118	140		
AM Peak Hour	10.6%	**29**	14	15		
PM Peak Hour	11.9%	**14**	7	7		
TOTAL MODAL SPLIT TRIPS						
Daily	5.00%	**110**	55	54		
AM Peak Hour	5.00%	**12**	6	6		
PM Peak Hour	5.00%	**5**	3	2		
Reductions for Pass-By Trips						
Daily		**865**	437	427		
AM Peak Hour		**104**	55	50		
PM Peak Hour		**51**	26	24		
NET GROUP TRIPS						
Daily		**1,220**	617	605		
AM Peak Hour		**128**	68	59		
PM Peak Hour		**48**	26	23		
Phase 3					934	Fast Food Restaurant with Drive-Through
Daily		**6,684**	3,344	3,340	850	Supermarket
AM Peak Hour		**447**	193	254	220	Apartment
PM Peak Hour		**608**	334	274	252	Senior Adult Housing - Attached
					151	Mini-Warehouse
Reductions for Internal Capture						
Daily	12.4%	**831**	415	416		
AM Peak Hour	11.4%	**51**	25	26		
PM Peak Hour	13.3%	**81**	41	40		
TOTAL MODAL SPLIT TRIPS						
Daily	5.00%	**293**	146	146		
AM Peak Hour	5.00%	**20**	8	11		
PM Peak Hour	5.00%	**26**	15	12		
Reductions for Pass-By Trips						
Daily		**1,403**	709	695		
AM Peak Hour		**101**	54	47		
PM Peak Hour		**142**	74	68		
NET GROUP TRIPS						
Daily		**4,157**	2,074	2,083		
AM Peak Hour		**275**	106	170		
PM Peak Hour		**359**	204	154		
TOTAL PROJECT TRIPS						
Daily		**19,107**	9,557	9,550		
AM Peak Hour		**1,295**	549	746		
PM Peak Hour		**1,764**	964	800		
TOTAL INTERNAL CAPTURE TRIPS						
Daily	13.19%	**2,521**	1,260	1,261		
AM Peak Hour	11.97%	**155**	77	78		
PM Peak Hour	14.34%	**253**	127	126		
MODE SPLIT 5%						
Daily	5.00%	**829**	415	414		
AM Peak Hour	5.00%	**57**	24	33		
PM Peak Hour	5.00%	**76**	42	34		
TOTAL PASS-BY TRIPS						
Daily	19.97%	**3,146**	1,590	1,557		
AM Peak Hour	21.06%	**228**	123	106		
PM Peak Hour	24.32%	**349**	180	169		
NET NEW EXTERNAL VEHICULAR TRIPS						
Daily		**12,610**	6,292	6,317		
AM Peak Hour		**855**	325	528		
PM Peak Hour		**1,086**	615	471		

Note: [1] Where: T = Trips; X = Density by Variable

Appendix F:
Signal Timings

Programmed EPAC Data

3/2/2016
1:56:27PM

Intersection Name: SR 8E @ 09 N Decatur - Mdlk Rd **Intersection Alias:** 8E@NDecatur

Access Code: 9999 Channel: Address: 1 Revision: 3.32g
IP: 143.100.205.46

Access Data

:1200 Baud
:19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
1	5	2.5	12	12	3.0	3.8
2	10	5.3	65	65	4.5	2.6
3	7	3.0	40	40	3.0	3.8
4	10	2.5	60	60	3.4	3.1
5	5	2.5	12	12	3.0	3.8
6	10	5.6	65	65	3.8	2.9
7	7	3.0	50	50	3.0	3.8
8	10	2.5	60	60	3.7	3.1
9	7	3.0	20	20	3.0	4.1
10	7	3.0	20	20	3.0	4.1

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	Min_Gap
0.0	0	0	0	0	0.0
1.0	30	20	0	18	5.0
0.0	0	0	0	0	0.0
0.0	0	0	0	0	0.0
0.0	0	0	0	0	0.0
1.0	30	20	0	18	5.0
0.0	0	0	0	0	0.0
1.2	17	0	0	13	3.5
0.0	0	0	0	0	0.0
0.0	0	0	0	0	0.0

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Actuated Ped Clear	Rest in Walk
1	0	0	No	0	No
2	0	0	No	0	No
3	0	0	No	0	No
4	5	20	No	0	No
5	0	0	No	0	No
6	0	0	No	0	No
7	0	0	No	0	No
8	5	24	No	0	No
9	5	23	No	0	No
10	0	0	No	0	No

General Control

Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay
Inactive	None	None	None	0
Green	NonActI	Min	None	0
Inactive	None	None	None	0
Inactive	None	None	None	0
Inactive	None	None	None	0
Green	NonActI	Min	None	0
Inactive	None	None	None	0
Inactive	None	None	None	0
Inactive	None	None	None	0
Inactive	None	None	None	0

Miscellaneous

Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
Yes	No	No	No	No
No	Yes	No	No	No
Yes	No	No	No	No
Yes	Yes	No	No	No
Yes	No	No	No	No
No	Yes	No	No	No
Yes	No	No	No	No
No	Yes	No	No	No
Yes	Yes	No	No	No
Yes	Yes	No	No	No

Special Sequence

Phase	Phase Omit	Minus Yellow Phase	Omit Call
1	2	0	0
2	0	0	0
3	4	0	0
4	0	0	0
5	6	0	0
6	0	0	0
7	8	0	0
8	0	0	0
9	0	0	0
10	0	0	0

Vehical Detector Phase Assignment

	Assigned Phase	Mode	Switched Phase	Extend	Delay
Vehical Detector Channel :1	1	Veh	6	0.0	0
Vehical Detector Channel :3	2	Veh	0	0.0	0
Vehical Detector Channel :4	2	Veh	0	0.0	0
Vehical Detector Channel :5	2	Veh	0	0.0	0
Vehical Detector Channel :6	2	Veh	0	0.0	0
Vehical Detector Channel :7	2	Veh	0	0.0	0
Vehical Detector Channel :9	3	Veh	8	0.0	0
Vehical Detector Channel :11	4	Veh	0	0.0	0
Vehical Detector Channel :12	4	Veh	0	0.0	0
Vehical Detector Channel :13	4	Veh	0	0.0	0
Vehical Detector Channel :14	4	Veh	0	0.0	0
Vehical Detector Channel :15	9	Veh	0	0.0	0
Vehical Detector Channel :17	9	Veh	0	0.0	0
Vehical Detector Channel :18	9	Veh	0	0.0	0
Vehical Detector Channel :19	5	Veh	2	0.0	0
Vehical Detector Channel :21	6	Veh	0	0.0	0
Vehical Detector Channel :22	6	Veh	0	0.0	0
Vehical Detector Channel :23	6	Veh	0	0.0	0
Vehical Detector Channel :24	6	Veh	0	0.0	0
Vehical Detector Channel :25	6	Veh	0	0.0	0
Vehical Detector Channel :29	7	Veh	4	0.0	0
Vehical Detector Channel :31	8	Veh	0	0.0	0
Vehical Detector Channel :32	8	Veh	0	0.0	0
Vehical Detector Channel :33	10	Veh	0	0.0	0
Vehical Detector Channel :34	10	Veh	0	0.0	0

Pedestrian Detector

Pedestrian Detector Channel :6	9	Ped	0	0.0	0

Default Data

Special Detector Phase Assignment

	Assign Phase	Mode	Switched Phase	Extend	Delay
:					

Default Data

Unit Data

General Control

Startup Time: 5sec Startup State: All Red Red Revert: 5.0sec
Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0
ABC connector Output Modes: 0
D connector Input Modes: 0
D connector Output Modes: 0

Ring	Input Response	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash

Test A = Flash No

Phase	Flash Entry Phase	Flash Exit Phase
2	No	Yes
4	Yes	No
6	No	Yes
8	Yes	No

Channel	Flash Color	Flash Alternat
2	Red	No
4	Red	Yes
6	Red	No
8	Red	Yes
9	Red	Yes
10	Red	Yes

Overlaps

Overlaps

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.0	2.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strat Green Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase	Ring	Next Phase
1	1	2
2	1	9
3	1	4
4	1	1
5	2	6
6	2	10
7	2	8
8	2	5
9	1	3
10	2	7

Concurrent Phases

Phase(s)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1	2	3	4	1	1	3	3	9	9	11	12	13	14	15	16
	5	5	7	7	2	2	4	4	10	10						
	6	6	8	8	5	6	7	8								

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Message
		40

Default Data

Control	Channel	Hardware Pins	Control	Channel	Hardware Pins
1 - Veh Phase 1	**1**	1 - Phase 1 RYG	2 - Veh Phase 2	**2**	2 - Phase 2 RYG
3 - Veh Phase 3	**3**	3 - Phase 3 RYG	4 - Veh Phase 4	**4**	4 - Phase 4 RYG
5 - Veh Phase 5	**5**	5 - Phase 5 RYG	6 - Veh Phase 6	**6**	6 - Phase 6 RYG
7 - Veh Phase 7	**7**	7 - Phase 7 RYG	8 - Veh Phase 8	**8**	8 - Phase 8 RYG
9 - Veh Phase 9	**9**	17 - Overlap A RYG	10 - Veh Phase 10	**10**	18 - Overlap B RYG
20 - Ped Phase 4	**14**	12 - Phase 4 DPW	25 - Ped Phase 9	**15**	14 - Phase 6 DPW
24 - Ped Phase 8	**16**	16 - Phase 8 DPW			

Coordination Data

General Coordination Data

Operation Mode: 1=Auto
Coordination Mode: 1=Yield
Maximun Mode: 0=Inhibit
Correction Mode: 2=Short Way

Offset Mode: 1=End Grn
Force Mode: 1=Cycle
Max Dwell Time: 255
Yield Period: 0

Manual Dial: 1
Manual Split: 1
Manual Offset: 1

Dial/Split	Cycle
1/1	150
2/1	150
3/1	150
3/2	120
4/1	140
4/2	120

Split Times and Phase Mode

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	13	0=Actuated	2	60	1=Coordinate	3	25	0=Actuated	4	32	0=Actuated
5	13	0=Actuated	6	60	1=Coordinate	7	17	0=Actuated	8	40	0=Actuated
9	20	0=Actuated	10	20	0=Actuated						

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	14	0=Actuated	2	50	1=Coordinate	3	30	0=Actuated	4	36	0=Actuated
5	14	0=Actuated	6	50	1=Coordinate	7	34	0=Actuated	8	32	0=Actuated
9	20	0=Actuated	10	20	0=Actuated						

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	13	0=Actuated	2	55	1=Coordinate	3	21	0=Actuated	4	41	0=Actuated
5	13	0=Actuated	6	55	1=Coordinate	7	37	0=Actuated	8	25	0=Actuated
9	20	0=Actuated	10	20	0=Actuated						

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	13	0=Actuated	2	46	1=Coordinate	3	15	0=Actuated	4	30	0=Actuated
5	13	0=Actuated	6	46	1=Coordinate	7	18	0=Actuated	8	27	0=Actuated
9	16	0=Actuated	10	16	0=Actuated						

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	14	0=Actuated	2	51	1=Coordinate	3	19	0=Actuated	4	36	0=Actuated
5	14	0=Actuated	6	51	1=Coordinate	7	22	0=Actuated	8	33	0=Actuated
9	20	0=Actuated	10	20	0=Actuated						

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	13	0=Actuated	2	46	1=Coordinate	3	15	0=Actuated	4	30	0=Actuated
5	13	0=Actuated	6	46	1=Coordinate	7	15	0=Actuated	8	30	0=Actuated
9	16	0=Actuated	10	16	0=Actuated						

Traffic Plan Data

Plan: **1/1/1**	Offset Time: 104	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/1/1**	Offset Time: 23	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/1/2**	Offset Time: 38	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/2/1**	Offset Time: 42	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/1**	Offset Time: 15	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero ReferenceHours: 1 Min: 0

End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
1	21	25	31	41	51	61	71
2	3	4	5	6	22	23	24
7	27	36	37	42	47	76	77
26	52	53	54	55	72	73	74
32	33	34	35	43	44	45	46
56	57	62	63	64	65	66	67

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
2	1	10:0	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
3	1	12:0	4/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
4	1	20:0	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
5	1	23:0	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
6	2	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
7	2	6:0	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
8	2	9:30	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
9	2	15:0	3/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
10	2	20:0	3/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
11	2	22:30	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
12	7	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
13	7	9:0	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
14	7	11:0	4/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
15	7	19:30	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
16	7	22:30	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
17	26	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
18	26	6:0	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
19	26	9:30	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
20	26	15:0	3/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
21	26	20:0	3/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
22	26	22:30	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
23	32	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
24	32	6:0	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25	32	9:30	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
26	32	15:0	3/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
27	32	20:0	3/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
28	32	22:30	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
29	56	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
30	56	9:0	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
31	56	11:0	4/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32	56	19:30	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
33	56	22:30	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
34	75	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
35	75	10:0	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
36	75	12:0	4/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
37	75	20:0	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
38	75	23:0	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

AUX. Events

Event	Program Day	Hour	Min.	Aux 1	Ouputs 2	Ouputs 3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
1	1	0	2				X	X										
2	1	5	0					X										
3	2	0	1				X	X										
4	2	5	0					X										
5	7	0	2				X	X										
6	7	5	0					X										
7	26	0	2				X	X										
8	26	5	0					X										
9	32	0	2				X	X										
10	32	5	0					X										
11	56	0	2				X	X										
12	56	5	0					X										
13	75	0	2				X	X										
14	75	5	0					X										

Event	Month	Day	Year	Special Day	Special Week
1	1	1	100	0	6
2	1	2	100	0	4
3	1	3	100	0	0
4	5	25	100	0	4
5	6	1	100	0	0
6	7	3	100	0	5
7	7	4	100	0	6
8	7	5	100	0	4
9	7	6	100	0	0
10	9	1	100	0	4
11	9	8	100	0	0
12	11	22	100	0	2
13	11	23	100	0	7
14	11	29	100	0	3
15	11	30	100	0	0
16	12	24	100	0	5
17	12	25	100	1	0
18	12	26	100	0	4
19	12	27	100	0	0
20	12	31	100	0	5

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel	Red	Yellow	Green	Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Flash > Preepmt 1, Preepmt 1 > Preempt 2, Preepmt 2 > Preempt 3, Preepmt 3 > Preempt 4, Preepmt 4 > Preempt 5, Preepmt 5 > Preempt 6

Ring 1 Min GRN/WLK = 10 Ring 2 Min GRN/WLK = 10 Ring 3 Min GRN/WLK = 10 Ring 4 Min GRN/WLK = 10

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Select			Track				Dwell	Return		
								Ped Clear	Yel	Red	Grn	Ped	Yel	Red	Green	Ped Clear	Yel	Red
1	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
2	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
3	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
4	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
5	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
6	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20

Preempt 1

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 2

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 3

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 4

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 5

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Preempt 6

Phase	Exit Phase	Exit Calls
1	No	Yes
2	No	Yes
3	No	Yes
4	No	Yes
5	No	Yes
6	No	Yes
7	No	Yes
8	No	Yes

Priority Timers

Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases
1	No	0	0	0	0	0	0	0=Do not Skip Phases
2	No	0	0	0	0	0	0	0=Do not Skip Phases
3	No	0	0	0	0	0	0	0=Do not Skip Phases
4	No	0	0	0	0	0	0	0=Do not Skip Phases
5	No	0	0	0	0	0	0	0=Do not Skip Phases
6	No	0	0	0	0	0	0	0=Do not Skip Phases

Priority 1

Phase	Exit Phase	Exit Calls

Priority 2

Phase	Exit Phase	Exit Calls

Priority 3

Phase	Exit Phase	Exit Calls

Priority 4

Phase	Exit Phase	Exit Calls

Priority 5

Phase	Exit Phase	Exit Calls

Priority 6

Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases

Ph.	Track	Dwell	Cycle
1	Red	Red	No
2	Red	Red	No
3	Red	Red	No
4	Red	Red	No
5	Red	Red	No
6	Red	Red	No
7	Red	Red	No
8	Red	Red	No
9	Red	Red	No
10	Red	Red	No
11	Red	Red	No
12	Red	Red	No
13	Red	Red	No
14	Red	Red	No
15	Red	Red	No
16	Red	Red	No

Pedestrian Phases

Ph	Track	Dwell	Cycle
1	Don't Walk	Don't Walk	No
2	Don't Walk	Don't Walk	No
3	Don't Walk	Don't Walk	No
4	Don't Walk	Don't Walk	No
5	Don't Walk	Don't Walk	No
6	Don't Walk	Don't Walk	No
7	Don't Walk	Don't Walk	No
8	Don't Walk	Don't Walk	No
9	Don't Walk	Don't Walk	No
10	Don't Walk	Don't Walk	No
11	Don't Walk	Don't Walk	No
12	Don't Walk	Don't Walk	No
13	Don't Walk	Don't Walk	No
14	Don't Walk	Don't Walk	No
15	Don't Walk	Don't Walk	No
16	Don't Walk	Don't Walk	No

Overlaps

Ovlp	Track	Dwell	Cycle
A	Red	Red	No
B	Red	Red	No
C	Red	Red	No
D	Red	Red	No
E	Red	Red	No
F	Red	Red	No
G	Red	Red	No
H	Red	Red	No
I	Red	Red	No
J	Red	Red	No
K	Red	Red	No
L	Red	Red	No
M	Red	Red	No
N	Red	Red	No
O	Red	Red	No
P	Red	Red	No

Preempt 2

Vehical Phases

Ph.	Track	Dwell	Cycle
1	Red	Red	No
2	Red	Red	No
3	Red	Red	No
4	Red	Red	No
5	Red	Red	No
6	Red	Red	No
7	Red	Red	No
8	Red	Red	No
9	Red	Red	No
10	Red	Red	No
11	Red	Red	No
12	Red	Red	No
13	Red	Red	No
14	Red	Red	No
15	Red	Red	No
16	Red	Red	No

Pedestrian Phases

Ph.	Track	Dwell	Cycle
1	Don't Walk	Don't Walk	No
2	Don't Walk	Don't Walk	No
3	Don't Walk	Don't Walk	No
4	Don't Walk	Don't Walk	No
5	Don't Walk	Don't Walk	No
6	Don't Walk	Don't Walk	No
7	Don't Walk	Don't Walk	No
8	Don't Walk	Don't Walk	No
9	Don't Walk	Don't Walk	No
10	Don't Walk	Don't Walk	No
11	Don't Walk	Don't Walk	No
12	Don't Walk	Don't Walk	No
13	Don't Walk	Don't Walk	No
14	Don't Walk	Don't Walk	No
15	Don't Walk	Don't Walk	No
16	Don't Walk	Don't Walk	No

Overlaps

Ovlp.	Track	Dwell	Cycle
A	Red	Red	No
B	Red	Red	No
C	Red	Red	No
D	Red	Red	No
E	Red	Red	No
F	Red	Red	No
G	Red	Red	No
H	Red	Red	No
I	Red	Red	No
J	Red	Red	No
K	Red	Red	No
L	Red	Red	No
M	Red	Red	No
N	Red	Red	No
O	Red	Red	No
P	Red	Red	No

Preempt 3

Vehical Phases

Ph.	Track	Dwell	Cycle
1	Red	Red	No
2	Red	Red	No
3	Red	Red	No
4	Red	Red	No
5	Red	Red	No
6	Red	Red	No
7	Red	Red	No
8	Red	Red	No
9	Red	Red	No
10	Red	Red	No
11	Red	Red	No
12	Red	Red	No
13	Red	Red	No
14	Red	Red	No
15	Red	Red	No
16	Red	Red	No

Pedestrian Phases

Ph.	Track	Dwell	Cycle
1	Don't Walk	Don't Walk	No
2	Don't Walk	Don't Walk	No
3	Don't Walk	Don't Walk	No
4	Don't Walk	Don't Walk	No
5	Don't Walk	Don't Walk	No
6	Don't Walk	Don't Walk	No
7	Don't Walk	Don't Walk	No
8	Don't Walk	Don't Walk	No
9	Don't Walk	Don't Walk	No
10	Don't Walk	Don't Walk	No
11	Don't Walk	Don't Walk	No
12	Don't Walk	Don't Walk	No
13	Don't Walk	Don't Walk	No
14	Don't Walk	Don't Walk	No
15	Don't Walk	Don't Walk	No
16	Don't Walk	Don't Walk	No

Overlaps

Ovlp.	Track	Dwell	Cycle
A	Red	Red	No
B	Red	Red	No
C	Red	Red	No
D	Red	Red	No
E	Red	Red	No
F	Red	Red	No
G	Red	Red	No
H	Red	Red	No
I	Red	Red	No
J	Red	Red	No
K	Red	Red	No
L	Red	Red	No
M	Red	Red	No
N	Red	Red	No
O	Red	Red	No
P	Red	Red	No

Preempt 4

Vehical Phases

Ph.	Track	Dwell	Cycle
1	Red	Red	No
2	Red	Red	No
3	Red	Red	No
4	Red	Red	No
5	Red	Red	No
6	Red	Red	No
7	Red	Red	No
8	Red	Red	No
9	Red	Red	No
10	Red	Red	No
11	Red	Red	No
12	Red	Red	No
13	Red	Red	No
14	Red	Red	No
15	Red	Red	No
16	Red	Red	No

Pedestrian Phases

Ph.	Track	Dwell	Cycle
1	Don't Walk	Don't Walk	No
2	Don't Walk	Don't Walk	No
3	Don't Walk	Don't Walk	No
4	Don't Walk	Don't Walk	No
5	Don't Walk	Don't Walk	No
6	Don't Walk	Don't Walk	No
7	Don't Walk	Don't Walk	No
8	Don't Walk	Don't Walk	No
9	Don't Walk	Don't Walk	No
10	Don't Walk	Don't Walk	No
11	Don't Walk	Don't Walk	No
12	Don't Walk	Don't Walk	No
13	Don't Walk	Don't Walk	No
14	Don't Walk	Don't Walk	No
15	Don't Walk	Don't Walk	No
16	Don't Walk	Don't Walk	No

Overlaps

Ovlp.	Track	Dwell	Cycle
A	Red	Red	No
B	Red	Red	No
C	Red	Red	No
D	Red	Red	No
E	Red	Red	No
F	Red	Red	No
G	Red	Red	No
H	Red	Red	No
I	Red	Red	No
J	Red	Red	No
K	Red	Red	No
L	Red	Red	No
M	Red	Red	No
N	Red	Red	No
O	Red	Red	No
P	Red	Red	No

Preempt 5

Vehical Phases

Ph.	Track	Dwell	Cycle
1	Red	Red	No
2	Red	Red	No
3	Red	Red	No
4	Red	Red	No
5	Red	Red	No
6	Red	Red	No
7	Red	Red	No
8	Red	Red	No
9	Red	Red	No
10	Red	Red	No
11	Red	Red	No
12	Red	Red	No
13	Red	Red	No
14	Red	Red	No
15	Red	Red	No
16	Red	Red	No

Pedestrian Phases

Ph.	Track	Dwell	Cycle
1	Don't Walk	Don't Walk	No
2	Don't Walk	Don't Walk	No
3	Don't Walk	Don't Walk	No
4	Don't Walk	Don't Walk	No
5	Don't Walk	Don't Walk	No
6	Don't Walk	Don't Walk	No
7	Don't Walk	Don't Walk	No
8	Don't Walk	Don't Walk	No
9	Don't Walk	Don't Walk	No
10	Don't Walk	Don't Walk	No
11	Don't Walk	Don't Walk	No
12	Don't Walk	Don't Walk	No
13	Don't Walk	Don't Walk	No
14	Don't Walk	Don't Walk	No
15	Don't Walk	Don't Walk	No
16	Don't Walk	Don't Walk	No

Overlaps

Ovlp.	Track	Dwell	Cycle
A	Red	Red	No
B	Red	Red	No
C	Red	Red	No
D	Red	Red	No
E	Red	Red	No
F	Red	Red	No
G	Red	Red	No
H	Red	Red	No
I	Red	Red	No
J	Red	Red	No
K	Red	Red	No
L	Red	Red	No
M	Red	Red	No
N	Red	Red	No
O	Red	Red	No
P	Red	Red	No

Preempt 6

Vehical Phases

Ph.	Track	Dwell	Cycle
1	Red	Red	No
2	Red	Red	No
3	Red	Red	No
4	Red	Red	No
5	Red	Red	No
6	Red	Red	No
7	Red	Red	No
8	Red	Red	No
9	Red	Red	No
10	Red	Red	No
11	Red	Red	No
12	Red	Red	No
13	Red	Red	No
14	Red	Red	No
15	Red	Red	No
16	Red	Red	No

Pedestrian Phases

Ph.	Track	Dwell	Cycle
1	Don't Walk	Don't Walk	No
2	Don't Walk	Don't Walk	No
3	Don't Walk	Don't Walk	No
4	Don't Walk	Don't Walk	No
5	Don't Walk	Don't Walk	No
6	Don't Walk	Don't Walk	No
7	Don't Walk	Don't Walk	No
8	Don't Walk	Don't Walk	No
9	Don't Walk	Don't Walk	No
10	Don't Walk	Don't Walk	No
11	Don't Walk	Don't Walk	No
12	Don't Walk	Don't Walk	No
13	Don't Walk	Don't Walk	No
14	Don't Walk	Don't Walk	No
15	Don't Walk	Don't Walk	No
16	Don't Walk	Don't Walk	No

Overlaps

Ovlp.	Track	Dwell	Cycle
A	Red	Red	No
B	Red	Red	No
C	Red	Red	No
D	Red	Red	No
E	Red	Red	No
F	Red	Red	No
G	Red	Red	No
H	Red	Red	No
I	Red	Red	No
J	Red	Red	No
K	Red	Red	No
L	Red	Red	No
M	Red	Red	No
N	Red	Red	No
O	Red	Red	No
P	Red	Red	No

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

2nd Phone:

Cycle Failure: Yes
Local Free: No
Coord Failure: Yes
Conflict Flash: No
Remote Flash: No

Local Fash: Yes
Cycle Fault: Yes
Coord Fault: Yes
Premption: No
Voltage Monitor: No

Special Status 1: No
Special Status 2: No
Special Status 3: No
Special Status 4: No
Special Status 5: No
Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Veh/Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %
1	5	12	10	10	1
2	4	12	10	10	1
3	3	12	10	10	1
5	23	12	10	10	1
6	22	12	10	10	1
7	21	12	10	10	1

Queue 1 Detectors	System Detectors	Weight Factor
Default Data		

Queue 2 Detectors	System Detectors	Weight Factor
Default Data		

Sample Interval:

Queue: 1 Input Selection: 0=Average
Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average
Detector Failed Level : 0

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	60	0	0
3	60	0	0
4	60	0	0
5	60	0	0
9	60	0	0
11	60	0	0
12	60	0	0
15	60	0	0
17	60	0	0
18	60	0	0
19	60	0	0
21	60	0	0
22	60	0	0
23	60	0	0
29	60	0	0
31	60	0	0
32	60	0	0
33	60	0	0
34	60	0	0

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	2	0	0
3	2	0	0
4	2	0	0
5	2	0	0
9	2	0	0
11	2	0	0
12	2	0	0
15	2	0	0
17	2	0	0
18	2	0	0
19	2	0	0
21	2	0	0
22	2	0	0
23	2	0	0
29	2	0	0
31	2	0	0
32	2	0	0
33	2	0	0
34	2	0	0

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
4	5	0	0
6	5	0	0
8	5	0	0

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
4	5	0	0
6	5	0	0
8	5	0	0

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1	Detector_2	Distance :

Default Data

Dial/Split/Offset	Speed Trap Low Treshold	Speed Trap High Treshold
//		

Default Data

Volume Detector Data

Report Interval 15

Volume Detector Number	Controller Detector Channel
1	3
2	4
3	5
4	21
5	22
6	23
7	1
8	9
9	11
10	12
11	15
12	17
13	18
14	19
15	29
16	31
17	32
18	33
19	34
20	76
21	78
22	80

Programmed EPAC Data

3/2/2016
2:03:24PM

Intersection Name: SR 8E @ 11 DeKalb Ind Way **Intersection Alias:** 8E@DekIndWay

Access Code: 9999 Channel: Address: 1 Revision: 3.32g
IP: 143.100.205.71

Access Data

:1200 Baud
:19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
2	10	4.8	55	65	4.7	1.5
4	7	3.0	10	10	3.0	3.8
5	10	3.0	50	50	3.1	3.5
6	33	5.0	55	65	4.7	1.8
8	14	3.0	55	55	3.5	2.9

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	Min_Gap
1.0	35	20	0	18	5.0
0.0	0	0	0	0	0.0
0.0	0	0	0	0	0.0
1.0	35	20	0	18	5.0
0.0	0	0	0	0	0.0

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
2	0	0	No	0	No
4	0	0	No	0	No
5	0	0	No	0	No
6	0	0	No	0	No
8	0	0	No	0	No

General Control

Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay
Green	NonActI	Min	None	0
Inactive	None	None	None	0
Inactive	None	None	None	0
Green	NonActI	Min	None	0
Inactive	None	None	None	0

Miscellaneous

Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
No	Yes	No	No	No
Yes	No	No	No	No
Yes	No	No	No	No
No	Yes	No	No	No
Yes	No	No	No	No

Special Sequence
Default Data

Vehical Detector Phase Assignment

	Assigned Phase	Mode	Switched Phase	Extend	Delay
Vehical Detector Channel :3	2	Veh	0	0.0	0
Vehical Detector Channel :4	2	Veh	0	0.0	0
Vehical Detector Channel :5	2	Veh	0	0.0	0
Vehical Detector Channel :6	2	Veh	0	0.0	0
Vehical Detector Channel :7	2	Veh	0	0.0	0
Vehical Detector Channel :9	5	Stop A	0	0.0	0
Vehical Detector Channel :11	4	Veh	0	0.0	5
Vehical Detector Channel :12	4	Veh	0	0.0	0
Vehical Detector Channel :13	4	Veh	0	0.0	0
Vehical Detector Channel :14	4	Veh	0	0.0	0
Vehical Detector Channel :15	4	Veh	0	0.0	0
Vehical Detector Channel :19	5	Veh	0	0.0	0
Vehical Detector Channel :21	6	Veh	0	0.0	0
Vehical Detector Channel :22	6	Veh	0	0.0	0
Vehical Detector Channel :23	6	Veh	0	0.0	0
Vehical Detector Channel :24	6	Veh	0	0.0	0
Vehical Detector Channel :25	6	Veh	0	0.0	0
Vehical Detector Channel :31	8	Veh	0	0.0	0
Vehical Detector Channel :32	8	Veh	0	0.0	0
Vehical Detector Channel :33	8	Veh	0	0.0	0
Vehical Detector Channel :34	8	Veh	0	0.0	0
Vehical Detector Channel :35	8	Veh	0	0.0	0

Pedestrian Detector
Default Data

Special Detector Phase Assignment

	Assign Phase	Mode	Switched Phase	Extend	Delay
:					

Default Data

Unit Data

General Control

Startup Time: 0sec Startup State: Flash Red Revert: 5.0sec

Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0

ABC connector Output Modes: 0

D connector Input Modes: 0

D connector Output Modes: 0

Ring	Input Response	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash

Test A = Flash No

Phase	Flash Entry Phase	Flash Exit Phase
2	No	Yes
6	No	Yes
8	Yes	No

Channel	Flash Color	Flash Alternat
4	Red	Yes
5	Red	No
8	Red	Yes
13	Red	Yes

Overlaps

Overlaps

Phase(s): 5, 8

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.0	2.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strat Green Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
2	1	4
4	1	8
5	2	6
6	2	5
8	1	2

Concurrent Phases

Phase(s)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	2	2	7	8	9	10	11	12	13	14	15	16
	5			5	6										
	6														

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Addr Port Status Message 40

Default Data

Control	Channel	Hardware Pins	Control	Channel	Hardware Pins
1 - Veh Phase 1	1	1 - Phase 1 RYG	2 - Veh Phase 2	2	2 - Phase 2 RYG
4 - Veh Phase 4	4	4 - Phase 4 RYG	5 - Veh Phase 5	5	5 - Phase 5 RYG
6 - Veh Phase 6	6	6 - Phase 6 RYG	7 - Veh Phase 7	7	7 - Phase 7 RYG
8 - Veh Phase 8	8	8 - Phase 8 RYG	20 - Ped Phase 4	10	12 - Phase 4 DPW
22 - Ped Phase 6	11	14 - Phase 6 DPW	24 - Ped Phase 8	12	16 - Phase 8 DPW
33 - Overlap A	13	3 - Phase 3 RYG	34 - Overlap B	14	18 - Overlap B RYG
35 - Overlap C	15	19 - Overlap C RYG	36 - Overlap D	16	20 - Overlap D RYG
17 - Ped Phase 1	17	9 - Phase 1 DPW	19 - Ped Phase 3	18	11 - Phase 3 DPW
21 - Ped Phase 5	19	13 - Phase 5 DPW	23 - Ped Phase 7	20	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto

Coordination Mode: 1=Yield

Maximun Mode: 0=Inhibit

Correction Mode: 2=Short Way

Offset Mode: 1=End Grn

Force Mode: 1=Cycle

Max Dwell Time: 0

Yield Period: 0

Manual Dial: 1

Manual Split: 1

Manual Offset: 1

Dial/Split	Cycle
1/1	150
2/1	150
3/1	150
3/2	120
4/1	140
4/2	120

Split Times and Phase Mode

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	109	1=Coordinate	4	16	0=Actuated	5	43	0=Actuated	6	66	1=Coordinate
8	25	0=Actuated									

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	111	1=Coordinate	4	16	0=Actuated	5	42	0=Actuated	6	69	1=Coordinate
8	23	0=Actuated									

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	113	1=Coordinate	4	15	0=Actuated	5	20	0=Actuated	6	93	1=Coordinate
8	22	0=Actuated									

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	80	1=Coordinate	4	16	0=Actuated	5	29	0=Actuated	6	51	1=Coordinate
8	24	0=Actuated									

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	99	1=Coordinate	4	16	0=Actuated	5	39	0=Actuated	6	60	1=Coordinate
8	25	0=Actuated									

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	81	1=Coordinate	4	16	0=Actuated	5	35	0=Actuated	6	46	1=Coordinate
8	23	0=Actuated									

Traffic Plan Data

Plan: **1/1/1**	Offset Time: 125	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/2/1**	Offset Time: 108	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/1/1**	Offset Time: 98	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/1/1**	Offset Time: 100	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/2/1**	Offset Time: 119	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/1**	Offset Time: 91	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/1**	Offset Time: 71	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/1**	Offset Time: 12	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/1**	Offset Time: 77	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero ReferenceHours: 1 Min: 0

End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
1	21	25	31	41	51	61	71
2	3	4	5	6	22	23	24
7	27	36	37	42	47	76	77
26	52	53	54	55	72	73	74
32	33	34	35	43	44	45	46
56	57	62	63	64	65	66	67

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
2	1	10:0	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
3	1	12:0	4/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
4	1	20:0	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
5	1	23:0	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
6	2	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
7	2	6:0	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
8	2	9:30	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
9	2	15:0	3/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
10	2	20:0	3/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
11	2	22:30	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
12	7	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
13	7	9:0	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
14	7	11:0	4/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
15	7	19:30	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
16	7	22:30	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
17	26	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
18	26	6:0	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
19	26	9:30	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
20	26	15:0	3/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
21	26	20:0	3/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
22	26	22:30	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
23	32	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
24	32	6:0	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25	32	9:30	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
26	32	15:0	3/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
27	32	20:0	3/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
28	32	22:30	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
29	56	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
30	56	9:0	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
31	56	11:0	4/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32	56	19:30	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
33	56	22:30	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
34	75	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
35	75	10:0	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
36	75	12:0	4/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
37	75	20:0	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
38	75	23:0	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

AUX. Events

Event	Program Day	Hour	Min.	Aux 1	Ouputs 2	Ouputs 3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
1	1	0	2				X	X										
2	1	5	0					X										
3	2	0	1				X	X										
4	2	5	0					X										
5	7	0	2				X	X										
6	7	5	0					X										
7	26	0	2				X	X										
8	26	5	0					X										
9	32	0	2				X	X										
10	32	5	0					X										
11	56	0	2				X	X										
12	56	5	0					X										
13	75	0	2				X	X										
14	75	5	0					X										

Event	Month	Day	Year	Special Day	Special Week
1	1	1	100	0	6
2	1	2	100	0	4
3	1	3	100	0	0
4	5	25	100	0	4
5	6	1	100	0	0
6	7	3	100	0	5
7	7	4	100	0	6
8	7	5	100	0	4
9	7	6	100	0	0
10	9	1	100	0	4
11	9	8	100	0	0
12	11	22	100	0	2
13	11	23	100	0	7
14	11	29	100	0	3
15	11	30	100	0	0
16	12	24	100	0	5
17	12	25	100	1	0
18	12	26	100	0	4
19	12	27	100	0	0
20	12	31	100	0	5

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel	Red	Yellow	Green	Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Flash > Preepmt 1, Preepmt 1 > Preempt 2, Preepmt 2 > Preempt 3, Preepmt 3 > Preempt 4, Preepmt 4 > Preempt 5, Preepmt 5 > Preempt 6

Ring 1 Min GRN/WLK = 10 Ring 2 Min GRN/WLK = 10 Ring 3 Min GRN/WLK = 10 Ring 4 Min GRN/WLK = 10

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Select			Track				Dwell Green	Return		
								Ped Clear	Yel	Red	Grn	Ped	Yel	Red		Ped Clear	Yel	Red
1	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
2	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
3	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
4	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
5	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
6	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20

Preempt 1

Phase	Exit Phase	Exit Calls

Preempt 2

Phase	Exit Phase	Exit Calls

Preempt 3

Phase	Exit Phase	Exit Calls

Preempt 4

Phase	Exit Phase	Exit Calls

Preempt 5

Phase	Exit Phase	Exit Calls

Preempt 6

Phase	Exit Phase	Exit Calls

Priority Timers

Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases
1	No	0	0	0	0	0	0	0=Do not Skip Phases
2	No	0	0	0	0	0	0	0=Do not Skip Phases
3	No	0	0	0	0	0	0	0=Do not Skip Phases
4	No	0	0	0	0	0	0	0=Do not Skip Phases
5	No	0	0	0	0	0	0	0=Do not Skip Phases
6	No	0	0	0	0	0	0	0=Do not Skip Phases

Priority 1

Phase	Exit Phase	Exit Calls

Priority 2

Phase	Exit Phase	Exit Calls

Priority 3

Phase	Exit Phase	Exit Calls

Priority 4

Phase	Exit Phase	Exit Calls

Priority 5

Phase	Exit Phase	Exit Calls

Priority 6

Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases

Ph.	Track	Dwell	Cycle
1	Red	Red	No
2	Red	Red	No
3	Red	Red	No
4	Red	Red	No
5	Red	Red	No
6	Red	Red	No
7	Red	Red	No
8	Red	Red	No
9	Red	Red	No
10	Red	Red	No
11	Red	Red	No
12	Red	Red	No
13	Red	Red	No
14	Red	Red	No
15	Red	Red	No
16	Red	Red	No

Pedestrian Phases

Ph	Track	Dwell	Cycle
1	Don't Walk	Don't Walk	No
2	Don't Walk	Don't Walk	No
3	Don't Walk	Don't Walk	No
4	Don't Walk	Don't Walk	No
5	Don't Walk	Don't Walk	No
6	Don't Walk	Don't Walk	No
7	Don't Walk	Don't Walk	No
8	Don't Walk	Don't Walk	No
9	Don't Walk	Don't Walk	No
10	Don't Walk	Don't Walk	No
11	Don't Walk	Don't Walk	No
12	Don't Walk	Don't Walk	No
13	Don't Walk	Don't Walk	No
14	Don't Walk	Don't Walk	No
15	Don't Walk	Don't Walk	No
16	Don't Walk	Don't Walk	No

Overlaps

Ovlp	Track	Dwell	Cycle
A	Red	Red	No
B	Red	Red	No
C	Red	Red	No
D	Red	Red	No
E	Red	Red	No
F	Red	Red	No
G	Red	Red	No
H	Red	Red	No
I	Red	Red	No
J	Red	Red	No
K	Red	Red	No
L	Red	Red	No
M	Red	Red	No
N	Red	Red	No
O	Red	Red	No
P	Red	Red	No

Preempt 2

Vehical Phases

Ph.	Track	Dwell	Cycle
1	Red	Red	No
2	Red	Red	No
3	Red	Red	No
4	Red	Red	No
5	Red	Red	No
6	Red	Red	No
7	Red	Red	No
8	Red	Red	No
9	Red	Red	No
10	Red	Red	No
11	Red	Red	No
12	Red	Red	No
13	Red	Red	No
14	Red	Red	No
15	Red	Red	No
16	Red	Red	No

Pedestrian Phases

Ph.	Track	Dwell	Cycle
1	Don't Walk	Don't Walk	No
2	Don't Walk	Don't Walk	No
3	Don't Walk	Don't Walk	No
4	Don't Walk	Don't Walk	No
5	Don't Walk	Don't Walk	No
6	Don't Walk	Don't Walk	No
7	Don't Walk	Don't Walk	No
8	Don't Walk	Don't Walk	No
9	Don't Walk	Don't Walk	No
10	Don't Walk	Don't Walk	No
11	Don't Walk	Don't Walk	No
12	Don't Walk	Don't Walk	No
13	Don't Walk	Don't Walk	No
14	Don't Walk	Don't Walk	No
15	Don't Walk	Don't Walk	No
16	Don't Walk	Don't Walk	No

Overlaps

Ovlp.	Track	Dwell	Cycle
A	Red	Red	No
B	Red	Red	No
C	Red	Red	No
D	Red	Red	No
E	Red	Red	No
F	Red	Red	No
G	Red	Red	No
H	Red	Red	No
I	Red	Red	No
J	Red	Red	No
K	Red	Red	No
L	Red	Red	No
M	Red	Red	No
N	Red	Red	No
O	Red	Red	No
P	Red	Red	No

Preempt 3

Vehical Phases

Ph.	Track	Dwell	Cycle
1	Red	Red	No
2	Red	Red	No
3	Red	Red	No
4	Red	Red	No
5	Red	Red	No
6	Red	Red	No
7	Red	Red	No
8	Red	Red	No
9	Red	Red	No
10	Red	Red	No
11	Red	Red	No
12	Red	Red	No
13	Red	Red	No
14	Red	Red	No
15	Red	Red	No
16	Red	Red	No

Pedestrian Phases

Ph.	Track	Dwell	Cycle
1	Don't Walk	Don't Walk	No
2	Don't Walk	Don't Walk	No
3	Don't Walk	Don't Walk	No
4	Don't Walk	Don't Walk	No
5	Don't Walk	Don't Walk	No
6	Don't Walk	Don't Walk	No
7	Don't Walk	Don't Walk	No
8	Don't Walk	Don't Walk	No
9	Don't Walk	Don't Walk	No
10	Don't Walk	Don't Walk	No
11	Don't Walk	Don't Walk	No
12	Don't Walk	Don't Walk	No
13	Don't Walk	Don't Walk	No
14	Don't Walk	Don't Walk	No
15	Don't Walk	Don't Walk	No
16	Don't Walk	Don't Walk	No

Overlaps

Ovlp.	Track	Dwell	Cycle
A	Red	Red	No
B	Red	Red	No
C	Red	Red	No
D	Red	Red	No
E	Red	Red	No
F	Red	Red	No
G	Red	Red	No
H	Red	Red	No
I	Red	Red	No
J	Red	Red	No
K	Red	Red	No
L	Red	Red	No
M	Red	Red	No
N	Red	Red	No
O	Red	Red	No
P	Red	Red	No

Preempt 4

Vehical Phases

Ph.	Track	Dwell	Cycle
1	Red	Red	No
2	Red	Red	No
3	Red	Red	No
4	Red	Red	No
5	Red	Red	No
6	Red	Red	No
7	Red	Red	No
8	Red	Red	No
9	Red	Red	No
10	Red	Red	No
11	Red	Red	No
12	Red	Red	No
13	Red	Red	No
14	Red	Red	No
15	Red	Red	No
16	Red	Red	No

Pedestrian Phases

Ph.	Track	Dwell	Cycle
1	Don't Walk	Don't Walk	No
2	Don't Walk	Don't Walk	No
3	Don't Walk	Don't Walk	No
4	Don't Walk	Don't Walk	No
5	Don't Walk	Don't Walk	No
6	Don't Walk	Don't Walk	No
7	Don't Walk	Don't Walk	No
8	Don't Walk	Don't Walk	No
9	Don't Walk	Don't Walk	No
10	Don't Walk	Don't Walk	No
11	Don't Walk	Don't Walk	No
12	Don't Walk	Don't Walk	No
13	Don't Walk	Don't Walk	No
14	Don't Walk	Don't Walk	No
15	Don't Walk	Don't Walk	No
16	Don't Walk	Don't Walk	No

Overlaps

Ovlp.	Track	Dwell	Cycle
A	Red	Red	No
B	Red	Red	No
C	Red	Red	No
D	Red	Red	No
E	Red	Red	No
F	Red	Red	No
G	Red	Red	No
H	Red	Red	No
I	Red	Red	No
J	Red	Red	No
K	Red	Red	No
L	Red	Red	No
M	Red	Red	No
N	Red	Red	No
O	Red	Red	No
P	Red	Red	No

Preempt 5

Vehical Phases

Ph.	Track	Dwell	Cycle
1	Red	Red	No
2	Red	Red	No
3	Red	Red	No
4	Red	Red	No
5	Red	Red	No
6	Red	Red	No
7	Red	Red	No
8	Red	Red	No
9	Red	Red	No
10	Red	Red	No
11	Red	Red	No
12	Red	Red	No
13	Red	Red	No
14	Red	Red	No
15	Red	Red	No
16	Red	Red	No

Pedestrian Phases

Ph.	Track	Dwell	Cycle
1	Don't Walk	Don't Walk	No
2	Don't Walk	Don't Walk	No
3	Don't Walk	Don't Walk	No
4	Don't Walk	Don't Walk	No
5	Don't Walk	Don't Walk	No
6	Don't Walk	Don't Walk	No
7	Don't Walk	Don't Walk	No
8	Don't Walk	Don't Walk	No
9	Don't Walk	Don't Walk	No
10	Don't Walk	Don't Walk	No
11	Don't Walk	Don't Walk	No
12	Don't Walk	Don't Walk	No
13	Don't Walk	Don't Walk	No
14	Don't Walk	Don't Walk	No
15	Don't Walk	Don't Walk	No
16	Don't Walk	Don't Walk	No

Overlaps

Ovlp.	Track	Dwell	Cycle
A	Red	Red	No
B	Red	Red	No
C	Red	Red	No
D	Red	Red	No
E	Red	Red	No
F	Red	Red	No
G	Red	Red	No
H	Red	Red	No
I	Red	Red	No
J	Red	Red	No
K	Red	Red	No
L	Red	Red	No
M	Red	Red	No
N	Red	Red	No
O	Red	Red	No
P	Red	Red	No

Preempt 6

Vehical Phases

Ph.	Track	Dwell	Cycle
1	Red	Red	No
2	Red	Red	No
3	Red	Red	No
4	Red	Red	No
5	Red	Red	No
6	Red	Red	No
7	Red	Red	No
8	Red	Red	No
9	Red	Red	No
10	Red	Red	No
11	Red	Red	No
12	Red	Red	No
13	Red	Red	No
14	Red	Red	No
15	Red	Red	No
16	Red	Red	No

Pedestrian Phases

Ph.	Track	Dwell	Cycle
1	Don't Walk	Don't Walk	No
2	Don't Walk	Don't Walk	No
3	Don't Walk	Don't Walk	No
4	Don't Walk	Don't Walk	No
5	Don't Walk	Don't Walk	No
6	Don't Walk	Don't Walk	No
7	Don't Walk	Don't Walk	No
8	Don't Walk	Don't Walk	No
9	Don't Walk	Don't Walk	No
10	Don't Walk	Don't Walk	No
11	Don't Walk	Don't Walk	No
12	Don't Walk	Don't Walk	No
13	Don't Walk	Don't Walk	No
14	Don't Walk	Don't Walk	No
15	Don't Walk	Don't Walk	No
16	Don't Walk	Don't Walk	No

Overlaps

Ovlp.	Track	Dwell	Cycle
A	Red	Red	No
B	Red	Red	No
C	Red	Red	No
D	Red	Red	No
E	Red	Red	No
F	Red	Red	No
G	Red	Red	No
H	Red	Red	No
I	Red	Red	No
J	Red	Red	No
K	Red	Red	No
L	Red	Red	No
M	Red	Red	No
N	Red	Red	No
O	Red	Red	No
P	Red	Red	No

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

2nd Phone:

Cycle Failure: Yes
Local Free: No
Coord Failure: Yes
Conflict Flash: No
Remote Flash: No

Local Fash: Yes
Cycle Fault: Yes
Coord Fault: Yes
Premption: No
Voltage Monitor: No

Special Status 1: No
Special Status 2: No
Special Status 3: No
Special Status 4: No
Special Status 5: No
Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Veh/Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %
1	4	12	10	10	1
2	5	12	10	10	1
3	3	12	10	10	1
5	22	12	10	10	1
6	23	12	10	10	1
7	12	12	10	10	1

Sample Interval:

Queue 1 Detectors	System Detectors	Weight Factor
Default Data		

Queue 2 Detectors	System Detectors	Weight Factor
Default Data		

Queue: 1 Input Selection: 0=Average
Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average
Detector Failed Level : 0

Queue:

Level	Enter	Leave	Dial / Split / Offset
Default Data			/ /

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
3	60	0	100
4	60	0	100
5	60	0	100
9	60	0	0
11	60	0	100
19	60	0	100
21	60	0	100
22	60	0	100
23	60	0	100
31	60	0	100

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
3	2	0	0
4	2	0	0
5	2	0	0
9	2	0	0
11	2	0	0
19	2	0	0
21	2	0	0
22	2	0	0
23	2	0	0
31	2	0	0

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Valı

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1	Detector_2	Distance :

Speed Trap Low Treshold	Speed Trap High Treshold	Dial/Split/Offset
		//

Default Data

Default Data

Volume Detector Data

Report Interval 15

Volume Detector Number	Controller Detector Channel
1	3
2	4
3	5
4	9
5	11
6	19
7	21
8	22
9	23
10	31

Programmed EPAC Data

3/2/2016
2:00:29PM

Intersection Name: SR 8E @ 10 Church St

Intersection Alias: 8E@ChurchSt

Access Code: 9999 Channel: Address: 1 Revision: 3.32g
IP: 143.100.205.51

Access Data

:1200 Baud
:19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
2	0	0.0	0	0	4.0	0.0
4	10	4.5	35	35	3.8	2.7
6	10	5.4	65	65	4.4	3.0

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	Min_Gap
1.0	34	20	0	18	5.0
0.0	0	0	0	0	0.0
1.0	38	20	0	18	5.0

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Actuated Ped Clear	Rest in Walk
2	7	10	No	0	No
4	0	0	No	0	No
6	0	0	No	0	No

General Control

Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay
Green	NonActI	Min	None	0
Inactive	None	None	None	0
Green	NonActI	Min	None	0

Miscellaneous

Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
No	Yes	No	No	No
Yes	Yes	No	No	No
No	Yes	No	No	No

Special Sequence
Default Data

Vehical Detector Phase Assignment

	Assigned Phase	Mode	Switched Phase	Extend	Delay
Vehical Detector Channel :3	2	Veh	0	0.0	0
Vehical Detector Channel :4	2	Veh	0	0.0	0
Vehical Detector Channel :5	2	Veh	0	0.0	0
Vehical Detector Channel :6	2	Veh	0	0.0	0
Vehical Detector Channel :7	2	Veh	0	0.0	0
Vehical Detector Channel :9	3	Veh	0	0.0	0
Vehical Detector Channel :11	4	Veh	0	0.0	0
Vehical Detector Channel :12	4	Veh	0	0.0	0
Vehical Detector Channel :13	4	Veh	0	0.0	0
Vehical Detector Channel :14	4	Veh	0	0.0	0
Vehical Detector Channel :15	4	Veh	0	0.0	0
Vehical Detector Channel :16	8	Veh	0	0.0	0
Vehical Detector Channel :17	1	Veh	0	0.0	0
Vehical Detector Channel :18	3	Veh	0	0.0	0
Vehical Detector Channel :19	5	Veh	0	0.0	0
Vehical Detector Channel :21	6	Veh	0	0.0	0
Vehical Detector Channel :22	6	Veh	0	0.0	0
Vehical Detector Channel :23	6	Veh	0	0.0	0
Vehical Detector Channel :24	6	Veh	0	0.0	0
Vehical Detector Channel :25	6	Veh	0	0.0	0
Vehical Detector Channel :29	7	Veh	0	0.0	0
Vehical Detector Channel :31	8	Veh	0	0.0	0
Vehical Detector Channel :32	8	Veh	0	0.0	0
Vehical Detector Channel :33	8	Veh	0	0.0	0
Vehical Detector Channel :34	8	Veh	0	0.0	0
Vehical Detector Channel :35	8	Veh	0	0.0	0
Vehical Detector Channel :37	5	Veh	0	0.0	0
Vehical Detector Channel :38	7	Veh	0	0.0	0

Pedestrian Detector

Default Data

Special Detector Phase Assignment

	Assign Phase	Mode	Switched Phase	Extend	Delay
:					

Default Data

Unit Data

General Control

Startup Time: 0sec Startup State: Flash Red Revert: 5.0sec

Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0

ABC connector Output Modes: 0

D connector Input Modes: 0

D connector Output Modes: 0

Ring	Input Response	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

Remote Flash

Test A = Flash No

Phase	Flash Entry Phase	Flash Exit Phase
4	Yes	No
6	No	Yes

Channel	Flash Color	Flash Alternat
4	Red	Yes

Overlaps

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.0	2.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strat Green Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
4	1	1
6	2	7

Concurrent Phases

Phase(s)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
	5	5	7	7	2	2	4	4								
	6	6	8	8	5	6	7	8								

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Message 40

Default Data

Control	Channel	Hardware Pins	Control	Channel	Hardware Pins
1 - Veh Phase 1	**1**	1 - Phase 1 RYG	2 - Veh Phase 2	**2**	2 - Phase 2 RYG
3 - Veh Phase 3	**3**	3 - Phase 3 RYG	4 - Veh Phase 4	**4**	4 - Phase 4 RYG
5 - Veh Phase 5	**5**	5 - Phase 5 RYG	6 - Veh Phase 6	**6**	6 - Phase 6 RYG
7 - Veh Phase 7	**7**	7 - Phase 7 RYG	8 - Veh Phase 8	**8**	8 - Phase 8 RYG
18 - Ped Phase 2	**9**	10 - Phase 2 DPW	20 - Ped Phase 4	**10**	12 - Phase 4 DPW
22 - Ped Phase 6	**11**	14 - Phase 6 DPW	24 - Ped Phase 8	**12**	16 - Phase 8 DPW
33 - Overlap A	**13**	17 - Overlap A RYG	34 - Overlap B	**14**	18 - Overlap B RYG
35 - Overlap C	**15**	19 - Overlap C RYG	36 - Overlap D	**16**	20 - Overlap D RYG
17 - Ped Phase 1	**17**	9 - Phase 1 DPW	19 - Ped Phase 3	**18**	11 - Phase 3 DPW
21 - Ped Phase 5	**19**	13 - Phase 5 DPW	23 - Ped Phase 7	**20**	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto
Coordination Mode: 0=Permissive
Maximun Mode: 0=Inhibit
Correction Mode: 2=Short Way

Offset Mode: 1=End Grn
Force Mode: 0=Plan
Max Dwell Time: 0
Yield Period: 0

Manual Dial: 1
Manual Split: 1
Manual Offset: 1

Dial/Split	Cycle
1/1	150
2/1	150
3/1	150
3/2	120
4/1	140
4/2	120

Split Times and Phase Mode

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	48	1=Coordinate	4	85	0=Actuated	6	48	1=Coordinate			

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	48	1=Coordinate	4	85	0=Actuated	6	48	1=Coordinate			

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	90	1=Coordinate	4	60	0=Actuated	6	90	1=Coordinate			

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	87	1=Coordinate	4	33	3=Max Recall	6	87	1=Coordinate			

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	76	1=Coordinate	4	64	0=Actuated	6	76	1=Coordinate			

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	49	1=Coordinate	4	71	0=Actuated	6	49	1=Coordinate			

Traffic Plan Data

Plan: **1/1/1**	Offset Time: 131	Alt. Sequence: 0	Mode: 6=Fully Actuated	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/2/1**	Offset Time: 65	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/1/1**	Offset Time: 60	Alt. Sequence: 0	Mode: 6=Fully Actuated	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/1/1**	Offset Time: 88	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/1/2**	Offset Time: 73	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/2/1**	Offset Time: 8	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/1/1**	Offset Time: 99	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/1**	Offset Time: 82	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/1**	Offset Time: 70	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/1**	Offset Time: 75	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero ReferenceHours: 1 Min: 0
End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
1	21	25	31	41	51	61	71
2	3	4	5	6	22	23	24
7	27	36	37	42	47	76	77
26	52	53	54	55	72	73	74
32	33	34	35	43	44	45	46
56	57	62	63	64	65	66	67

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
2	1	10:0	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
3	1	12:0	4/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
4	1	20:0	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
5	1	23:0	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
6	2	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
7	2	6:0	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
8	2	9:30	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
9	2	15:0	3/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
10	2	20:0	3/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
11	2	22:30	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
12	7	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
13	7	9:0	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
14	7	11:0	4/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
15	7	19:30	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
16	7	22:30	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
17	26	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
18	26	6:0	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
19	26	9:30	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
20	26	15:0	3/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
21	26	20:0	3/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
22	26	22:30	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
23	32	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
24	32	6:0	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
25	32	9:30	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
26	32	15:0	3/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
27	32	20:0	3/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
28	32	22:30	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
29	56	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
30	56	9:0	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
31	56	11:0	4/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
32	56	19:30	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
33	56	22:30	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
34	75	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
35	75	10:0	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
36	75	12:0	4/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
37	75	20:0	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
38	75	23:0	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

AUX. Events

Event	Program Day	Hour	Min.	Aux 1	Ouputs 2	Ouputs 3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
1	1	0	2				X	X										
2	1	5	0					X										
3	2	0	1				X	X										
4	2	5	0					X										
5	7	0	2				X	X										
6	7	5	0					X										
7	26	0	2				X	X										
8	26	5	0					X										
9	32	0	2				X	X										
10	32	5	0					X										
11	56	0	2				X	X										
12	56	5	0					X										
13	75	0	2				X	X										
14	75	5	0					X										

Event	Month	Day	Year	Special Day	Special Week
1	1	1	100	0	6
2	1	2	100	0	4
3	1	3	100	0	0
4	5	25	100	0	4
5	6	1	100	0	0
6	7	3	100	0	5
7	7	4	100	0	6
8	7	5	100	0	4
9	7	6	100	0	0
10	9	1	100	0	4
11	9	8	100	0	0
12	11	22	100	0	2
13	11	23	100	0	7
14	11	29	100	0	3
15	11	30	100	0	0
16	12	24	100	0	5
17	12	25	100	1	0
18	12	26	100	0	4
19	12	27	100	0	0
20	12	31	100	0	5

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
Special Function 1	X							
Special Function 2		X						
Special Function 3			X					
Special Function 4				X				
Special Function 5					X			
Special Function 6						X		
Special Function 7							X	
Special Function 8								X

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Dimming Data

Channel	Red	Yellow	Green	Alternate

Default Data - No Dimming Programmed

Preemption Data

General Preemption Data

Flash > Preepmt 1, Preepmt 1 > Preempt 2, Preepmt 2 > Preempt 3, Preepmt 3 > Preempt 4, Preepmt 4 > Preempt 5, Preepmt 5 > Preempt 6

Ring 1 Min GRN/WLK = 10 Ring 2 Min GRN/WLK = 10 Ring 3 Min GRN/WLK = 10 Ring 4 Min GRN/WLK = 10

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Select			Track				Dwell Green	Return		
								Ped Clear	Yel	Red	Grn	Ped	Yel	Red		Ped Clear	Yel	Red
1	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
2	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
3	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
4	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
5	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
6	No	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20

Preempt 1

Phase	Exit Phase	Exit Calls

Preempt 2

Phase	Exit Phase	Exit Calls

Preempt 3

Phase	Exit Phase	Exit Calls

Preempt 4

Phase	Exit Phase	Exit Calls

Preempt 5

Phase	Exit Phase	Exit Calls

Preempt 6

Phase	Exit Phase	Exit Calls

Priority Timers

Priority	Non-Locking	Delay	Extend	Duration	Dwell	Max_Call	Lock-Out	Skip Phases
1	No	0	0	0	0	0	0	0=Do not Skip Phases
2	No	0	0	0	0	0	0	0=Do not Skip Phases
3	No	0	0	0	0	0	0	0=Do not Skip Phases
4	No	0	0	0	0	0	0	0=Do not Skip Phases
5	No	0	0	0	0	0	0	0=Do not Skip Phases
6	No	0	0	0	0	0	0	0=Do not Skip Phases

Priority 1

Phase	Exit Phase	Exit Calls

Priority 2

Phase	Exit Phase	Exit Calls

Priority 3

Phase	Exit Phase	Exit Calls

Priority 4

Phase	Exit Phase	Exit Calls

Priority 5

Phase	Exit Phase	Exit Calls

Priority 6

Phase	Exit Phase	Exit Calls

Preempt 1

Vehical Phases

Ph.	Track	Dwell	Cycle
1	Red	Red	No
2	Red	Red	No
3	Red	Red	No
4	Red	Red	No
5	Red	Red	No
6	Red	Red	No
7	Red	Red	No
8	Red	Red	No
9	Red	Red	No
10	Red	Red	No
11	Red	Red	No
12	Red	Red	No
13	Red	Red	No
14	Red	Red	No
15	Red	Red	No
16	Red	Red	No

Pedestrian Phases

Ph	Track	Dwell	Cycle
1	Don't Walk	Don't Walk	No
2	Don't Walk	Don't Walk	No
3	Don't Walk	Don't Walk	No
4	Don't Walk	Don't Walk	No
5	Don't Walk	Don't Walk	No
6	Don't Walk	Don't Walk	No
7	Don't Walk	Don't Walk	No
8	Don't Walk	Don't Walk	No
9	Don't Walk	Don't Walk	No
10	Don't Walk	Don't Walk	No
11	Don't Walk	Don't Walk	No
12	Don't Walk	Don't Walk	No
13	Don't Walk	Don't Walk	No
14	Don't Walk	Don't Walk	No
15	Don't Walk	Don't Walk	No
16	Don't Walk	Don't Walk	No

Overlaps

Ovlp	Track	Dwell	Cycle
A	Red	Red	No
B	Red	Red	No
C	Red	Red	No
D	Red	Red	No
E	Red	Red	No
F	Red	Red	No
G	Red	Red	No
H	Red	Red	No
I	Red	Red	No
J	Red	Red	No
K	Red	Red	No
L	Red	Red	No
M	Red	Red	No
N	Red	Red	No
O	Red	Red	No
P	Red	Red	No

Preempt 2

Vehical Phases

Ph.	Track	Dwell	Cycle
1	Red	Red	No
2	Red	Red	No
3	Red	Red	No
4	Red	Red	No
5	Red	Red	No
6	Red	Red	No
7	Red	Red	No
8	Red	Red	No
9	Red	Red	No
10	Red	Red	No
11	Red	Red	No
12	Red	Red	No
13	Red	Red	No
14	Red	Red	No
15	Red	Red	No
16	Red	Red	No

Pedestrian Phases

Ph.	Track	Dwell	Cycle
1	Don't Walk	Don't Walk	No
2	Don't Walk	Don't Walk	No
3	Don't Walk	Don't Walk	No
4	Don't Walk	Don't Walk	No
5	Don't Walk	Don't Walk	No
6	Don't Walk	Don't Walk	No
7	Don't Walk	Don't Walk	No
8	Don't Walk	Don't Walk	No
9	Don't Walk	Don't Walk	No
10	Don't Walk	Don't Walk	No
11	Don't Walk	Don't Walk	No
12	Don't Walk	Don't Walk	No
13	Don't Walk	Don't Walk	No
14	Don't Walk	Don't Walk	No
15	Don't Walk	Don't Walk	No
16	Don't Walk	Don't Walk	No

Overlaps

Ovlp.	Track	Dwell	Cycle
A	Red	Red	No
B	Red	Red	No
C	Red	Red	No
D	Red	Red	No
E	Red	Red	No
F	Red	Red	No
G	Red	Red	No
H	Red	Red	No
I	Red	Red	No
J	Red	Red	No
K	Red	Red	No
L	Red	Red	No
M	Red	Red	No
N	Red	Red	No
O	Red	Red	No
P	Red	Red	No

Preempt 3

Vehical Phases

Ph.	Track	Dwell	Cycle
1	Red	Red	No
2	Red	Red	No
3	Red	Red	No
4	Red	Red	No
5	Red	Red	No
6	Red	Red	No
7	Red	Red	No
8	Red	Red	No
9	Red	Red	No
10	Red	Red	No
11	Red	Red	No
12	Red	Red	No
13	Red	Red	No
14	Red	Red	No
15	Red	Red	No
16	Red	Red	No

Pedestrian Phases

Ph.	Track	Dwell	Cycle
1	Don't Walk	Don't Walk	No
2	Don't Walk	Don't Walk	No
3	Don't Walk	Don't Walk	No
4	Don't Walk	Don't Walk	No
5	Don't Walk	Don't Walk	No
6	Don't Walk	Don't Walk	No
7	Don't Walk	Don't Walk	No
8	Don't Walk	Don't Walk	No
9	Don't Walk	Don't Walk	No
10	Don't Walk	Don't Walk	No
11	Don't Walk	Don't Walk	No
12	Don't Walk	Don't Walk	No
13	Don't Walk	Don't Walk	No
14	Don't Walk	Don't Walk	No
15	Don't Walk	Don't Walk	No
16	Don't Walk	Don't Walk	No

Overlaps

Ovlp.	Track	Dwell	Cycle
A	Red	Red	No
B	Red	Red	No
C	Red	Red	No
D	Red	Red	No
E	Red	Red	No
F	Red	Red	No
G	Red	Red	No
H	Red	Red	No
I	Red	Red	No
J	Red	Red	No
K	Red	Red	No
L	Red	Red	No
M	Red	Red	No
N	Red	Red	No
O	Red	Red	No
P	Red	Red	No

Preempt 4

Vehical Phases

Ph.	Track	Dwell	Cycle
1	Red	Red	No
2	Red	Red	No
3	Red	Red	No
4	Red	Red	No
5	Red	Red	No
6	Red	Red	No
7	Red	Red	No
8	Red	Red	No
9	Red	Red	No
10	Red	Red	No
11	Red	Red	No
12	Red	Red	No
13	Red	Red	No
14	Red	Red	No
15	Red	Red	No
16	Red	Red	No

Pedestrian Phases

Ph.	Track	Dwell	Cycle
1	Don't Walk	Don't Walk	No
2	Don't Walk	Don't Walk	No
3	Don't Walk	Don't Walk	No
4	Don't Walk	Don't Walk	No
5	Don't Walk	Don't Walk	No
6	Don't Walk	Don't Walk	No
7	Don't Walk	Don't Walk	No
8	Don't Walk	Don't Walk	No
9	Don't Walk	Don't Walk	No
10	Don't Walk	Don't Walk	No
11	Don't Walk	Don't Walk	No
12	Don't Walk	Don't Walk	No
13	Don't Walk	Don't Walk	No
14	Don't Walk	Don't Walk	No
15	Don't Walk	Don't Walk	No
16	Don't Walk	Don't Walk	No

Overlaps

Ovlp.	Track	Dwell	Cycle
A	Red	Red	No
B	Red	Red	No
C	Red	Red	No
D	Red	Red	No
E	Red	Red	No
F	Red	Red	No
G	Red	Red	No
H	Red	Red	No
I	Red	Red	No
J	Red	Red	No
K	Red	Red	No
L	Red	Red	No
M	Red	Red	No
N	Red	Red	No
O	Red	Red	No
P	Red	Red	No

Preempt 5

Vehical Phases

Ph.	Track	Dwell	Cycle
1	Red	Red	No
2	Red	Red	No
3	Red	Red	No
4	Red	Red	No
5	Red	Red	No
6	Red	Red	No
7	Red	Red	No
8	Red	Red	No
9	Red	Red	No
10	Red	Red	No
11	Red	Red	No
12	Red	Red	No
13	Red	Red	No
14	Red	Red	No
15	Red	Red	No
16	Red	Red	No

Pedestrian Phases

Ph.	Track	Dwell	Cycle
1	Don't Walk	Don't Walk	No
2	Don't Walk	Don't Walk	No
3	Don't Walk	Don't Walk	No
4	Don't Walk	Don't Walk	No
5	Don't Walk	Don't Walk	No
6	Don't Walk	Don't Walk	No
7	Don't Walk	Don't Walk	No
8	Don't Walk	Don't Walk	No
9	Don't Walk	Don't Walk	No
10	Don't Walk	Don't Walk	No
11	Don't Walk	Don't Walk	No
12	Don't Walk	Don't Walk	No
13	Don't Walk	Don't Walk	No
14	Don't Walk	Don't Walk	No
15	Don't Walk	Don't Walk	No
16	Don't Walk	Don't Walk	No

Overlaps

Ovlp.	Track	Dwell	Cycle
A	Red	Red	No
B	Red	Red	No
C	Red	Red	No
D	Red	Red	No
E	Red	Red	No
F	Red	Red	No
G	Red	Red	No
H	Red	Red	No
I	Red	Red	No
J	Red	Red	No
K	Red	Red	No
L	Red	Red	No
M	Red	Red	No
N	Red	Red	No
O	Red	Red	No
P	Red	Red	No

Preempt 6

Vehical Phases

Ph.	Track	Dwell	Cycle
1	Red	Red	No
2	Red	Red	No
3	Red	Red	No
4	Red	Red	No
5	Red	Red	No
6	Red	Red	No
7	Red	Red	No
8	Red	Red	No
9	Red	Red	No
10	Red	Red	No
11	Red	Red	No
12	Red	Red	No
13	Red	Red	No
14	Red	Red	No
15	Red	Red	No
16	Red	Red	No

Pedestrian Phases

Ph.	Track	Dwell	Cycle
1	Don't Walk	Don't Walk	No
2	Don't Walk	Don't Walk	No
3	Don't Walk	Don't Walk	No
4	Don't Walk	Don't Walk	No
5	Don't Walk	Don't Walk	No
6	Don't Walk	Don't Walk	No
7	Don't Walk	Don't Walk	No
8	Don't Walk	Don't Walk	No
9	Don't Walk	Don't Walk	No
10	Don't Walk	Don't Walk	No
11	Don't Walk	Don't Walk	No
12	Don't Walk	Don't Walk	No
13	Don't Walk	Don't Walk	No
14	Don't Walk	Don't Walk	No
15	Don't Walk	Don't Walk	No
16	Don't Walk	Don't Walk	No

Overlaps

Ovlp.	Track	Dwell	Cycle
A	Red	Red	No
B	Red	Red	No
C	Red	Red	No
D	Red	Red	No
E	Red	Red	No
F	Red	Red	No
G	Red	Red	No
H	Red	Red	No
I	Red	Red	No
J	Red	Red	No
K	Red	Red	No
L	Red	Red	No
M	Red	Red	No
N	Red	Red	No
O	Red	Red	No
P	Red	Red	No

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

2nd Phone:

Cycle Failure: Yes
Local Free: No
Coord Failure: Yes
Conflict Flash: No
Remote Flash: No

Local Fash: Yes
Cycle Fault: Yes
Coord Fault: Yes
Premption: No
Voltage Monitor: No

Special Status 1: No
Special Status 2: No
Special Status 3: No
Special Status 4: No
Special Status 5: No
Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Veh/Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %
5	23	12	10	10	1
6	21	12	10	10	1
7	22	12	10	10	1

Sample Interval:

Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor
Default Data			**Default Data**		

Queue: 1 Input Selection: 0=Average
Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average
Detector Failed Level : 0

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
11	60	0	100
12	60	0	100
13	60	0	100
14	60	0	100
21	60	0	100
22	60	0	100
23	60	0	100

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
11	2	0	0
12	2	0	0
13	2	0	0
14	2	0	0
21	2	0	0
22	2	0	0
23	2	0	0

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Valı

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Speed Trap Low Treshold	Speed Trap High Treshold

Dial/Split/Offset

//

Default Data

Default Data

Volume Detector Data

Report Interval 15

Volume Detector Number	Controller Detector Channel
1	21
2	22
3	23
4	11
5	12
6	13
7	14

Configuration

Controller Sequence Priority

	1	2	3	4	5	6	7	8	9	10	11	12
Ring 1 Phases . .	1	2	3	4	9	10	0	0	0	0	0	0
Ring 2 Phases . .	5	6	7	8	11	12	0	0	0	0	0	0

Phase

	1	2	3	4	5	6	7	8	9	10	11	12
In Use.	X	X	X	X	X	X	X	X	.	.	.	.
Exclusive Ped . .	.	.	.	.	.	.	.	.	.	.	.	.
Direction												

Overlap

	A	B	C	D
Direction . . .				

Load Switch Channel/Driver Group Assign (Info Only):

Load Switch (MMU) Channel	Signal Driver Phase/ Ovlap	Group Ped
1	1	.
2	2	.
3	3	.
4	4	.
5	5	.
6	6	.
7	7	.
8	8	.
9	2	X
10	4	X
11	6	X
12	8	X
13	A	.
14	B	.
15	C	.
16	D	.

Configuration Continued

```
                Enable BIU: 1  2  3  4  5  6  7  8
Terminal/Facilities. . . . . .  .  .  .  .  .  .  .
Detector Rack. . . . . .  .  .  .  .  .  .  .  .

Type 2 Runs as Type 1. . .  .
MMU Disable. . . . . .  X
Diagnostic Enable. . . . .  .
Peer-Peer Comm Enable. . .  .

                             1    2    3    4    5    6    7    8    9   10
Peer To Peer Addresses . . 255  255  255  255  255  255  255  255  255  255
```

Port 2:

```
Port 2 Protocol . . . . . Terminal
Port 2 Enable . . . . . NO
AB3418 Address. . . . . 5
AB3418 Group Address. . . . . 0
AB3418 Response Delay . . . . . 0
AB3418 Single Flag Enable . . . NO
AB3418 Drop-Out Time. . . . . 0
AB3418 TOD SF Select. . . . . 0
Data Rate . . . . . 1200 bps
Data, Parity, Stop. . . . . 8, 0, 1
```

Port 3:

```
Port 3 Protocol . . . . . Telemetry
Port 3 Enable . . . . . YES
Telemetry Address . . . . . 5
System Detector 9-16 Address. . 0
Telemetry Response Delay. . . . 8000
AB3418 Address. . . . . 0
AB3418 Group Address. . . . . 0
AB3418 Response Delay . . . . . 0
AB3418 Single Flag Enable . . . NO
AB3418 Drop-Out Time. . . . . 0
AB3418 TOD SF Select. . . . . 0
Duplex. . . . . Full
Data Rate . . . . . 1200 bps
Data, Parity, Stop. . . . . 8, 0, 1
```

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Configuration Continued

Event Enabling	Alarm Enabling
Critical RFE'S (MMU/TF)	ALARM 1 . . . . .
Non-Critical RFE'S (DET/TEST) . . .	ALARM 2 . . . . .
Detector Errors	ALARM 3 . . . . .
Coordination Errors	ALARM 4 . . . . .
MMU Flash Faults.	ALARM 5 . . . . .
Local Flash Faults.	ALARM 6 . . . . .
Preempt	ALARM 7 . . . . .
Power On/Off.	ALARM 8 . . . . .
Low Battery	ALARM 9 . . . . .
	ALARM 10. . . . .
	ALARM 11. . . . .
	ALARM 12. . . . .
	ALARM 13. . . . .
	ALARM 14. . . . .
	ALARM 15. . . . .
	ALARM 16. . . . .

Supervisor Access Code. . . ****
Data Change Access Code . . ****

MMU Compatibility Program (Info Only)

Channel Is Allowed to Time With Channel

	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1 . . .	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2 . . .	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
3 . . .	.	.	.	.	.	.	.	.	.	.	.	.	.		
4 . . .	.	.	.	.	.	.	.	.	.	.	.	.			
5 . . .	.	.	.	.	.	.	.	.	.	.	.				
6 . . .	.	.	.	.	.	.	.	.	.	.					
7 . . .	.	.	.	.	.	.	.	.	.						
8 . . .	.	.	.	.	.	.	.	.							
9 . . .	.	.	.	.	.	.	.								
10. . .	.	.	.	.	.	.									
11. . .	.	.	.	.	.										
12. . .	.	.	.	.											
13. . .	.	.	.												
14. . .	.	.													
15. . .	.														

Version Info:

Software Assy.	Part No.	Version
Boot	32783	1.28
Program	34556	1.68
Application		.
Help	32789	1.54
Configuration	32791	C8000

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By-Phase Timing Data

	Phase											
Direction	1	2	3	4	5	6	7	8	9	10	11	12
Minimum Green	7	15	7	7	7	15	7	8	5	5	5	5
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0
Cond Serv Min Grn	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0
Ped Clearance	7	22	7	29	0	25	0	29	0	16	0	16
Veh Extension	2.5	4.0	2.5	2.5	2.5	4.0	0.0	2.5	5.0	5.0	5.0	5.0
Alt Veh Exten	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Extension	0	10	0	0	0	10	0	0	0	0	0	0
Max 1	20	65	20	65	20	65	20	65	35	35	35	35
Max 2	30	65	20	65	20	65	20	65	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0
Det. Fail Max	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.6	3.0	3.0	3.0	3.0
Red Clearance	1.9	2.4	2.7	2.6	1.9	2.4	2.7	2.6	1.0	1.0	1.0	1.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act. B4 Init	0	5	0	0	0	5	0	0	0	0	0	0
Sec/Actuation	0.0	5.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	30	0	0	0	30	0	0	30	30	30	30
Time B4 Reduction	0	21	0	0	0	21	0	0	0	0	0	0
Cars Waiting	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	21	0	0	0	21	0	0	0	0	0	0
Minimum Gap	1.0	3.0	1.0	2.5	1.0	3.0	1.0	2.5	0.0	0.0	0.0	0.0

No-Serve Phases

	Phase Cannot Serve With Phase										
Phase	12	11	10	9	8	7	6	5	4	3	2
1	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	
3	.	.	.	.	.	.	.	.	.		
4	.	.	.	.	.	.	.	.			
5	.	.	.	.	.	.	.				
6	.	.	.	.	.	.					
7	.	.	.	.	.						
8	.	.	.	.							
9	.	.	.								
10	.	.									
11	.										

Ped Carryover

Ped Start Phase	Carry Over Phase
1	0
2	0
3	0
4	0
5	0
6	0
7	0
8	0
9	0
10	0
11	0
12	0

Vehicle/Ped Phase as Overlap

Ped Phase As Overlap Consists of Ped Phases

Ped Ovlap Phase	1	2	3	4	5	6	7	8	9	10	11	12
1	.	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.	.

Veh Phase As Overlap Consists of Veh Phases

Veh Ovlap Phase	1	2	3	4	5	6	7	8	9	10	11	12
1	X	.	.	.	.	.	.	.	.	.	.	.
2	.	X	.	.	.	.	.	.	.	.	.	.
3	.	.	X	.	.	.	.	.	.	.	.	.
4	.	.	.	X	.	.	.	.	.	.	.	.
5	.	.	.	.	X	.	.	.	.	.	.	.
6	.	.	.	.	.	X	.	.	.	.	.	.
7	.	.	.	.	.	.	X	.	.	.	.	.
8	.	.	.	.	.	.	.	X	.	.	.	.
9	.	.	.	.	.	.	.	.	X	.	.	.
10	.	.	.	.	.	.	.	.	.	X	.	.
11	.	.	.	.	.	.	.	.	.	.	X	.
12	.	.	.	.	.	.	.	.	.	.	.	X

Overlap Data

Overlap A	Phase: 1	2	3	4	5	6	7	8	9	10	11	12
Standard												
Protected												
Permitted												
Enable Lag												
Enable Lead												
Spare												

Advance Green Timer 0.0

	Green	Yellow	Red
Lag/Lead Timers	0.0	0.0	0.0

Overlap B	Phase: 1	2	3	4	5	6	7	8	9	10	11	12
Standard												
Protected												
Permitted												
Enable Lag												
Enable Lead												
Spare												

Advance Green Timer 0.0

	Green	Yellow	Red
Lag/Lead Timers	0.0	0.0	0.0

Overlap C	Phase: 1	2	3	4	5	6	7	8	9	10	11	12
Standard												
Protected												
Permitted												
Enable Lag												
Enable Lead												
Spare												

Advance Green Timer 0.0

	Green	Yellow	Red
Lag/Lead Timers	0.0	0.0	0.0

Overlap D	Phase: 1	2	3	4	5	6	7	8	9	10	11	12
Standard												
Protected												
Permitted												
Enable Lag												
Enable Lead												
Spare												

Advance Green Timer 0.0

	Green	Yellow	Red
Lag/Lead Timers	0.0	0.0	0.0

Power Start, Remote Flash

	Phase 1	2	3	4	5	6	7	8	9	10	11	12	Overlap A	B	C	D
Power Start	.	X	.	.	.	X	.	.	.	.	.	.				
External Start	.	X	.	.	.	X	.	.	.	.	.	.				
Into Remote Flash	.	X	.	.	.	X	.	.	.	.	.	.				
Exit Remote Flash	.	X	.	.	.	X	.	.	.	.	.	.				
Remote Flash Yellow	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flash Together	.	X	.	X	.	X	.	X	.	X	.	X	.	X	.	X

Initialization Interval:

Power Start	Yellow
External Start	Yellow

Power Start All Red Time	0
Power Start Flash Time	0

Remote Flash Options:

Out of Flash Yellow	NO
Out of Flash All Red	NO
Minimum Recall	NO
Alternate Flash	NO
Flash Thru Load Switches	NO
Cycle Through Phases	NO

Option Data

	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
Guaranteed Passage												
Call To NonActuated 1		X				X						
Call To NonActuated 2				X				X				
Dual Entry		X		X		X		X		X		X
Conditional Service	X		X		X		X		X		X	
Conditional Reservice												
Actuated Rest in Walk												
Flashing Walk												

Enable Programmable Options

Dual Entry	ON	Backup Protection Group 1	ON
Conditional Service	OFF	Backup Protection Group 2	ON
Ped Clearance Protection	OFF	Backup Protection Group 3	OFF
Special Preempt Overlap Flash	OFF	Simultaneous Gap Group 1	OFF
Cond Service Det Cross Switch	OFF	Simultaneous Gap Group 2	OFF
Lock Detectors in Red Only	OFF	Simultaneous Gap Group 3	OFF

Five Section Left Turn Control

Phases:	5-2	7-4	1-6	3-8	11-10	9-12
Left Turn Head						

Recall Data, Dimming

	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
Locking Detector. . . .	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall.	.	X	.	.	.	X	.	.	.	.	.	.
Pedestrian Recall . . .	.	.	.	.	.	.	.	.	.	.	.	.
Recall To Max	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.
Don't Rest Here	.	.	.	.	.	.	.	.	.	.	.	.
Ped Dark if No Call . .	.	.	.	.	.	.	.	.	.	.	.	.

Dimming:

	Load Switch															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green/Walk. . . .	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Yellow/Ped Clear.	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Red/Don't Walk. .	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

Detector Type/Timers

Det.	Locking Memory	Log Enable	Timers Extend	Timers Delay	Don't Reset Extend	Type
1	NO	NO	0.0	0	.	0 - Normal
2	NO	NO	0.0	0	.	0 - Normal
3	NO	NO	0.0	0	.	0 - Normal
4	NO	NO	0.0	0	.	0 - Normal
5	NO	NO	0.0	0	.	0 - Normal
6	NO	NO	0.0	0	.	0 - Normal
7	NO	NO	0.0	0	.	0 - Normal
8	NO	NO	0.0	0	.	0 - Normal
9	NO	NO	0.0	0	.	0 - Normal
10	NO	NO	0.0	0	.	0 - Normal
11	NO	NO	0.0	0	.	0 - Normal
12	NO	NO	0.0	0	.	0 - Normal
13	NO	NO	0.0	0	.	0 - Normal
14	NO	NO	0.0	0	.	0 - Normal
15	NO	NO	0.0	0	.	0 - Normal
16	NO	NO	0.0	0	.	0 - Normal
17	NO	NO	0.0	0	.	0 - Normal
18	NO	NO	0.0	0	.	0 - Normal
19	NO	NO	0.0	0	.	0 - Normal
20	NO	NO	0.0	0	.	0 - Normal
21	NO	NO	0.0	0	.	0 - Normal
22	NO	NO	0.0	0	.	0 - Normal
23	NO	NO	0.0	0	.	0 - Normal
24	NO	NO	0.0	0	.	0 - Normal
25	NO	NO	0.0	0	.	0 - Normal
26	NO	NO	0.0	0	.	0 - Normal
27	NO	NO	0.0	0	.	0 - Normal
28	NO	NO	0.0	0	.	0 - Normal
29	NO	NO	0.0	0	.	0 - Normal
30	NO	NO	0.0	0	.	0 - Normal
31	NO	NO	0.0	0	.	0 - Normal
32	NO	NO	0.0	0	.	0 - Normal

Detector Names

Det 1: Detector 1	Det 17: Detector 17
Det 2: Detector 2	Det 18: Detector 18
Det 3: Detector 3	Det 19: Detector 19
Det 4: Detector 4	Det 20: Detector 20
Det 5: Detector 5	Det 21: Detector 21
Det 6: Detector 6	Det 22: Detector 22
Det 7: Detector 7	Det 23: Detector 23
Det 8: Detector 8	Det 24: Detector 24
Det 9: Detector 9	Det 25: Detector 25
Det 10: Detector 10	Det 26: Detector 26
Det 11: Detector 11	Det 27: Detector 27
Det 12: Detector 12	Det 28: Detector 28
Det 13: Detector 13	Det 29: Detector 29
Det 14: Detector 14	Det 30: Detector 30
Det 15: Detector 15	Det 31: Detector 31
Det 16: Detector 16	Det 32: Detector 32

Detector Type/Timers

33	NO	NO	0.0	0	.	0 - Normal
34	NO	NO	0.0	0	.	0 - Normal
35	NO	NO	0.0	0	.	0 - Normal
36	NO	NO	0.0	0	.	0 - Normal
37	NO	NO	0.0	0	.	0 - Normal
38	NO	NO	0.0	0	.	0 - Normal
39	NO	NO	0.0	0	.	0 - Normal
40	NO	NO	0.0	0	.	0 - Normal
41	NO	NO	0.0	0	.	0 - Normal
42	NO	NO	0.0	0	.	0 - Normal
43	NO	NO	0.0	0	.	0 - Normal
44	NO	NO	0.0	0	.	0 - Normal
45	NO	NO	0.0	0	.	0 - Normal
46	NO	NO	0.0	0	.	0 - Normal
47	NO	NO	0.0	0	.	0 - Normal
48	NO	NO	0.0	0	.	0 - Normal
49	NO	NO	0.0	0	.	0 - Normal
50	NO	NO	0.0	0	.	0 - Normal
51	NO	NO	0.0	0	.	0 - Normal
52	NO	NO	0.0	0	.	0 - Normal
53	NO	NO	0.0	0	.	0 - Normal
54	NO	NO	0.0	0	.	0 - Normal
55	NO	NO	0.0	0	.	0 - Normal
56	NO	NO	0.0	0	.	0 - Normal
57	NO	NO	0.0	0	.	0 - Normal
58	NO	NO	0.0	0	.	0 - Normal
59	NO	NO	0.0	0	.	0 - Normal
60	NO	NO	0.0	0	.	0 - Normal
61	NO	NO	0.0	0	.	0 - Normal
62	NO	NO	0.0	0	.	0 - Normal
63	NO	NO	0.0	0	.	0 - Normal
64	NO	NO	0.0	0	.	0 - Normal

Detector Names

Det 33: Detector 33	Det 49: Detector 49
Det 34: Detector 34	Det 50: Detector 50
Det 35: Detector 35	Det 51: Detector 51
Det 36: Detector 36	Det 52: Detector 52
Det 37: Detector 37	Det 53: Detector 53
Det 38: Detector 38	Det 54: Detector 54
Det 39: Detector 39	Det 55: Detector 55
Det 40: Detector 40	Det 56: Detector 56
Det 41: Detector 41	Det 57: Detector 57
Det 42: Detector 42	Det 58: Detector 58
Det 43: Detector 43	Det 59: Detector 59
Det 44: Detector 44	Det 60: Detector 60
Det 45: Detector 45	Det 61: Detector 61
Det 46: Detector 46	Det 62: Detector 62
Det 47: Detector 47	Det 63: Detector 63
Det 48: Detector 48	Det 64: Detector 64

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Detector Phase Assignment

	Phase											
Det.	1	2	3	4	5	6	7	8	9	10	11	12
1	X	.	.	.	.	.	.	.	.	.	.	.
2	.	X	.	.	.	.	.	.	.	.	.	.
3	.	.	X	.	.	.	.	.	.	.	.	.
4	.	.	.	X	.	.	.	.	.	.	.	.
5	.	.	.	.	X	.	.	.	.	.	.	.
6	.	.	.	.	.	X	.	.	.	.	.	.
7	.	.	.	.	.	.	X	.	.	.	.	.
8	.	.	.	.	.	.	.	X	.	.	.	.
9	.	.	.	.	.	.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.
15	.	.	.	.	.	.	.	.	.	.	.	.
16	.	.	.	.	.	.	.	.	.	.	.	.
17	.	.	.	.	.	.	.	.	.	.	.	.
18	.	.	.	.	.	.	.	.	.	.	.	.
19	.	.	.	.	.	.	.	.	.	.	.	.
20	.	.	.	.	.	.	.	.	.	.	.	.
21	.	.	.	.	.	.	.	.	.	.	.	.
22	.	.	.	.	.	.	.	.	.	.	.	.
23	.	.	.	.	.	.	.	.	.	.	.	.
24	.	.	.	.	.	.	.	.	.	.	.	.
25	.	.	.	.	.	.	.	.	.	.	.	.
26	.	.	.	.	.	.	.	.	.	.	.	.
27	.	.	.	.	.	.	.	.	.	.	.	.
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29	.	.	.	.	.	.	.	.	.	.	.	.
30	.	.	.	.	.	.	.	.	.	.	.	.
31	.	.	.	.	.	.	.	.	.	.	.	.
32	.	.	.	.	.	.	.	.	.	.	.	.

Detector Cross Switching

	Phase											
Det.	1	2	3	4	5	6	7	8	9	10	11	12
1	.	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.	.	.	.	.	.	.	.	.
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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	.	.	.	.	.	.	.	.	.	.	.	.
32	.	.	.	.	.	.	.	.	.	.	.	.

Detector Cross Switching

	Phase											
Det.	1	2	3	4	5	6	7	8	9	10	11	12
33	.	.	.	.	.	.	.	.	.	.	.	.
34	.	.	.	.	.	.	.	.	.	.	.	.
35	.	.	.	.	.	.	.	.	.	.	.	.
36	.	.	.	.	.	.	.	.	.	.	.	.
37	.	.	.	.	.	.	.	.	.	.	.	.
38	.	.	.	.	.	.	.	.	.	.	.	.
39	.	.	.	.	.	.	.	.	.	.	.	.
40	.	.	.	.	.	.	.	.	.	.	.	.
41	.	.	.	.	.	.	.	.	.	.	.	.
42	.	.	.	.	.	.	.	.	.	.	.	.
43	.	.	.	.	.	.	.	.	.	.	.	.
44	.	.	.	.	.	.	.	.	.	.	.	.
45	.	.	.	.	.	.	.	.	.	.	.	.
46	.	.	.	.	.	.	.	.	.	.	.	.
47	.	.	.	.	.	.	.	.	.	.	.	.
48	.	.	.	.	.	.	.	.	.	.	.	.
49	.	.	.	.	.	.	.	.	.	.	.	.
50	.	.	.	.	.	.	.	.	.	.	.	.
51	.	.	.	.	.	.	.	.	.	.	.	.
52	.	.	.	.	.	.	.	.	.	.	.	.
53	.	.	.	.	.	.	.	.	.	.	.	.
54	.	.	.	.	.	.	.	.	.	.	.	.
55	.	.	.	.	.	.	.	.	.	.	.	.
56	.	.	.	.	.	.	.	.	.	.	.	.
57	.	.	.	.	.	.	.	.	.	.	.	.
58	.	.	.	.	.	.	.	.	.	.	.	.
59	.	.	.	.	.	.	.	.	.	.	.	.
60	.	.	.	.	.	.	.	.	.	.	.	.
61	.	.	.	.	.	.	.	.	.	.	.	.
62	.	.	.	.	.	.	.	.	.	.	.	.
63	.	.	.	.	.	.	.	.	.	.	.	.
64	.	.	.	.	.	.	.	.	.	.	.	.

Ped/SD Local Assign,Log Interval

	Phase Ped Detector											
	1	2	3	4	5	6	7	8	9	10	11	12
Is Ped Detector No. . . .	1	2	3	4	5	6	7	8	9	10	11	12

	*Local System Detector No.															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Is Local Detector No. . .	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector Log Interval . . 0

*NOTE: System master designations cross referenced to local
system detector numbers are:
SDA1 = 1 & 9
SDA2 = 2 & 10
SDB1 = 3 & 11
SDB2 = 4 & 12
SDC1 = 5 & 13
SDC2 = 6 & 14
SDD1 = 7 & 15
SDD2 = 8 & 16

Diagnostic Plans/Fail Action

	Detector															
Plan	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
*Fail Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Detector															
Plan	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
1 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
*Fail Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

*NOTE: 0 = No Action, 1 = Min Recall, 2 = Max Recall in Effect
3 = Detector Fail Max Tiime from By-Phase Timing Data

Diagnostic Plans/Fail Action

Plan	Detector 33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
1 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
*Fail Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan	Detector 49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
1 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8 Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scaling	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
*Fail Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

*NOTE: 0 = No Action, 1 = Min Recall, 2 = Max Recall in Effect
3 = Detector Fail Max Tiime from By-Phase Timing Data

Ped Diagnostic Plans

Plan		1	2	3	4	5	6	7	8	9	10	11	12
1	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
2	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
3	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
4	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
5	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
6	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
7	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1
8	Diagnostic	0	0	0	0	0	0	0	0	0	0	0	0
	Scaling	1	1	1	1	1	1	1	1	1	1	1	1

Detector Diagnostic Intervals

Diagnostic Number	*No-Activity Diagnostic Interval	*Max Presence Diagnostic Interval	Erratic Counts
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0
25	0	0	0
26	0	0	0
27	0	0	0
28	0	0	0
29	0	0	0
30	0	0	0
31	0	0	0
32	0	0	0

*NOTE: Scaling is specified in each detector diagnostic plan.

Speed Detectors

	Local Speed Detector							
One Detector Speed:	1	2	3	4	5	6	7	8
Local Detector Number. . . .	0	0	0	0	0	0	0	0
Vehicle Length	0	0	0	0	0	0	0	0
Loop Length.	0	0	0	0	0	0	0	0
Two Detector Speed:								
Local Detector Number. . . .	0	0	0	0	0	0	0	0
Speed Trap Length.	0	0	0	0	0	0	0	0

	Local Speed Detector							
One Detector Speed:	9	10	11	12	13	14	15	16
Local Detector Number. . . .	0	0	0	0	0	0	0	0
Vehicle Length	0	0	0	0	0	0	0	0
Loop Length.	0	0	0	0	0	0	0	0
Two Detector Speed:								
Local Detector Number. . . .	0	0	0	0	0	0	0	0
Speed Trap Length.	0	0	0	0	0	0	0	0

Units. . . . . Inches

NOTE: Speed Detector 1 = STA, Speed Detector 2 = STB

Church Street Church Street & N. Decatur Rd* 3/8/2016 6:33

Coordinator Manual Command and Options

Manual Enable . . . . . Pattern 0

Split Units . . . . . Percent OffsetUnits . . . . . Percent
Interconnect Format . STD Interconnect Source . TLM
Transition. . . . . SMOOTH Dwell Period. 0
Resync Count. 0

Actuated Coord Phase . . . . Actuated Walk Rest . . . .
Inhibit Max Timing . . . . X Max 2 Select . . . . . .
Floating Force Off . . . . . Multisync. . . . . .

Split Demand:	Call	Time	Cyc Count	Phase 1	2	3	4	5	6	7	8	9	10	11	12
Demand 1 . .		0	0	.	.	.	.	.	.	.	.	.	.	.	.
Demand 2 . .		0	0	.	.	.	.	.	.	.	.	.	.	.	.

	Phase 1	2	3	4	5	6	7	8	9	10	11	12
Auto Permissive Min Green .	0	0	0	0	0	0	0	0	0	0	0	0

	A	B	C	D	E	F
Free Alternate Sequence . .	.	.	.	.	.	.

Coordination Patterns

Pattern 1
Cycle Length . . 100 COS 311
Offset 0
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 15 2- 39 3- 18 4- 28
Phase 5- 15 6- 39 7- 14 8- 32
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases		X				X						
Veh Recall												
Veh Max Recall												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 2
Cycle Length . . 120 COS 511
Offset 0
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 15 2- 32 3- 17 4- 36
Phase 5- 14 6- 33 7- 14 8- 39
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases		X				X						
Veh Recall												
Veh Max Recall												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 3
Cycle Length . . 120 COS 522
Offset 0
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 15 2- 32 3- 17 4- 36
Phase 5- 14 6- 33 7- 14 8- 39
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases		X				X						
Veh Recall												
Veh Max Recall												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Coordination Patterns

Pattern 4
Cycle Length . . 140 COS 611
Offset 51
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 19 2- 31 3- 19 4- 31
Phase 5- 14 6- 36 7- 12 8- 38
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 5
Cycle Length . . 140 COS 622
Offset 70
Vehicle Permissive . . [1] 0 [2] 0
Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
Splits: Phase 1- 18 2- 32 3- 18 4- 32
Phase 5- 18 6- 32 7- 14 8- 36
Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
Split Extension/Ring [1] 0 [2] 0
Split Demand Pattern [1] 0 [2] 0
XRT Pattern. . . 0

Phase Number:	1	2	3	4	5	6	7	8	9	10	11	12
Coord Phases . . .		X				X						
Veh Recall												
Veh Max Recall . .												
Ped Recall												
Veh Omit												

Alt Sequence . . A: . B: . C: . D: . E: . F: .

Preemptors

Preemptor 1

Active	Det Lock	Ped Dark
Priority Preemption	Yel-Red To Grn	Ped Active
Outputs Only During Hold	Flash All Outputs	Zero Ped Clr Time
Terminate Overlap ASAP	Terminate Phases	Ped Clr Thru Yel
Don't Override Flash	Duration Time 0	
Flash During Hold	Delay Time 0	
No CVM in Flash	Inhibit Time 0	
Fast Flash Grn on Hold Phase	Min Ped Clear 0	
Enable Max Time	Max Time 0	
	Exit Max 0	
	Min Hold Time 0	
	Hold Delay Time 0	

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases																
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Preemptor 2

Active	Det Lock	Ped Dark
Priority Preemption	Yel-Red To Grn	Ped Active
Outputs Only During Hold	Flash All Outputs	Zero Ped Clr Time
Terminate Overlap ASAP	Terminate Phases	Ped Clr Thru Yel
Don't Override Flash	Duration Time 0	
Flash During Hold	Delay Time 0	
No CVM in Flash	Inhibit Time 0	
Fast Flash Grn on Hold Phase	Min Ped Clear 0	
Enable Max Time	Max Time 0	
	Exit Max 0	
	Min Hold Time 0	
	Hold Delay Time 0	

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases																
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green
Linked Preemptor 0

Preemptors

Preemptor 3

Active	Det Lock.	Ped Dark . . . . .
Priority Preemption.	Yel-Red To Grn. . .	Ped Active . . . . .
Outputs Only During Hold . . .	Flash All Outputs .	Zero Ped Clr Time. .
Terminate Overlap ASAP	Terminate Phases. .	Ped Clr Thru Yel . .
Don't Override Flash	Duration Time. . . 0	
Flash During Hold.	Delay Time 0	
No CVM in Flash.	Inhibit Time . . . 0	
Fast Flash Grn on Hold Phase. .	Min Ped Clear. . . 0	
Enable Max Time.	Max Time 0	
	Exit Max 0	
	Min Hold Time. . . 0	
	Hold Delay Time. . 0	

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold.		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases																
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Preemptor 4

Active	Det Lock.	Ped Dark . . . . .
Priority Preemption.	Yel-Red To Grn. . .	Ped Active . . . . .
Outputs Only During Hold . . .	Flash All Outputs .	Zero Ped Clr Time. .
Terminate Overlap ASAP	Terminate Phases. .	Ped Clr Thru Yel . .
Don't Override Flash	Duration Time. . . 0	
Flash During Hold.	Delay Time 0	
No CVM in Flash.	Inhibit Time . . . 0	
Fast Flash Grn on Hold Phase. .	Min Ped Clear. . . 0	
Enable Max Time.	Max Time 0	
	Exit Max 0	
	Min Hold Time. . . 0	
	Hold Delay Time. . 0	

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold.		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases																
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Preemptors

Preemptor 5

Active	Det Lock.	Ped Dark . . . . .
Priority Preemption.	Yel-Red To Grn. . .	Ped Active . . . . .
Outputs Only During Hold . . .	Flash All Outputs .	Zero Ped Clr Time. .
Terminate Overlap ASAP	Terminate Phases. .	Ped Clr Thru Yel . .
Don't Override Flash	Duration Time. . . 0	
Flash During Hold.	Delay Time 0	
No CVM in Flash.	Inhibit Time . . . 0	
Fast Flash Grn on Hold Phase. .	Min Ped Clear. . . 0	
Enable Max Time.	Max Time 0	
	Exit Max 0	
	Min Hold Time. . . 0	
	Hold Delay Time. . 0	

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold.		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases																
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Preemptor 6

Active	Det Lock.	Ped Dark . . . . .
Priority Preemption.	Yel-Red To Grn. . .	Ped Active . . . . .
Outputs Only During Hold . . .	Flash All Outputs .	Zero Ped Clr Time. .
Terminate Overlap ASAP	Terminate Phases. .	Ped Clr Thru Yel . .
Don't Override Flash	Duration Time. . . 0	
Flash During Hold.	Delay Time 0	
No CVM in Flash.	Inhibit Time . . . 0	
Fast Flash Grn on Hold Phase. .	Min Ped Clear. . . 0	
Enable Max Time.	Max Time 0	
	Exit Max 0	
	Min Hold Time. . . 0	
	Hold Delay Time. . 0	

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold.		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases																
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Bus Preemptors

	Bus Preemptor 1	2	3	4
Preemptor Active	.	.	.	.
Detector Lock	.	.	.	.
Maximum Time	0	0	0	0
Reservice Time	0	0	0	0
Delay Time	0	0	0	0
Inhibit Time	0	0	0	0
Entrance Green	0	0	0	0
Entrance Ped Clearance	0	0	0	0
Entrance Yellow	0.0	0.0	0.0	0.0
Entrance Red	0.0	0.0	0.0	0.0
Minimum Hold Time	0	0	0	0

	Hold Phases 1	2	3	4	5	6	7	8	9	10	11	12
Preemptor 1	.	.	.	.	.	.	.	.	.	.	.	.
Preemptor 2	.	.	.	.	.	.	.	.	.	.	.	.
Preemptor 3	.	.	.	.	.	.	.	.	.	.	.	.
Preemptor 4	.	.	.	.	.	.	.	.	.	.	.	.

NIC/TOD Clock/Calendar

Manual NIC Program Step 0

Manual TOD Program Step 0

NIC Resync Time 0000

Sync Reference is . . . . . Reference Time

Week 1 Begins on 1st Sunday . . . . . NO If NO, then week containing Jan. 1

Disable Daylight Savings Time . . . . . NO

Daylight Savings
Begins Last Sunday in April . . . . . NO If NO, then first Sunday

Church Street Church Street & N. Decatur Rd* 3/8/2016 6:33

TOD Weekly/Yearly

Weekly Program Numbers

	1	2	3	4	5	6	7	8	9	10	
Sunday . . .	1	6	1	1	1	1	1	1	1	1	Program No.
Monday . . .	1	4	1	1	1	1	1	1	1	1	Program No.
Tuesday. . .	1	4	1	1	1	1	1	1	1	1	Program No.
Wednesday. .	1	4	1	1	1	1	1	1	1	1	Program No.
Thursday . .	1	4	1	1	1	1	1	1	1	1	Program No.
Friday . . .	1	4	1	1	1	1	1	1	1	1	Program No.
Saturday . .	1	5	1	1	1	1	1	1	1	1	Program No.

Week of Year

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Prog	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
Prog	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53
Prog	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

Holiday Programs

Holiday	Type	Month	Day of Week/ Day of Month	Week of Year/ Year	Program
1	Fixed	0	0	0	0
2	Fixed	0	0	0	0
3	Fixed	0	0	0	0
4	Fixed	0	0	0	0
5	Fixed	0	0	0	0
6	Fixed	0	0	0	0
7	Fixed	0	0	0	0
8	Fixed	0	0	0	0
9	Fixed	0	0	0	0
10	Fixed	0	0	0	0
11	Fixed	0	0	0	0
12	Fixed	0	0	0	0
13	Fixed	0	0	0	0
14	Fixed	0	0	0	0
15	Fixed	0	0	0	0
16	Fixed	0	0	0	0
17	Fixed	0	0	0	0
18	Fixed	0	0	0	0
19	Fixed	0	0	0	0
20	Fixed	0	0	0	0
21	Fixed	0	0	0	0
22	Fixed	0	0	0	0
23	Fixed	0	0	0	0
24	Fixed	0	0	0	0
25	Fixed	0	0	0	0
26	Fixed	0	0	0	0
27	Fixed	0	0	0	0
28	Fixed	0	0	0	0
29	Fixed	0	0	0	0
30	Fixed	0	0	0	0
31	Fixed	0	0	0	0
32	Fixed	0	0	0	0
33	Fixed	0	0	0	0
34	Fixed	0	0	0	0
35	Fixed	0	0	0	0
36	Fixed	0	0	0	0

NIC Program Steps

Step	Program	Step Begins	Pattern	Override
1	4	0000	0	NO
2	4	0600	4	NO
3	4	0900	2	NO
4	4	1100	3	NO
5	4	1400	5	NO
6	4	1830	3	NO
7	4	1930	1	NO
8	4	2100	0	NO
9	5	0000	0	NO
10	5	0700	3	NO
11	5	0800	3	NO
12	5	1930	1	NO
13	5	2200	0	NO
14	6	0000	0	NO
15	6	0900	1	NO
16	6	1800	0	NO

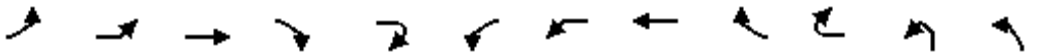
TOD Program Steps

Appendix G:
Synchro Outputs

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1202	107	14	628	19	21	31	15	27	64	20
Future Volume (veh/h)	22	1202	107	14	628	19	21	31	15	27	64	20
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	23	1239	110	15	654	20	26	38	19	29	70	22
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.81	0.81	0.81	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	2493	219	65	2576	78	83	101	42	72	117	33
Arrive On Green	0.79	0.79	0.79	0.79	0.79	0.79	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	29	3160	278	38	3265	99	371	961	396	292	1117	313
Grp Volume(v), veh/h	720	0	652	350	0	339	83	0	0	121	0	0
Grp Sat Flow(s),veh/h/ln	1821	0	1646	1724	0	1678	1728	0	0	1722	0	0
Q Serve(g_s), s	0.0	0.0	14.7	0.0	0.0	5.7	0.0	0.0	0.0	2.4	0.0	0.0
Cycle Q Clear(g_c), s	14.2	0.0	14.7	5.2	0.0	5.7	4.6	0.0	0.0	7.0	0.0	0.0
Prop In Lane	0.03		0.17	0.04		0.06	0.31		0.23	0.24		0.18
Lane Grp Cap(c), veh/h	1471	0	1299	1396	0	1324	226	0	0	223	0	0
V/C Ratio(X)	0.49	0.00	0.50	0.25	0.00	0.26	0.37	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	1471	0	1299	1396	0	1324	868	0	0	894	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	3.9	0.0	3.9	2.9	0.0	3.0	44.8	0.0	0.0	45.8	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	1.4	0.4	0.0	0.5	2.7	0.0	0.0	5.6	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	7.7	0.0	7.0	2.8	0.0	2.8	2.5	0.0	0.0	3.8	0.0	0.0
LnGrp Delay(d),s/veh	5.0	0.0	5.3	3.4	0.0	3.4	47.6	0.0	0.0	51.4	0.0	0.0
LnGrp LOS	A		A	A		A	D			D		
Approach Vol, veh/h		1372			689			83			121	
Approach Delay, s/veh		5.2			3.4			47.6			51.4	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		90.0		16.7		90.0		16.7
Change Period (Y+Rc), s		5.8		5.5		5.8		5.5
Max Green Setting (Gmax), s		84.2		54.5		84.2		54.5
Max Q Clear Time (g_c+I1), s		16.7		9.0		7.7		6.6
Green Ext Time (p_c), s		60.9		2.2		68.2		2.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.7
HCM 2010 LOS	A



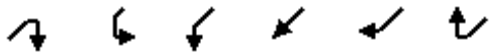
Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	3	455	696	16	29	7	190	389	49	40	17	19
Future Volume (vph)	3	455	696	16	29	7	190	389	49	40	17	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.5				6.8	6.8				6.8
Lane Util. Factor		1.00	0.95				1.00	0.95				1.00
Frt		1.00	0.99				1.00	0.97				1.00
Flt Protected		0.95	1.00				0.95	1.00				0.95
Satd. Flow (prot)		1770	3491				1770	3434				1770
Flt Permitted		0.95	1.00				0.95	1.00				0.56
Satd. Flow (perm)		1770	3491				1770	3434				1046
Peak-hour factor, PHF	0.50	0.91	0.91	0.91	0.50	0.92	0.77	0.92	0.92	0.77	0.82	0.67
Adj. Flow (vph)	6	500	765	18	58	8	247	423	53	52	21	28
RTOR Reduction (vph)	0	0	4	0	0	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	506	837	0	0	0	255	523	0	0	0	49
Turn Type	Prot	Prot	NA			Prot	Prot	NA			Perm	Perm
Protected Phases	7	7	4			3	3	8				
Permitted Phases											10	10
Actuated Green, G (s)		30.2	34.5				14.2	18.2				13.2
Effective Green, g (s)		30.2	34.5				14.2	18.2				13.2
Actuated g/C Ratio		0.20	0.23				0.09	0.12				0.09
Clearance Time (s)		6.8	6.5				6.8	6.8				6.8
Vehicle Extension (s)		3.0	2.5				3.0	3.5				3.0
Lane Grp Cap (vph)		356	802				167	416				92
v/s Ratio Prot		c0.29	0.24				0.14	c0.15				
v/s Ratio Perm												0.05
v/c Ratio		1.42	1.04				1.53	1.26				0.53
Uniform Delay, d1		59.9	57.8				67.9	65.9				65.4
Progression Factor		1.00	1.00				1.00	1.00				1.00
Incremental Delay, d2		205.4	43.8				265.1	133.7				5.8
Delay (s)		265.3	101.5				333.0	199.6				71.3
Level of Service		F	F				F	F				E
Approach Delay (s)			163.0					243.1				
Approach LOS			F					F				

Intersection Summary			
HCM 2000 Control Delay	141.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	34.3
Intersection Capacity Utilization	117.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER
Lane Configurations												
Traffic Volume (vph)	48	31	22	29	48	105	52	11	58	23	1370	249
Future Volume (vph)	48	31	22	29	48	105	52	11	58	23	1370	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8				6.8	6.8	6.8			6.8	7.1	
Lane Util. Factor	1.00				1.00	1.00	1.00			1.00	0.91	
Frt	0.92				1.00	1.00	0.85			1.00	0.97	
Flt Protected	1.00				0.95	1.00	1.00			0.95	1.00	
Satd. Flow (prot)	1710				1770	1863	1583			1770	4951	
Flt Permitted	1.00				0.48	1.00	1.00			0.95	1.00	
Satd. Flow (perm)	1710				889	1863	1583			1770	4951	
Peak-hour factor, PHF	0.82	0.82	0.67	0.93	0.82	0.93	0.93	0.82	0.86	0.95	0.95	0.86
Adj. Flow (vph)	59	38	33	31	59	113	56	13	67	24	1442	290
RTOR Reduction (vph)	8	0	0	0	0	0	63	0	0	0	1	0
Lane Group Flow (vph)	122	0	0	0	90	113	6	0	0	91	1748	0
Turn Type	NA			Perm	Perm	NA	Perm		Prot	Prot	NA	
Protected Phases	10					9			5	5	2	
Permitted Phases				9	9		9					
Actuated Green, G (s)	13.2				13.2	13.2	13.2			6.2	47.9	
Effective Green, g (s)	13.2				13.2	13.2	13.2			6.2	47.9	
Actuated g/C Ratio	0.09				0.09	0.09	0.09			0.04	0.32	
Clearance Time (s)	6.8				6.8	6.8	6.8			6.8	7.1	
Vehicle Extension (s)	3.0				3.0	3.0	3.0			2.5	5.3	
Lane Grp Cap (vph)	150				78	163	139			73	1581	
v/s Ratio Prot	0.07					0.06				0.05	c0.35	
v/s Ratio Perm					c0.10		0.00					
v/c Ratio	0.81				1.15	0.69	0.04			1.25	1.11	
Uniform Delay, d1	67.2				68.4	66.4	62.6			71.9	51.0	
Progression Factor	1.00				1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	27.3				149.4	12.0	0.1			185.5	57.5	
Delay (s)	94.5				217.8	78.5	62.8			257.4	108.5	
Level of Service	F				F	E	E			F	F	
Approach Delay (s)	88.1					120.6					115.9	
Approach LOS	F					F					F	

Intersection Summary



Movement	NER2	SWL2	SWL	SWT	SWR	SWR2
Lane Configurations						
Traffic Volume (vph)	16	45	84	820	235	14
Future Volume (vph)	16	45	84	820	235	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.8	6.7	6.7	
Lane Util. Factor			1.00	0.86	0.86	
Frt			1.00	0.99	0.85	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1770	4757	1362	
Flt Permitted			0.95	1.00	1.00	
Satd. Flow (perm)			1770	4757	1362	
Peak-hour factor, PHF	0.95	0.72	0.91	0.91	0.72	0.91
Adj. Flow (vph)	17	62	92	901	326	15
RTOR Reduction (vph)	0	0	0	0	153	0
Lane Group Flow (vph)	0	0	155	966	123	0
Turn Type		Prot	Prot	NA	Perm	
Protected Phases		1	1	6		
Permitted Phases					6	
Actuated Green, G (s)			6.2	48.3	48.3	
Effective Green, g (s)			6.2	48.3	48.3	
Actuated g/C Ratio			0.04	0.32	0.32	
Clearance Time (s)			6.8	6.7	6.7	
Vehicle Extension (s)			2.5	5.6	5.6	
Lane Grp Cap (vph)			73	1531	438	
v/s Ratio Prot			c0.09	0.20		
v/s Ratio Perm					0.09	
v/c Ratio			2.12	0.63	0.28	
Uniform Delay, d1			71.9	43.3	37.9	
Progression Factor			0.95	0.94	1.69	
Incremental Delay, d2			547.7	1.3	0.9	
Delay (s)			615.8	41.9	65.1	
Level of Service			F	D	E	
Approach Delay (s)				110.2		
Approach LOS				F		

Intersection Summary

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	815	1894	5	620	1165
Future Volume (vph)	0	815	1894	5	620	1165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	6.5		5.7	4.0
Lane Util. Factor		0.88	0.91		0.97	0.91
Frt		0.85	1.00		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		2787	5083		3433	5085
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		2787	5083		3433	5085
Peak-hour factor, PHF	0.91	0.91	0.95	0.95	0.87	0.87
Adj. Flow (vph)	0	896	1994	5	713	1339
RTOR Reduction (vph)	0	7	0	0	0	0
Lane Group Flow (vph)	0	889	1999	0	713	1339
Turn Type		Prot	NA		Prot	NA
Protected Phases		2	4		6	Free
Permitted Phases						
Actuated Green, G (s)		58.0	81.5		56.3	150.0
Effective Green, g (s)		58.0	81.5		56.3	150.0
Actuated g/C Ratio		0.39	0.54		0.38	1.00
Clearance Time (s)		4.0	6.5		5.7	
Vehicle Extension (s)		5.4	4.5		5.4	
Lane Grp Cap (vph)		1077	2761		1288	5085
v/s Ratio Prot		c0.32	c0.39		0.21	0.26
v/s Ratio Perm						
v/c Ratio		0.83	0.72		0.55	0.26
Uniform Delay, d1		41.4	25.8		36.9	0.0
Progression Factor		1.00	0.21		1.15	1.00
Incremental Delay, d2		7.2	0.1		1.6	0.1
Delay (s)		48.7	5.6		44.0	0.1
Level of Service		D	A		D	A
Approach Delay (s)	48.7		5.6			15.4
Approach LOS	D		A			B

Intersection Summary			
HCM 2000 Control Delay	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	54	1106	2590	33	603	1727
Future Volume (vph)	54	1106	2590	33	603	1727
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	6.6	6.5		6.6	6.2
Lane Util. Factor	1.00	0.88	0.91		0.97	0.91
Frt	1.00	0.85	1.00		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	2787	5076		3433	5085
Flt Permitted	0.41	1.00	1.00		0.95	1.00
Satd. Flow (perm)	760	2787	5076		3433	5085
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.92	0.92
Adj. Flow (vph)	55	1129	2643	34	655	1877
RTOR Reduction (vph)	0	1	1	0	0	0
Lane Group Flow (vph)	55	1128	2676	0	655	1877
Turn Type	Perm	pm+ov	NA		Prot	NA
Protected Phases		5	6		5	2
Permitted Phases	8	8				
Actuated Green, G (s)	16.9	53.2	77.5		36.3	120.7
Effective Green, g (s)	16.9	53.2	77.5		36.3	120.7
Actuated g/C Ratio	0.11	0.35	0.52		0.24	0.80
Clearance Time (s)	6.2	6.6	6.5		6.6	6.2
Vehicle Extension (s)	3.0	3.0	5.0		3.0	4.8
Lane Grp Cap (vph)	85	988	2622		830	4091
v/s Ratio Prot		c0.28	c0.53		0.19	0.37
v/s Ratio Perm	0.07	0.13				
v/c Ratio	0.65	1.14	1.02		0.79	0.46
Uniform Delay, d1	63.7	48.4	36.2		53.3	4.5
Progression Factor	1.00	1.00	0.90		1.00	1.00
Incremental Delay, d2	15.7	76.2	19.5		5.0	0.4
Delay (s)	79.4	124.6	52.1		58.3	4.9
Level of Service	E	F	D		E	A
Approach Delay (s)	122.5		52.1			18.7
Approach LOS	F		D			B

Intersection Summary			
HCM 2000 Control Delay	51.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	19.3
Intersection Capacity Utilization	100.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	801	175	140	413	133	130	723	233	159	440	110
Future Volume (veh/h)	68	801	175	140	413	133	130	723	233	159	440	110
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	72	843	0	161	475	0	146	812	262	175	484	121
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.87	0.87	0.87	0.89	0.89	0.89	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	1324	592	186	1509	675	322	969	434	232	1007	450
Arrive On Green	0.05	0.37	0.00	0.10	0.43	0.00	0.07	0.27	0.27	0.08	0.28	0.28
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	72	843	0	161	475	0	146	812	262	175	484	121
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	5.6	27.4	0.0	12.5	12.4	0.0	8.2	30.3	20.2	9.8	15.9	8.3
Cycle Q Clear(g_c), s	5.6	27.4	0.0	12.5	12.4	0.0	8.2	30.3	20.2	9.8	15.9	8.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	93	1324	592	186	1509	675	322	969	434	232	1007	450
V/C Ratio(X)	0.78	0.64	0.00	0.87	0.31	0.00	0.45	0.84	0.60	0.76	0.48	0.27
Avail Cap(c_a), veh/h	255	1324	592	255	1509	675	435	1107	495	263	1007	450
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)	0.90	0.90	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.81	0.81	0.81
Uniform Delay (d), s/veh	65.5	36.0	0.0	61.7	26.6	0.0	33.3	47.9	44.2	36.5	41.5	38.8
Incr Delay (d2), s/veh	16.1	2.1	0.0	18.5	0.2	0.0	0.7	5.0	1.3	7.1	0.2	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	3.2	13.7	0.0	7.1	6.1	0.0	4.0	15.4	8.9	5.2	7.8	3.7
LnGrp Delay(d),s/veh	81.6	38.1	0.0	80.2	26.8	0.0	34.1	52.9	45.5	43.6	41.7	39.0
LnGrp LOS	F	D		F	C		C	D	D	D	D	D
Approach Vol, veh/h		915			636			1220			780	
Approach Delay, s/veh		41.5			40.3			49.0			41.7	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.5	58.4	16.1	46.0	12.2	65.7	17.5	44.5
Change Period (Y+Rc), s	* 4.9	6.0	* 5.7	6.2	* 4.9	6.0	* 5.7	6.2
Max Green Setting (Gmax), s	* 20	39.0	* 19	38.8	* 20	39.0	* 14	43.8
Max Q Clear Time (g_c+I1), s	14.5	29.4	10.2	17.9	7.6	14.4	11.8	32.3
Green Ext Time (p_c), s	0.2	7.7	0.2	9.4	0.2	16.4	0.0	6.1

Intersection Summary	
HCM 2010 Ctrl Delay	43.9
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1038	43	44	632	46	39
Future Volume (veh/h)	1038	43	44	632	46	39
Number	6	16	5	2	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	1093	45	51	726	50	42
Adj No. of Lanes	2	1	1	2	1	1
Peak Hour Factor	0.95	0.95	0.87	0.87	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1945	870	404	2502	127	194
Arrive On Green	0.55	0.55	0.05	0.71	0.07	0.07
Sat Flow, veh/h	3632	1583	1774	3632	1774	1583
Grp Volume(v), veh/h	1093	45	51	726	50	42
Grp Sat Flow(s),veh/h/ln	1770	1583	1774	1770	1774	1583
Q Serve(g_s), s	10.2	0.7	0.5	3.8	1.4	1.2
Cycle Q Clear(g_c), s	10.2	0.7	0.5	3.8	1.4	1.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1945	870	404	2502	127	194
V/C Ratio(X)	0.56	0.05	0.13	0.29	0.39	0.22
Avail Cap(c_a), veh/h	2014	901	650	3064	526	549
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	7.4	5.3	5.0	2.7	22.4	20.0
Incr Delay (d2), s/veh	0.4	0.0	0.1	0.1	2.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.3	0.3	1.8	0.7	1.1
LnGrp Delay(d),s/veh	7.9	5.3	5.2	2.8	24.4	20.6
LnGrp LOS	A	A	A	A	C	C
Approach Vol, veh/h	1138			777	92	
Approach Delay, s/veh	7.8			3.0	22.7	
Approach LOS	A			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		42.0		8.6	8.0	34.0		
Change Period (Y+Rc), s		* 6.2		5.0	* 5.4	* 6.2		
Max Green Setting (Gmax), s		* 44		15.0	* 9.6	* 29		
Max Q Clear Time (g_c+I1), s		5.8		3.4	2.5	12.2		
Green Ext Time (p_c), s		29.9		0.2	0.0	14.7		

Intersection Summary	
HCM 2010 Ctrl Delay	6.6
HCM 2010 LOS	A

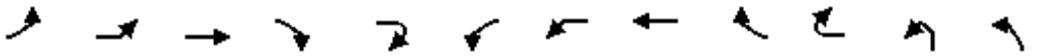
Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1202	107	14	628	19	21	31	15	27	64	20
Future Volume (veh/h)	22	1202	107	14	628	19	21	31	15	27	64	20
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	23	1239	110	15	654	20	26	38	19	29	70	22
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.81	0.81	0.81	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	2493	219	65	2576	78	83	101	42	72	117	33
Arrive On Green	0.79	0.79	0.79	0.79	0.79	0.79	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	29	3160	278	38	3265	99	371	961	396	292	1117	313
Grp Volume(v), veh/h	720	0	652	350	0	339	83	0	0	121	0	0
Grp Sat Flow(s),veh/h/ln	1821	0	1646	1724	0	1678	1728	0	0	1722	0	0
Q Serve(g_s), s	0.0	0.0	14.7	0.0	0.0	5.7	0.0	0.0	0.0	2.4	0.0	0.0
Cycle Q Clear(g_c), s	14.2	0.0	14.7	5.2	0.0	5.7	4.6	0.0	0.0	7.0	0.0	0.0
Prop In Lane	0.03		0.17	0.04		0.06	0.31		0.23	0.24		0.18
Lane Grp Cap(c), veh/h	1471	0	1299	1396	0	1324	226	0	0	223	0	0
V/C Ratio(X)	0.49	0.00	0.50	0.25	0.00	0.26	0.37	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	1471	0	1299	1396	0	1324	868	0	0	894	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	3.9	0.0	3.9	2.9	0.0	3.0	44.8	0.0	0.0	45.8	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	1.4	0.4	0.0	0.5	2.7	0.0	0.0	5.6	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	7.7	0.0	7.0	2.8	0.0	2.8	2.5	0.0	0.0	3.8	0.0	0.0
LnGrp Delay(d),s/veh	5.0	0.0	5.3	3.4	0.0	3.4	47.6	0.0	0.0	51.4	0.0	0.0
LnGrp LOS	A		A	A		A	D			D		
Approach Vol, veh/h		1372			689			83			121	
Approach Delay, s/veh		5.2			3.4			47.6			51.4	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		90.0		16.7		90.0		16.7
Change Period (Y+Rc), s		5.8		5.5		5.8		5.5
Max Green Setting (Gmax), s		84.2		54.5		84.2		54.5
Max Q Clear Time (g_c+I1), s		16.7		9.0		7.7		6.6
Green Ext Time (p_c), s		60.9		2.2		68.2		2.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.7
HCM 2010 LOS	A



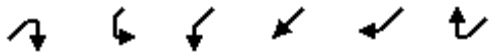
Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	3	455	696	16	29	7	190	389	49	40	17	19
Future Volume (vph)	3	455	696	16	29	7	190	389	49	40	17	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.5				6.8	6.8				6.8
Lane Util. Factor		1.00	0.95				1.00	0.95				1.00
Frt		1.00	0.99				1.00	0.97				1.00
Flt Protected		0.95	1.00				0.95	1.00				0.95
Satd. Flow (prot)		1770	3491				1770	3434				1770
Flt Permitted		0.95	1.00				0.95	1.00				0.56
Satd. Flow (perm)		1770	3491				1770	3434				1046
Peak-hour factor, PHF	0.50	0.91	0.91	0.91	0.50	0.92	0.77	0.92	0.92	0.77	0.82	0.67
Adj. Flow (vph)	6	500	765	18	58	8	247	423	53	52	21	28
RTOR Reduction (vph)	0	0	4	0	0	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	506	837	0	0	0	255	523	0	0	0	49
Turn Type	Prot	Prot	NA			Prot	Prot	NA			Perm	Perm
Protected Phases	7	7	4			3	3	8				
Permitted Phases											10	10
Actuated Green, G (s)		30.2	34.5				14.2	18.2				13.2
Effective Green, g (s)		30.2	34.5				14.2	18.2				13.2
Actuated g/C Ratio		0.20	0.23				0.09	0.12				0.09
Clearance Time (s)		6.8	6.5				6.8	6.8				6.8
Vehicle Extension (s)		3.0	2.5				3.0	3.5				3.0
Lane Grp Cap (vph)		356	802				167	416				92
v/s Ratio Prot		c0.29	0.24				0.14	c0.15				
v/s Ratio Perm												0.05
v/c Ratio		1.42	1.04				1.53	1.26				0.53
Uniform Delay, d1		59.9	57.8				67.9	65.9				65.4
Progression Factor		1.00	1.00				1.00	1.00				1.00
Incremental Delay, d2		205.4	43.8				265.1	133.7				5.8
Delay (s)		265.3	101.5				333.0	199.6				71.3
Level of Service		F	F				F	F				E
Approach Delay (s)			163.0					243.1				
Approach LOS			F					F				

Intersection Summary			
HCM 2000 Control Delay	141.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	34.3
Intersection Capacity Utilization	117.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER
Lane Configurations												
Traffic Volume (vph)	48	31	22	29	48	105	52	11	58	23	1370	249
Future Volume (vph)	48	31	22	29	48	105	52	11	58	23	1370	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8				6.8	6.8	6.8			6.8	7.1	
Lane Util. Factor	1.00				1.00	1.00	1.00			1.00	0.91	
Frt	0.92				1.00	1.00	0.85			1.00	0.97	
Flt Protected	1.00				0.95	1.00	1.00			0.95	1.00	
Satd. Flow (prot)	1710				1770	1863	1583			1770	4951	
Flt Permitted	1.00				0.48	1.00	1.00			0.95	1.00	
Satd. Flow (perm)	1710				889	1863	1583			1770	4951	
Peak-hour factor, PHF	0.82	0.82	0.67	0.93	0.82	0.93	0.93	0.82	0.86	0.95	0.95	0.86
Adj. Flow (vph)	59	38	33	31	59	113	56	13	67	24	1442	290
RTOR Reduction (vph)	8	0	0	0	0	0	63	0	0	0	1	0
Lane Group Flow (vph)	122	0	0	0	90	113	6	0	0	91	1748	0
Turn Type	NA			Perm	Perm	NA	Perm		Prot	Prot	NA	
Protected Phases	10					9			5	5	2	
Permitted Phases				9	9		9					
Actuated Green, G (s)	13.2				13.2	13.2	13.2			6.2	47.9	
Effective Green, g (s)	13.2				13.2	13.2	13.2			6.2	47.9	
Actuated g/C Ratio	0.09				0.09	0.09	0.09			0.04	0.32	
Clearance Time (s)	6.8				6.8	6.8	6.8			6.8	7.1	
Vehicle Extension (s)	3.0				3.0	3.0	3.0			2.5	5.3	
Lane Grp Cap (vph)	150				78	163	139			73	1581	
v/s Ratio Prot	0.07					0.06				0.05	c0.35	
v/s Ratio Perm					c0.10		0.00					
v/c Ratio	0.81				1.15	0.69	0.04			1.25	1.11	
Uniform Delay, d1	67.2				68.4	66.4	62.6			71.9	51.0	
Progression Factor	1.00				1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	27.3				149.4	12.0	0.1			185.5	57.5	
Delay (s)	94.5				217.8	78.5	62.8			257.4	108.5	
Level of Service	F				F	E	E			F	F	
Approach Delay (s)	88.1					120.6					115.9	
Approach LOS	F					F					F	

Intersection Summary



Movement	NER2	SWL2	SWL	SWT	SWR	SWR2
Lane Configurations						
Traffic Volume (vph)	16	45	84	820	235	14
Future Volume (vph)	16	45	84	820	235	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.8	6.7	6.7	
Lane Util. Factor			1.00	0.86	0.86	
Frt			1.00	0.99	0.85	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1770	4757	1362	
Flt Permitted			0.95	1.00	1.00	
Satd. Flow (perm)			1770	4757	1362	
Peak-hour factor, PHF	0.95	0.72	0.91	0.91	0.72	0.91
Adj. Flow (vph)	17	62	92	901	326	15
RTOR Reduction (vph)	0	0	0	0	153	0
Lane Group Flow (vph)	0	0	155	966	123	0
Turn Type		Prot	Prot	NA	Perm	
Protected Phases		1	1	6		
Permitted Phases					6	
Actuated Green, G (s)			6.2	48.3	48.3	
Effective Green, g (s)			6.2	48.3	48.3	
Actuated g/C Ratio			0.04	0.32	0.32	
Clearance Time (s)			6.8	6.7	6.7	
Vehicle Extension (s)			2.5	5.6	5.6	
Lane Grp Cap (vph)			73	1531	438	
v/s Ratio Prot			c0.09	0.20		
v/s Ratio Perm					0.09	
v/c Ratio			2.12	0.63	0.28	
Uniform Delay, d1			71.9	43.3	37.9	
Progression Factor			0.90	0.86	1.79	
Incremental Delay, d2			547.7	1.3	0.9	
Delay (s)			612.0	38.3	68.9	
Level of Service			F	D	E	
Approach Delay (s)				108.0		
Approach LOS				F		

Intersection Summary

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	815	1894	5	620	1165
Future Volume (vph)	0	815	1894	5	620	1165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	6.5		5.7	4.0
Lane Util. Factor		0.88	0.91		0.97	0.91
Frt		0.85	1.00		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		2787	5083		3433	5085
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		2787	5083		3433	5085
Peak-hour factor, PHF	0.91	0.91	0.95	0.95	0.87	0.87
Adj. Flow (vph)	0	896	1994	5	713	1339
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	896	1999	0	713	1339
Turn Type		Prot	NA		Prot	NA
Protected Phases		2	4		6	Free
Permitted Phases						
Actuated Green, G (s)		86.0	53.5		84.3	150.0
Effective Green, g (s)		86.0	53.5		84.3	150.0
Actuated g/C Ratio		0.57	0.36		0.56	1.00
Clearance Time (s)		4.0	6.5		5.7	
Vehicle Extension (s)		5.4	4.5		5.4	
Lane Grp Cap (vph)		1597	1812		1929	5085
v/s Ratio Prot		c0.32	c0.39		0.21	0.26
v/s Ratio Perm						
v/c Ratio		0.56	1.10		0.37	0.26
Uniform Delay, d1		20.1	48.2		18.2	0.0
Progression Factor		1.00	0.56		0.96	1.00
Incremental Delay, d2		1.4	47.4		0.5	0.1
Delay (s)		21.6	74.3		18.0	0.1
Level of Service		C	E		B	A
Approach Delay (s)	21.6		74.3			6.3
Approach LOS	C		E			A

Intersection Summary			
HCM 2000 Control Delay	36.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	54	0	1106	9	0	1	0	2590	33	603	1727	6
Future Volume (veh/h)	54	0	1106	9	0	1	0	2590	33	603	1727	6
Number	3	8	18	7	4	14	1	6	16	5	2	12
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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	55	0	1129	14	0	2	0	2643	34	655	1877	7
Adj No. of Lanes	0	1	2	0	1	0	0	3	0	2	3	0
Peak Hour Factor	0.98	0.98	0.98	0.63	0.63	0.63	0.98	0.98	0.98	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	0	294	71	0	10	24	3078	41	307	3755	14
Arrive On Green	0.11	0.00	0.11	0.05	0.00	0.05	0.00	0.19	0.19	0.09	0.72	0.72
Sat Flow, veh/h	1774	0	2787	1529	0	218	0	5342	66	3442	5230	20
Grp Volume(v), veh/h	55	0	1129	16	0	0	0	1729	948	655	1217	667
Grp Sat Flow(s),veh/h/ln	1774	0	1393	1748	0	0	0	1695	1851	1721	1695	1859
Q Serve(g_s), s	4.3	0.0	15.8	1.3	0.0	0.0	0.0	62.3	59.1	13.4	23.7	23.7
Cycle Q Clear(g_c), s	4.3	0.0	15.8	1.3	0.0	0.0	0.0	62.3	59.1	13.4	23.7	23.7
Prop In Lane	1.00		1.00	0.87		0.12	0.00		0.04	1.00		0.01
Lane Grp Cap(c), veh/h	187	0	294	82	0	0	0	0	0	307	2434	1335
V/C Ratio(X)	0.29	0.00	3.85	0.20	0.00	0.00	0.00	0.00	0.00	2.13	0.50	0.50
Avail Cap(c_a), veh/h	187	0	294	96	0	0	0	0	0	307	2434	1335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.24	0.24	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.0	0.0	67.1	68.8	0.0	0.0	0.0	0.0	0.0	68.3	9.3	9.3
Incr Delay (d2), s/veh	0.9	0.0	1289.1	1.2	0.0	0.0	0.0	0.0	0.0	519.5	0.7	1.3
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	2.2	0.0	58.6	0.7	0.0	0.0	0.0	0.0	0.0	28.5	11.2	12.5
LnGrp Delay(d),s/veh	62.8	0.0	1356.2	70.0	0.0	0.0	0.0	0.0	0.0	587.8	10.0	10.6
LnGrp LOS	E		F	E						F	B	B
Approach Vol, veh/h		1184			16			2677			2539	
Approach Delay, s/veh		1296.1			70.0			0.0			159.2	
Approach LOS		F			E			A			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		114.2		13.8	20.0	94.2		22.0
Change Period (Y+Rc), s		* 6.5		* 6.8	6.6	* 6.5		6.2
Max Green Setting (Gmax), s		* 1.1E2		* 8.2	13.4	* 87		15.8
Max Q Clear Time (g_c+I1), s		25.7		3.3	15.4	64.3		17.8
Green Ext Time (p_c), s		80.7		0.0	0.0	22.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	302.4
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	801	175	140	413	133	130	723	233	159	440	110
Future Volume (veh/h)	68	801	175	140	413	133	130	723	233	159	440	110
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	72	843	0	161	475	0	146	812	262	175	484	121
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.87	0.87	0.87	0.89	0.89	0.89	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	1324	592	186	1509	675	322	969	434	232	1007	450
Arrive On Green	0.05	0.37	0.00	0.10	0.43	0.00	0.07	0.27	0.27	0.08	0.28	0.28
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	72	843	0	161	475	0	146	812	262	175	484	121
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	5.6	27.4	0.0	12.5	12.4	0.0	8.2	30.3	20.2	9.8	15.9	8.3
Cycle Q Clear(g_c), s	5.6	27.4	0.0	12.5	12.4	0.0	8.2	30.3	20.2	9.8	15.9	8.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	93	1324	592	186	1509	675	322	969	434	232	1007	450
V/C Ratio(X)	0.78	0.64	0.00	0.87	0.31	0.00	0.45	0.84	0.60	0.76	0.48	0.27
Avail Cap(c_a), veh/h	255	1324	592	255	1509	675	435	1107	495	263	1007	450
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)	0.90	0.90	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	65.5	36.0	0.0	61.7	26.6	0.0	33.3	47.9	44.2	36.5	41.5	38.8
Incr Delay (d2), s/veh	16.1	2.1	0.0	18.5	0.2	0.0	0.7	5.0	1.3	8.1	0.2	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	3.2	13.7	0.0	7.1	6.1	0.0	4.0	15.4	8.9	5.3	7.8	3.7
LnGrp Delay(d),s/veh	81.6	38.1	0.0	80.2	26.8	0.0	34.1	52.9	45.5	44.6	41.8	39.0
LnGrp LOS	F	D		F	C		C	D	D	D	D	D
Approach Vol, veh/h		915			636			1220			780	
Approach Delay, s/veh		41.5			40.3			49.0			42.0	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.5	58.4	16.1	46.0	12.2	65.7	17.5	44.5
Change Period (Y+Rc), s	* 4.9	6.0	* 5.7	6.2	* 4.9	6.0	* 5.7	6.2
Max Green Setting (Gmax), s	* 20	39.0	* 19	38.8	* 20	39.0	* 14	43.8
Max Q Clear Time (g_c+I1), s	14.5	29.4	10.2	17.9	7.6	14.4	11.8	32.3
Green Ext Time (p_c), s	0.2	7.7	0.2	9.4	0.2	16.4	0.0	6.1

Intersection Summary	
HCM 2010 Ctrl Delay	44.0
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1038	43	44	632	46	39
Future Volume (veh/h)	1038	43	44	632	46	39
Number	6	16	5	2	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	1093	45	51	726	50	42
Adj No. of Lanes	2	1	1	2	1	1
Peak Hour Factor	0.95	0.95	0.87	0.87	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1945	870	404	2502	127	194
Arrive On Green	0.55	0.55	0.05	0.71	0.07	0.07
Sat Flow, veh/h	3632	1583	1774	3632	1774	1583
Grp Volume(v), veh/h	1093	45	51	726	50	42
Grp Sat Flow(s),veh/h/ln	1770	1583	1774	1770	1774	1583
Q Serve(g_s), s	10.2	0.7	0.5	3.8	1.4	1.2
Cycle Q Clear(g_c), s	10.2	0.7	0.5	3.8	1.4	1.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1945	870	404	2502	127	194
V/C Ratio(X)	0.56	0.05	0.13	0.29	0.39	0.22
Avail Cap(c_a), veh/h	2014	901	650	3064	526	549
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	7.4	5.3	5.0	2.7	22.4	20.0
Incr Delay (d2), s/veh	0.4	0.0	0.1	0.1	2.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.3	0.3	1.8	0.7	1.1
LnGrp Delay(d),s/veh	7.9	5.3	5.2	2.8	24.4	20.6
LnGrp LOS	A	A	A	A	C	C
Approach Vol, veh/h	1138			777	92	
Approach Delay, s/veh	7.8			3.0	22.7	
Approach LOS	A			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		42.0		8.6	8.0	34.0		
Change Period (Y+Rc), s		* 6.2		5.0	* 5.4	* 6.2		
Max Green Setting (Gmax), s		* 44		15.0	* 9.6	* 29		
Max Q Clear Time (g_c+I1), s		5.8		3.4	2.5	12.2		
Green Ext Time (p_c), s		29.9		0.2	0.0	14.7		

Intersection Summary	
HCM 2010 Ctrl Delay	6.6
HCM 2010 LOS	A

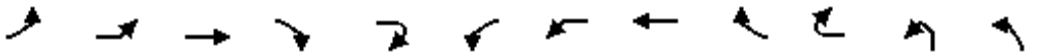
Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	514	14	15	1479	12	108	44	7	18	49	53
Future Volume (veh/h)	19	514	14	15	1479	12	108	44	7	18	49	53
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	22	598	16	17	1643	13	126	51	8	27	73	79
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.90	0.90	0.90	0.86	0.86	0.86	0.67	0.67	0.67
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	2053	57	42	2453	19	208	77	11	68	161	153
Arrive On Green	0.70	0.70	0.70	0.70	0.70	0.70	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	61	2919	80	16	3487	28	777	381	52	164	796	758
Grp Volume(v), veh/h	302	0	334	874	0	799	185	0	0	179	0	0
Grp Sat Flow(s),veh/h/ln	1379	0	1681	1841	0	1690	1211	0	0	1718	0	0
Q Serve(g_s), s	2.1	0.0	8.8	0.0	0.0	31.8	7.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	33.9	0.0	8.8	31.4	0.0	31.8	18.2	0.0	0.0	11.0	0.0	0.0
Prop In Lane	0.07		0.05	0.02		0.02	0.68		0.04	0.15		0.44
Lane Grp Cap(c), veh/h	1003	0	1182	1326	0	1189	295	0	0	382	0	0
V/C Ratio(X)	0.30	0.00	0.28	0.66	0.00	0.67	0.63	0.00	0.00	0.47	0.00	0.00
Avail Cap(c_a), veh/h	1003	0	1182	1326	0	1189	643	0	0	797	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	6.6	0.0	6.6	9.9	0.0	10.0	45.8	0.0	0.0	42.5	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.6	2.6	0.0	3.0	5.9	0.0	0.0	2.5	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	3.7	0.0	4.3	17.0	0.0	15.6	6.3	0.0	0.0	5.5	0.0	0.0
LnGrp Delay(d),s/veh	7.4	0.0	7.2	12.5	0.0	13.0	51.7	0.0	0.0	44.9	0.0	0.0
LnGrp LOS	A		A	B		B	D			D		
Approach Vol, veh/h		636			1673			185			179	
Approach Delay, s/veh		7.3			12.8			51.7			44.9	
Approach LOS		A			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		90.0		29.7		90.0		29.7
Change Period (Y+Rc), s		5.8		5.5		5.8		5.5
Max Green Setting (Gmax), s		84.2		54.5		84.2		54.5
Max Q Clear Time (g_c+I1), s		35.9		13.0		33.8		20.2
Green Ext Time (p_c), s		46.6		4.2		48.6		4.0

Intersection Summary	
HCM 2010 Ctrl Delay	16.3
HCM 2010 LOS	B



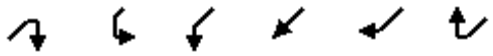
Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	1	162	464	4	13	8	239	740	17	67	27	16
Future Volume (vph)	1	162	464	4	13	8	239	740	17	67	27	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.1	6.5				7.1	6.8				6.8
Lane Util. Factor		1.00	0.95				1.00	0.95				1.00
Frt		1.00	0.99				1.00	0.98				1.00
Flt Protected		0.95	1.00				0.95	1.00				0.95
Satd. Flow (prot)		1770	3514				1770	3473				1770
Flt Permitted		0.95	1.00				0.95	1.00				0.72
Satd. Flow (perm)		1770	3514				1770	3473				1343
Peak-hour factor, PHF	0.90	0.60	0.90	0.90	0.60	0.92	0.70	0.92	0.92	0.70	0.78	0.88
Adj. Flow (vph)	1	270	516	4	22	9	341	804	18	96	35	18
RTOR Reduction (vph)	0	0	2	0	0	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	271	540	0	0	0	350	912	0	0	0	53
Turn Type	Prot	Prot	NA			Prot	Prot	NA			Perm	Perm
Protected Phases	7	7	4			3	3	8				
Permitted Phases											10	10
Actuated Green, G (s)		9.9	25.5				17.9	33.2				11.9
Effective Green, g (s)		9.9	25.5				17.9	33.2				11.9
Actuated g/C Ratio		0.07	0.17				0.12	0.22				0.08
Clearance Time (s)		7.1	6.5				7.1	6.8				6.8
Vehicle Extension (s)		3.0	2.5				3.0	3.5				3.0
Lane Grp Cap (vph)		116	597				211	768				106
v/s Ratio Prot		0.15	0.15				c0.20	c0.26				
v/s Ratio Perm												0.04
v/c Ratio		2.34	0.91				1.66	1.19				0.50
Uniform Delay, d1		70.0	61.1				66.0	58.4				66.2
Progression Factor		1.00	1.00				1.00	1.00				1.00
Incremental Delay, d2		627.3	17.2				316.6	97.1				3.7
Delay (s)		697.3	78.3				382.6	155.5				69.9
Level of Service		F	E				F	F				E
Approach Delay (s)			284.6					218.2				
Approach LOS			F					F				

Intersection Summary			
HCM 2000 Control Delay	160.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.28		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	34.6
Intersection Capacity Utilization	114.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER
Lane Configurations												
Traffic Volume (vph)	44	17	3	25	35	46	37	8	44	20	770	142
Future Volume (vph)	44	17	3	25	35	46	37	8	44	20	770	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8				6.8	6.8	6.8			6.8	7.1	
Lane Util. Factor	1.00				1.00	1.00	1.00			1.00	0.91	
Frt	0.95				1.00	1.00	0.85			1.00	0.97	
Flt Protected	1.00				0.95	1.00	1.00			0.95	1.00	
Satd. Flow (prot)	1777				1770	1863	1583			1770	4948	
Flt Permitted	1.00				0.70	1.00	1.00			0.95	1.00	
Satd. Flow (perm)	1777				1312	1863	1583			1770	4948	
Peak-hour factor, PHF	0.78	0.78	0.88	0.75	0.84	0.84	0.75	0.84	0.74	0.82	0.82	0.74
Adj. Flow (vph)	56	22	3	33	42	55	49	10	59	24	939	192
RTOR Reduction (vph)	1	0	0	0	0	0	54	0	0	0	1	0
Lane Group Flow (vph)	80	0	0	0	75	55	5	0	0	83	1145	0
Turn Type	NA			Perm	Perm	NA	Perm		Prot	Prot	NA	
Protected Phases	10					9			5	5	2	
Permitted Phases				9	9		9					
Actuated Green, G (s)	11.9				11.9	11.9	11.9			7.5	52.9	
Effective Green, g (s)	11.9				11.9	11.9	11.9			7.5	52.9	
Actuated g/C Ratio	0.08				0.08	0.08	0.08			0.05	0.35	
Clearance Time (s)	6.8				6.8	6.8	6.8			6.8	7.1	
Vehicle Extension (s)	3.0				3.0	3.0	3.0			2.5	5.3	
Lane Grp Cap (vph)	140				104	147	125			88	1744	
v/s Ratio Prot	0.05					0.03				0.05	0.23	
v/s Ratio Perm					c0.06		0.00					
v/c Ratio	0.57				0.72	0.37	0.04			0.94	0.66	
Uniform Delay, d1	66.6				67.4	65.5	63.8			71.0	40.9	
Progression Factor	1.00				1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	5.5				21.7	1.6	0.1			76.7	2.0	
Delay (s)	72.1				89.1	67.1	63.9			147.8	42.9	
Level of Service	E				F	E	E			F	D	
Approach Delay (s)	71.2					74.8					49.9	
Approach LOS	E					E					D	

Intersection Summary



Movement	NER2	SWL2	SWL	SWT	SWR	SWR2
Lane Configurations						
Traffic Volume (vph)	12	75	34	1525	771	18
Future Volume (vph)	12	75	34	1525	771	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.8	6.7	6.7	
Lane Util. Factor			1.00	0.86	0.86	
Frt			1.00	0.97	0.85	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1770	4665	1362	
Flt Permitted			0.95	1.00	1.00	
Satd. Flow (perm)			1770	4665	1362	
Peak-hour factor, PHF	0.82	0.80	0.94	0.94	0.80	0.94
Adj. Flow (vph)	15	94	36	1622	964	19
RTOR Reduction (vph)	0	0	0	0	148	0
Lane Group Flow (vph)	0	0	130	2017	440	0
Turn Type		Prot	Prot	NA	Perm	
Protected Phases		1	1	6		
Permitted Phases					6	
Actuated Green, G (s)			7.5	53.3	53.3	
Effective Green, g (s)			7.5	53.3	53.3	
Actuated g/C Ratio			0.05	0.36	0.36	
Clearance Time (s)			6.8	6.7	6.7	
Vehicle Extension (s)			2.5	5.6	5.6	
Lane Grp Cap (vph)			88	1657	483	
v/s Ratio Prot			c0.07	c0.43		
v/s Ratio Perm					0.32	
v/c Ratio			1.48	1.22	0.91	
Uniform Delay, d1			71.2	48.4	46.1	
Progression Factor			0.90	1.26	1.48	
Incremental Delay, d2			263.3	103.2	21.6	
Delay (s)			327.2	164.0	89.7	
Level of Service			F	F	F	
Approach Delay (s)				155.8		
Approach LOS				F		

Intersection Summary

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	468	989	2	1030	2198
Future Volume (vph)	0	468	989	2	1030	2198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	6.5		7.4	4.0
Lane Util. Factor		0.88	0.91		0.97	0.91
Frt		0.85	1.00		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		2787	5084		3433	5085
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		2787	5084		3433	5085
Peak-hour factor, PHF	0.96	0.96	0.85	0.85	0.95	0.95
Adj. Flow (vph)	0	488	1164	2	1084	2314
RTOR Reduction (vph)	0	42	0	0	0	0
Lane Group Flow (vph)	0	446	1166	0	1084	2314
Turn Type		Prot	NA		Prot	NA
Protected Phases		2	4		6	Free
Permitted Phases						
Actuated Green, G (s)		85.1	54.4		81.7	150.0
Effective Green, g (s)		85.1	54.4		81.7	150.0
Actuated g/C Ratio		0.57	0.36		0.54	1.00
Clearance Time (s)		4.0	6.5		7.4	
Vehicle Extension (s)		5.4	4.5		5.4	
Lane Grp Cap (vph)		1581	1843		1869	5085
v/s Ratio Prot		0.16	c0.23		c0.32	0.46
v/s Ratio Perm						
v/c Ratio		0.28	0.63		0.58	0.46
Uniform Delay, d1		16.7	39.5		22.7	0.0
Progression Factor		1.00	0.72		1.51	1.00
Incremental Delay, d2		0.4	0.1		0.6	0.1
Delay (s)		17.2	28.5		35.1	0.1
Level of Service		B	C		D	A
Approach Delay (s)	17.2		28.5			11.3
Approach LOS	B		C			B

Intersection Summary			
HCM 2000 Control Delay	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	13.9
Intersection Capacity Utilization	60.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	91	785	1349	30	604	3257
Future Volume (vph)	91	785	1349	30	604	3257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.6	6.5		6.6	6.2
Lane Util. Factor	1.00	0.88	0.91		0.97	0.91
Frt	1.00	0.85	1.00		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	2787	5069		3433	5085
Flt Permitted	0.41	1.00	1.00		0.95	1.00
Satd. Flow (perm)	769	2787	5069		3433	5085
Peak-hour factor, PHF	0.90	0.90	0.87	0.87	0.94	0.94
Adj. Flow (vph)	101	872	1551	34	643	3465
RTOR Reduction (vph)	0	2	1	0	0	0
Lane Group Flow (vph)	101	870	1584	0	643	3465
Turn Type	Perm	pm+ov	NA		Prot	NA
Protected Phases		5	6		5	2
Permitted Phases	8	8				
Actuated Green, G (s)	20.5	59.8	72.6		39.3	118.8
Effective Green, g (s)	20.5	59.8	72.6		39.3	118.8
Actuated g/C Ratio	0.14	0.40	0.48		0.26	0.79
Clearance Time (s)	4.5	6.6	6.5		6.6	6.2
Vehicle Extension (s)	3.0	3.0	5.0		3.0	4.8
Lane Grp Cap (vph)	105	1111	2453		899	4027
v/s Ratio Prot		0.21	0.31		0.19	c0.68
v/s Ratio Perm	c0.13	0.11				
v/c Ratio	0.96	0.78	0.65		0.72	0.86
Uniform Delay, d1	64.4	39.4	29.0		50.3	10.2
Progression Factor	1.00	1.00	0.51		1.00	1.00
Incremental Delay, d2	75.2	3.7	0.8		2.7	2.6
Delay (s)	139.6	43.1	15.7		53.0	12.8
Level of Service	F	D	B		D	B
Approach Delay (s)	53.1		15.7			19.1
Approach LOS	D		B			B

Intersection Summary			
HCM 2000 Control Delay	23.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	17.6
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	482	95	171	794	58	117	353	110	186	802	33
Future Volume (veh/h)	52	482	95	171	794	58	117	353	110	186	802	33
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	60	560	0	197	913	0	127	384	120	209	901	37
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.86	0.86	0.86	0.87	0.87	0.87	0.92	0.92	0.92	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1270	568	222	1553	695	194	939	420	364	1016	455
Arrive On Green	0.01	0.12	0.00	0.13	0.44	0.00	0.07	0.27	0.27	0.09	0.29	0.29
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	60	560	0	197	913	0	127	384	120	209	901	37
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	4.7	20.6	0.0	15.3	27.3	0.0	7.2	12.5	8.4	12.1	34.1	2.4
Cycle Q Clear(g_c), s	4.7	20.6	0.0	15.3	27.3	0.0	7.2	12.5	8.4	12.1	34.1	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	80	1270	568	222	1553	695	194	939	420	364	1016	455
V/C Ratio(X)	0.75	0.44	0.00	0.89	0.59	0.00	0.65	0.41	0.29	0.57	0.89	0.08
Avail Cap(c_a), veh/h	305	1270	568	305	1553	695	233	1082	484	364	1082	484
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.79	0.79	0.79
Uniform Delay (d), s/veh	68.2	48.7	0.0	60.3	29.7	0.0	38.0	42.4	40.9	33.9	47.7	36.4
Incr Delay (d2), s/veh	17.5	1.1	0.0	18.7	0.7	0.0	4.0	0.2	0.3	1.1	6.9	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	2.7	10.3	0.0	8.7	13.5	0.0	3.7	6.2	3.7	6.0	17.6	1.1
LnGrp Delay(d),s/veh	85.6	49.7	0.0	78.9	30.4	0.0	42.0	42.6	41.2	35.1	54.6	36.5
LnGrp LOS	F	D		E	C		D	D	D	D	D	D
Approach Vol, veh/h		620			1110			631			1147	
Approach Delay, s/veh		53.2			39.0			42.2			50.5	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.4	56.2	14.9	46.4	11.2	67.4	18.0	43.3
Change Period (Y+Rc), s	* 4.9	6.0	* 5.7	6.2	* 4.9	6.0	* 5.7	6.2
Max Green Setting (Gmax), s	* 24	38.0	* 12	42.8	* 24	38.0	* 12	42.8
Max Q Clear Time (g_c+I1), s	17.3	22.6	9.2	36.1	6.7	29.3	14.1	14.5
Green Ext Time (p_c), s	0.2	12.3	0.1	4.1	0.2	7.4	0.0	9.5

Intersection Summary	
HCM 2010 Ctrl Delay	45.8
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	614	36	21	972	30	23
Future Volume (veh/h)	614	36	21	972	30	23
Number	6	16	5	2	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	714	42	24	1117	33	25
Adj No. of Lanes	2	1	1	2	1	1
Peak Hour Factor	0.86	0.86	0.87	0.87	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2435	1089	580	2802	86	119
Arrive On Green	0.69	0.69	0.03	0.79	0.05	0.05
Sat Flow, veh/h	3632	1583	1774	3632	1774	1583
Grp Volume(v), veh/h	714	42	24	1117	33	25
Grp Sat Flow(s),veh/h/ln	1770	1583	1774	1770	1774	1583
Q Serve(g_s), s	5.5	0.6	0.2	6.7	1.3	1.0
Cycle Q Clear(g_c), s	5.5	0.6	0.2	6.7	1.3	1.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2435	1089	580	2802	86	119
V/C Ratio(X)	0.29	0.04	0.04	0.40	0.39	0.21
Avail Cap(c_a), veh/h	2435	1089	750	2802	228	246
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.35	0.35	0.76	0.76	1.00	1.00
Uniform Delay (d), s/veh	4.3	3.5	2.8	2.2	32.3	30.4
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	2.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.3	0.1	3.2	0.7	1.0
LnGrp Delay(d),s/veh	4.4	3.5	2.8	2.5	35.1	31.3
LnGrp LOS	A	A	A	A	D	C
Approach Vol, veh/h	756			1141	58	
Approach Delay, s/veh	4.3			2.5	33.5	
Approach LOS	A			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		61.6		8.4	7.3	54.4		
Change Period (Y+Rc), s		* 6.2		5.0	* 5.4	* 6.2		
Max Green Setting (Gmax), s		* 50		9.0	* 8.6	* 36		
Max Q Clear Time (g_c+I1), s		8.7		3.3	2.2	7.5		
Green Ext Time (p_c), s		32.0		0.1	0.0	23.6		

Intersection Summary	
HCM 2010 Ctrl Delay	4.2
HCM 2010 LOS	A

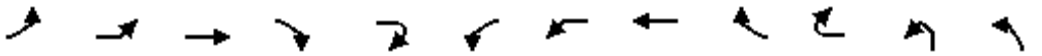
Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	514	14	15	1479	12	108	44	7	18	49	53
Future Volume (veh/h)	19	514	14	15	1479	12	108	44	7	18	49	53
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	22	598	16	17	1643	13	126	51	8	27	73	79
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.90	0.90	0.90	0.86	0.86	0.86	0.67	0.67	0.67
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	2058	57	41	2478	20	201	74	10	66	160	153
Arrive On Green	0.71	0.71	0.71	0.71	0.71	0.71	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	63	2896	80	17	3486	28	765	366	51	167	793	758
Grp Volume(v), veh/h	301	0	335	874	0	799	185	0	0	179	0	0
Grp Sat Flow(s),veh/h/ln	1358	0	1681	1840	0	1690	1182	0	0	1718	0	0
Q Serve(g_s), s	2.5	0.0	9.3	0.0	0.0	33.3	8.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	35.8	0.0	9.3	32.8	0.0	33.3	20.1	0.0	0.0	11.8	0.0	0.0
Prop In Lane	0.07		0.05	0.02		0.02	0.68		0.04	0.15		0.44
Lane Grp Cap(c), veh/h	995	0	1195	1337	0	1201	285	0	0	378	0	0
V/C Ratio(X)	0.30	0.00	0.28	0.65	0.00	0.66	0.65	0.00	0.00	0.47	0.00	0.00
Avail Cap(c_a), veh/h	995	0	1195	1337	0	1201	517	0	0	655	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	6.7	10.1	0.0	10.2	49.6	0.0	0.0	45.7	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.6	2.5	0.0	2.9	6.7	0.0	0.0	2.5	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	3.9	0.0	4.5	17.7	0.0	16.3	6.8	0.0	0.0	5.9	0.0	0.0
LnGrp Delay(d),s/veh	7.6	0.0	7.3	12.6	0.0	13.1	56.3	0.0	0.0	48.2	0.0	0.0
LnGrp LOS	A		A	B		B	E			D		
Approach Vol, veh/h		636			1673			185			179	
Approach Delay, s/veh		7.4			12.8			56.3			48.2	
Approach LOS		A			B			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		97.0		31.3		97.0		31.3
Change Period (Y+Rc), s		5.8		5.5		5.8		5.5
Max Green Setting (Gmax), s		91.2		47.5		91.2		47.5
Max Q Clear Time (g_c+I1), s		37.8		13.8		35.3		22.1
Green Ext Time (p_c), s		51.4		4.0		53.8		3.7

Intersection Summary	
HCM 2010 Ctrl Delay	16.9
HCM 2010 LOS	B



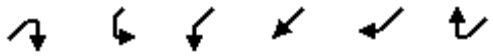
Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	1	162	464	4	13	8	239	740	17	67	27	16
Future Volume (vph)	1	162	464	4	13	8	239	740	17	67	27	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.5				6.8	6.8				6.8
Lane Util. Factor		1.00	0.95				1.00	0.95				1.00
Frt		1.00	0.99				1.00	0.98				1.00
Flt Protected		0.95	1.00				0.95	1.00				0.95
Satd. Flow (prot)		1770	3514				1770	3473				1770
Flt Permitted		0.95	1.00				0.95	1.00				0.72
Satd. Flow (perm)		1770	3514				1770	3473				1343
Peak-hour factor, PHF	0.90	0.60	0.90	0.90	0.60	0.92	0.70	0.92	0.92	0.70	0.78	0.88
Adj. Flow (vph)	1	270	516	4	22	9	341	804	18	96	35	18
RTOR Reduction (vph)	0	0	2	0	0	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	271	540	0	0	0	350	912	0	0	0	53
Turn Type	Prot	Prot	NA			Prot	Prot	NA			Perm	Perm
Protected Phases	7	7	4			3	3	8				
Permitted Phases											10	10
Actuated Green, G (s)		10.2	25.5				18.2	33.2				11.9
Effective Green, g (s)		10.2	25.5				18.2	33.2				11.9
Actuated g/C Ratio		0.07	0.17				0.12	0.22				0.08
Clearance Time (s)		6.8	6.5				6.8	6.8				6.8
Vehicle Extension (s)		3.0	2.5				3.0	3.5				3.0
Lane Grp Cap (vph)		120	597				214	768				106
v/s Ratio Prot		0.15	0.15				c0.20	c0.26				
v/s Ratio Perm												0.04
v/c Ratio		2.26	0.91				1.64	1.19				0.50
Uniform Delay, d1		69.9	61.1				65.9	58.4				66.2
Progression Factor		1.00	1.00				1.00	1.00				1.00
Incremental Delay, d2		592.0	17.2				306.2	97.1				3.7
Delay (s)		661.9	78.3				372.1	155.5				69.9
Level of Service		F	E				F	F				E
Approach Delay (s)			272.8					215.3				
Approach LOS			F					F				

Intersection Summary			
HCM 2000 Control Delay	146.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	34.3
Intersection Capacity Utilization	113.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER
Lane Configurations												
Traffic Volume (vph)	44	17	3	25	35	46	37	8	44	20	770	142
Future Volume (vph)	44	17	3	25	35	46	37	8	44	20	770	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8				6.8	6.8	6.8			6.8	7.1	
Lane Util. Factor	1.00				1.00	1.00	1.00			1.00	0.91	
Frt	0.95				1.00	1.00	0.85			1.00	0.97	
Flt Protected	1.00				0.95	1.00	1.00			0.95	1.00	
Satd. Flow (prot)	1777				1770	1863	1583			1770	4948	
Flt Permitted	1.00				0.70	1.00	1.00			0.95	1.00	
Satd. Flow (perm)	1777				1312	1863	1583			1770	4948	
Peak-hour factor, PHF	0.78	0.78	0.88	0.75	0.84	0.84	0.75	0.84	0.74	0.82	0.82	0.74
Adj. Flow (vph)	56	22	3	33	42	55	49	10	59	24	939	192
RTOR Reduction (vph)	1	0	0	0	0	0	54	0	0	0	1	0
Lane Group Flow (vph)	80	0	0	0	75	55	5	0	0	83	1145	0
Turn Type	NA			Perm	Perm	NA	Perm		Prot	Prot	NA	
Protected Phases	10					9			5	5	2	
Permitted Phases				9	9		9					
Actuated Green, G (s)	11.9				11.9	11.9	11.9			7.5	52.9	
Effective Green, g (s)	11.9				11.9	11.9	11.9			7.5	52.9	
Actuated g/C Ratio	0.08				0.08	0.08	0.08			0.05	0.35	
Clearance Time (s)	6.8				6.8	6.8	6.8			6.8	7.1	
Vehicle Extension (s)	3.0				3.0	3.0	3.0			2.5	5.3	
Lane Grp Cap (vph)	140				104	147	125			88	1744	
v/s Ratio Prot	0.05					0.03				0.05	0.23	
v/s Ratio Perm					c0.06		0.00					
v/c Ratio	0.57				0.72	0.37	0.04			0.94	0.66	
Uniform Delay, d1	66.6				67.4	65.5	63.8			71.0	40.9	
Progression Factor	1.00				1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	5.5				21.7	1.6	0.1			76.7	2.0	
Delay (s)	72.1				89.1	67.1	63.9			147.8	42.9	
Level of Service	E				F	E	E			F	D	
Approach Delay (s)	71.2					74.8					49.9	
Approach LOS	E					E					D	

Intersection Summary



Movement	NER2	SWL2	SWL	SWT	SWR	SWR2
Lane Configurations						
Traffic Volume (vph)	12	75	34	1525	771	18
Future Volume (vph)	12	75	34	1525	771	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.8	6.7	6.7	
Lane Util. Factor			1.00	0.86	0.86	
Frt			1.00	0.97	0.85	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1770	4665	1362	
Flt Permitted			0.95	1.00	1.00	
Satd. Flow (perm)			1770	4665	1362	
Peak-hour factor, PHF	0.82	0.80	0.94	0.94	0.80	0.94
Adj. Flow (vph)	15	94	36	1622	964	19
RTOR Reduction (vph)	0	0	0	0	145	0
Lane Group Flow (vph)	0	0	130	2017	443	0
Turn Type		Prot	Prot	NA	Perm	
Protected Phases		1	1	6		
Permitted Phases					6	
Actuated Green, G (s)			7.5	53.3	53.3	
Effective Green, g (s)			7.5	53.3	53.3	
Actuated g/C Ratio			0.05	0.36	0.36	
Clearance Time (s)			6.8	6.7	6.7	
Vehicle Extension (s)			2.5	5.6	5.6	
Lane Grp Cap (vph)			88	1657	483	
v/s Ratio Prot			c0.07	c0.43		
v/s Ratio Perm					0.33	
v/c Ratio			1.48	1.22	0.92	
Uniform Delay, d1			71.2	48.4	46.2	
Progression Factor			1.05	0.74	0.56	
Incremental Delay, d2			263.3	103.2	22.5	
Delay (s)			338.1	138.9	48.3	
Level of Service			F	F	D	
Approach Delay (s)				128.9		
Approach LOS				F		

Intersection Summary

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	468	989	2	1030	2198
Future Volume (vph)	0	468	989	2	1030	2198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	6.5		7.4	4.0
Lane Util. Factor		0.88	0.91		0.97	0.91
Frt		0.85	1.00		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		2787	5084		3433	5085
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		2787	5084		3433	5085
Peak-hour factor, PHF	0.96	0.96	0.85	0.85	0.95	0.95
Adj. Flow (vph)	0	488	1164	2	1084	2314
RTOR Reduction (vph)	0	42	0	0	0	0
Lane Group Flow (vph)	0	446	1166	0	1084	2314
Turn Type		Prot	NA		Prot	NA
Protected Phases		2	4		6	Free
Permitted Phases						
Actuated Green, G (s)		85.1	54.4		81.7	150.0
Effective Green, g (s)		85.1	54.4		81.7	150.0
Actuated g/C Ratio		0.57	0.36		0.54	1.00
Clearance Time (s)		4.0	6.5		7.4	
Vehicle Extension (s)		5.4	4.5		5.4	
Lane Grp Cap (vph)		1581	1843		1869	5085
v/s Ratio Prot		0.16	c0.23		c0.32	0.46
v/s Ratio Perm						
v/c Ratio		0.28	0.63		0.58	0.46
Uniform Delay, d1		16.7	39.5		22.7	0.0
Progression Factor		1.00	0.72		0.38	1.00
Incremental Delay, d2		0.4	0.1		0.5	0.1
Delay (s)		17.2	28.4		9.1	0.1
Level of Service		B	C		A	A
Approach Delay (s)	17.2		28.4			3.0
Approach LOS	B		C			A

Intersection Summary			
HCM 2000 Control Delay	10.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	13.9
Intersection Capacity Utilization	60.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	91	3	785	2	0	0	0	1349	30	604	3257	5
Future Volume (veh/h)	91	3	785	2	0	0	0	1349	30	604	3257	5
Number	3	8	18	7	4	14	1	6	16	5	2	12
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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	101	3	872	4	0	0	0	1551	34	643	3465	5
Adj No. of Lanes	0	1	2	0	1	0	0	3	0	2	3	0
Peak Hour Factor	0.90	0.90	0.90	0.50	0.50	0.50	0.87	0.87	0.87	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	216	6	349	83	0	0	24	1356	47	712	3660	5
Arrive On Green	0.13	0.13	0.13	0.05	0.00	0.00	0.00	0.15	0.15	0.21	0.70	0.70
Sat Flow, veh/h	1725	51	2787	1774	0	0	0	5289	112	3442	5244	8
Grp Volume(v), veh/h	104	0	872	4	0	0	0	1027	558	643	2240	1230
Grp Sat Flow(s),veh/h/ln	1776	0	1393	1774	0	0	0	1695	1843	1721	1695	1861
Q Serve(g_s), s	8.2	0.0	18.8	0.3	0.0	0.0	0.0	75.2	36.4	27.3	88.2	88.4
Cycle Q Clear(g_c), s	8.2	0.0	18.8	0.3	0.0	0.0	0.0	75.2	36.4	27.3	88.2	88.4
Prop In Lane	0.97		1.00	1.00		0.00	0.00		0.06	1.00		0.00
Lane Grp Cap(c), veh/h	223	0	349	83	0	0	0	0	0	712	2366	1299
V/C Ratio(X)	0.47	0.00	2.50	0.05	0.00	0.00	0.00	0.00	0.00	0.90	0.95	0.95
Avail Cap(c_a), veh/h	223	0	349	109	0	0	0	0	0	835	2366	1299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.9	0.0	65.6	68.3	0.0	0.0	0.0	0.0	0.0	58.0	20.2	20.2
Incr Delay (d2), s/veh	1.5	0.0	682.0	0.2	0.0	0.0	0.0	0.0	0.0	11.9	9.6	15.2
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	4.1	0.0	40.3	0.2	0.0	0.0	0.0	0.0	0.0	14.2	43.9	50.2
LnGrp Delay(d),s/veh	62.5	0.0	747.6	68.6	0.0	0.0	0.0	0.0	0.0	69.9	29.8	35.3
LnGrp LOS	E		F	E						E	C	D
Approach Vol, veh/h		976			4			1585			4113	
Approach Delay, s/veh		674.6			68.6			0.0			37.7	
Approach LOS		F			E			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		111.2		13.8	37.6	73.6		25.0
Change Period (Y+Rc), s		* 6.5		* 6.8	6.6	* 6.5		6.2
Max Green Setting (Gmax), s		* 1E2		* 9.2	36.4	* 60		18.8
Max Q Clear Time (g_c+I1), s		90.4		2.3	29.3	77.2		20.8
Green Ext Time (p_c), s		12.4		0.0	1.7	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	121.9
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	482	95	171	794	58	117	353	110	186	802	33
Future Volume (veh/h)	52	482	95	171	794	58	117	353	110	186	802	33
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	60	560	0	197	913	0	127	384	120	209	901	37
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.86	0.86	0.86	0.87	0.87	0.87	0.92	0.92	0.92	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1350	604	222	1633	730	178	885	396	336	930	416
Arrive On Green	0.09	0.76	0.00	0.12	0.46	0.00	0.07	0.25	0.25	0.08	0.26	0.26
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	60	560	0	197	913	0	127	384	120	209	901	37
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	4.6	7.7	0.0	15.3	26.2	0.0	7.4	12.8	8.6	11.3	35.2	2.5
Cycle Q Clear(g_c), s	4.6	7.7	0.0	15.3	26.2	0.0	7.4	12.8	8.6	11.3	35.2	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	80	1350	604	222	1633	730	178	885	396	336	930	416
V/C Ratio(X)	0.75	0.41	0.00	0.89	0.56	0.00	0.71	0.43	0.30	0.62	0.97	0.09
Avail Cap(c_a), veh/h	191	1350	604	280	1633	730	328	1183	529	336	930	416
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.79	0.79	0.79
Uniform Delay (d), s/veh	62.9	11.2	0.0	60.3	27.4	0.0	39.4	44.2	42.6	37.4	51.0	38.9
Incr Delay (d2), s/veh	17.5	0.9	0.0	22.5	0.5	0.0	3.9	0.2	0.3	2.1	19.0	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	2.7	3.7	0.0	8.9	12.9	0.0	3.8	6.3	3.8	1.8	19.7	1.1
LnGrp Delay(d),s/veh	80.4	12.1	0.0	82.8	27.9	0.0	43.3	44.4	42.9	39.5	70.0	39.0
LnGrp LOS	F	B		F	C		D	D	D	D	E	D
Approach Vol, veh/h		620			1110			631			1147	
Approach Delay, s/veh		18.7			37.7			43.9			63.5	
Approach LOS		B			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.4	59.4	15.2	43.0	11.2	70.6	17.0	41.2
Change Period (Y+Rc), s	* 4.9	6.0	* 5.7	6.2	* 4.9	6.0	* 5.7	6.2
Max Green Setting (Gmax), s	* 22	37.0	* 21	36.8	* 15	44.0	* 11	46.8
Max Q Clear Time (g_c+I1), s	17.3	9.7	9.4	37.2	6.6	28.2	13.3	14.8
Green Ext Time (p_c), s	0.2	19.4	0.2	0.0	0.1	12.5	0.0	9.8

Intersection Summary	
HCM 2010 Ctrl Delay	43.9
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	614	36	21	972	30	23
Future Volume (veh/h)	614	36	21	972	30	23
Number	6	16	5	2	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	714	42	24	1117	33	25
Adj No. of Lanes	2	1	1	2	1	1
Peak Hour Factor	0.86	0.86	0.87	0.87	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2435	1089	580	2802	86	119
Arrive On Green	0.69	0.69	0.03	0.79	0.05	0.05
Sat Flow, veh/h	3632	1583	1774	3632	1774	1583
Grp Volume(v), veh/h	714	42	24	1117	33	25
Grp Sat Flow(s),veh/h/ln	1770	1583	1774	1770	1774	1583
Q Serve(g_s), s	5.5	0.6	0.2	6.7	1.3	1.0
Cycle Q Clear(g_c), s	5.5	0.6	0.2	6.7	1.3	1.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2435	1089	580	2802	86	119
V/C Ratio(X)	0.29	0.04	0.04	0.40	0.39	0.21
Avail Cap(c_a), veh/h	2435	1089	750	2802	228	246
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.35	0.35	0.73	0.73	1.00	1.00
Uniform Delay (d), s/veh	4.3	3.5	2.8	2.2	32.3	30.4
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	2.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.3	0.1	3.2	0.7	1.0
LnGrp Delay(d),s/veh	4.4	3.5	2.8	2.5	35.1	31.3
LnGrp LOS	A	A	A	A	D	C
Approach Vol, veh/h	756			1141	58	
Approach Delay, s/veh	4.3			2.5	33.5	
Approach LOS	A			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		61.6		8.4	7.3	54.4		
Change Period (Y+Rc), s		* 6.2		5.0	* 5.4	* 6.2		
Max Green Setting (Gmax), s		* 50		9.0	* 8.6	* 36		
Max Q Clear Time (g_c+I1), s		8.7		3.3	2.2	7.5		
Green Ext Time (p_c), s		32.0		0.1	0.0	23.6		

Intersection Summary	
HCM 2010 Ctrl Delay	4.1
HCM 2010 LOS	A

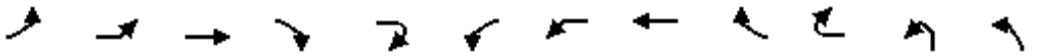
Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1167	104	14	607	18	20	30	15	26	62	19
Future Volume (veh/h)	21	1167	104	14	607	18	20	30	15	26	62	19
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	22	1203	107	15	632	19	25	37	19	28	67	21
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.81	0.81	0.81	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	2505	221	67	2585	77	81	97	41	72	114	32
Arrive On Green	0.79	0.79	0.79	0.79	0.79	0.79	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	28	3163	279	40	3264	97	364	958	405	293	1117	312
Grp Volume(v), veh/h	700	0	632	339	0	327	81	0	0	116	0	0
Grp Sat Flow(s),veh/h/ln	1824	0	1646	1723	0	1678	1727	0	0	1722	0	0
Q Serve(g_s), s	0.0	0.0	13.8	0.0	0.0	5.4	0.0	0.0	0.0	2.2	0.0	0.0
Cycle Q Clear(g_c), s	13.3	0.0	13.8	4.9	0.0	5.4	4.5	0.0	0.0	6.7	0.0	0.0
Prop In Lane	0.03		0.17	0.04		0.06	0.31		0.23	0.24		0.18
Lane Grp Cap(c), veh/h	1479	0	1304	1400	0	1329	220	0	0	217	0	0
V/C Ratio(X)	0.47	0.00	0.48	0.24	0.00	0.25	0.37	0.00	0.00	0.53	0.00	0.00
Avail Cap(c_a), veh/h	1479	0	1304	1400	0	1329	872	0	0	897	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	3.7	0.0	3.7	2.8	0.0	2.9	44.9	0.0	0.0	45.9	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	1.3	0.4	0.0	0.4	2.8	0.0	0.0	5.5	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	7.1	0.0	6.6	2.6	0.0	2.6	2.4	0.0	0.0	3.6	0.0	0.0
LnGrp Delay(d),s/veh	4.8	0.0	5.0	3.2	0.0	3.3	47.8	0.0	0.0	51.4	0.0	0.0
LnGrp LOS	A		A	A		A	D			D		
Approach Vol, veh/h		1332			666			81			116	
Approach Delay, s/veh		4.9			3.3			47.8			51.4	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		90.0		16.3		90.0		16.3
Change Period (Y+Rc), s		5.8		5.5		5.8		5.5
Max Green Setting (Gmax), s		84.2		54.5		84.2		54.5
Max Q Clear Time (g_c+I1), s		15.8		8.7		7.4		6.5
Green Ext Time (p_c), s		60.6		2.1		67.1		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	8.4
HCM 2010 LOS	A



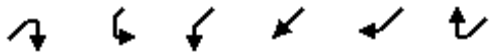
Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	3	442	679	16	25	7	179	378	25	39	14	16
Future Volume (vph)	3	442	679	16	25	7	179	378	25	39	14	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.5				6.8	6.8				6.8
Lane Util. Factor		1.00	0.95				1.00	0.95				1.00
Frt		1.00	0.99				1.00	0.98				1.00
Flt Protected		0.95	1.00				0.95	1.00				0.95
Satd. Flow (prot)		1770	3495				1770	3455				1770
Flt Permitted		0.95	1.00				0.95	1.00				0.58
Satd. Flow (perm)		1770	3495				1770	3455				1074
Peak-hour factor, PHF	0.50	0.91	0.91	0.91	0.50	0.92	0.77	0.92	0.92	0.77	0.82	0.67
Adj. Flow (vph)	6	486	746	18	50	8	232	411	27	51	17	24
RTOR Reduction (vph)	0	0	3	0	0	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	492	811	0	0	0	240	483	0	0	0	41
Turn Type	Prot	Prot	NA			Prot	Prot	NA			Perm	Perm
Protected Phases	7	7	4			3	3	8				
Permitted Phases											10	10
Actuated Green, G (s)		30.2	34.5				14.2	18.2				13.2
Effective Green, g (s)		30.2	34.5				14.2	18.2				13.2
Actuated g/C Ratio		0.20	0.23				0.09	0.12				0.09
Clearance Time (s)		6.8	6.5				6.8	6.8				6.8
Vehicle Extension (s)		3.0	2.5				3.0	3.5				3.0
Lane Grp Cap (vph)		356	803				167	419				94
v/s Ratio Prot		c0.28	c0.23				0.14	0.14				
v/s Ratio Perm												0.04
v/c Ratio		1.38	1.01				1.44	1.15				0.44
Uniform Delay, d1		59.9	57.8				67.9	65.9				64.9
Progression Factor		1.00	1.00				1.00	1.00				1.00
Incremental Delay, d2		188.6	34.2				227.4	92.6				3.2
Delay (s)		248.5	92.0				295.3	158.5				68.1
Level of Service		F	F				F	F				E
Approach Delay (s)			150.9					203.5				
Approach LOS			F					F				

Intersection Summary			
HCM 2000 Control Delay	122.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.20		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	34.3
Intersection Capacity Utilization	113.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER
Lane Configurations												
Traffic Volume (vph)	47	27	21	28	47	102	50	11	56	22	1348	236
Future Volume (vph)	47	27	21	28	47	102	50	11	56	22	1348	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8				6.8	6.8	6.8			6.8	7.1	
Lane Util. Factor	1.00				1.00	1.00	1.00			1.00	0.91	
Frt	0.92				1.00	1.00	0.85			1.00	0.97	
Flt Protected	1.00				0.95	1.00	1.00			0.95	1.00	
Satd. Flow (prot)	1715				1770	1863	1583			1770	4957	
Flt Permitted	1.00				0.52	1.00	1.00			0.95	1.00	
Satd. Flow (perm)	1715				972	1863	1583			1770	4957	
Peak-hour factor, PHF	0.82	0.82	0.67	0.93	0.82	0.93	0.93	0.82	0.86	0.95	0.95	0.86
Adj. Flow (vph)	57	33	31	30	57	110	54	13	65	23	1419	274
RTOR Reduction (vph)	8	0	0	0	0	0	61	0	0	0	1	0
Lane Group Flow (vph)	113	0	0	0	87	110	6	0	0	88	1706	0
Turn Type	NA			Perm	Perm	NA	Perm		Prot	Prot	NA	
Protected Phases	10					9			5	5	2	
Permitted Phases				9	9		9					
Actuated Green, G (s)	13.2				13.2	13.2	13.2			6.2	47.9	
Effective Green, g (s)	13.2				13.2	13.2	13.2			6.2	47.9	
Actuated g/C Ratio	0.09				0.09	0.09	0.09			0.04	0.32	
Clearance Time (s)	6.8				6.8	6.8	6.8			6.8	7.1	
Vehicle Extension (s)	3.0				3.0	3.0	3.0			2.5	5.3	
Lane Grp Cap (vph)	150				85	163	139			73	1582	
v/s Ratio Prot	0.07					0.06				0.05	c0.34	
v/s Ratio Perm					c0.09		0.00					
v/c Ratio	0.75				1.02	0.67	0.04			1.21	1.08	
Uniform Delay, d1	66.8				68.4	66.3	62.6			71.9	51.0	
Progression Factor	1.00				1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	19.0				104.2	10.5	0.1			170.8	47.1	
Delay (s)	85.8				172.6	76.8	62.7			242.7	98.1	
Level of Service	F				F	E	E			F	F	
Approach Delay (s)	81.3					104.8					105.2	
Approach LOS	F					F					F	

Intersection Summary



Movement	NER2	SWL2	SWL	SWT	SWR	SWR2
Lane Configurations						
Traffic Volume (vph)	13	41	60	799	228	14
Future Volume (vph)	13	41	60	799	228	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.8	6.7	6.7	
Lane Util. Factor			1.00	0.86	0.86	
Frt			1.00	0.99	0.85	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1770	4758	1362	
Flt Permitted			0.95	1.00	1.00	
Satd. Flow (perm)			1770	4758	1362	
Peak-hour factor, PHF	0.95	0.72	0.91	0.91	0.72	0.91
Adj. Flow (vph)	14	57	66	878	317	15
RTOR Reduction (vph)	0	0	0	0	153	0
Lane Group Flow (vph)	0	0	123	941	116	0
Turn Type		Prot	Prot	NA	Perm	
Protected Phases		1	1	6		
Permitted Phases					6	
Actuated Green, G (s)			6.2	48.3	48.3	
Effective Green, g (s)			6.2	48.3	48.3	
Actuated g/C Ratio			0.04	0.32	0.32	
Clearance Time (s)			6.8	6.7	6.7	
Vehicle Extension (s)			2.5	5.6	5.6	
Lane Grp Cap (vph)			73	1532	438	
v/s Ratio Prot			c0.07	0.20		
v/s Ratio Perm					0.09	
v/c Ratio			1.68	0.61	0.27	
Uniform Delay, d1			71.9	43.0	37.7	
Progression Factor			0.89	0.85	1.95	
Incremental Delay, d2			359.2	1.2	0.8	
Delay (s)			423.4	37.8	74.5	
Level of Service			F	D	E	
Approach Delay (s)				80.8		
Approach LOS				F		

Intersection Summary

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	791	1978	2	602	1145
Future Volume (vph)	0	791	1978	2	602	1145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	6.5		5.7	4.0
Lane Util. Factor		0.88	0.91		0.97	0.91
Frt		0.85	1.00		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		2787	5085		3433	5085
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		2787	5085		3433	5085
Peak-hour factor, PHF	0.91	0.91	0.95	0.95	0.87	0.87
Adj. Flow (vph)	0	869	2082	2	692	1316
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	869	2084	0	692	1316
Turn Type		Prot	NA		Prot	NA
Protected Phases		2	4		6	Free
Permitted Phases						
Actuated Green, G (s)		86.0	53.5		84.3	150.0
Effective Green, g (s)		86.0	53.5		84.3	150.0
Actuated g/C Ratio		0.57	0.36		0.56	1.00
Clearance Time (s)		4.0	6.5		5.7	
Vehicle Extension (s)		5.4	4.5		5.4	
Lane Grp Cap (vph)		1597	1813		1929	5085
v/s Ratio Prot		c0.31	c0.41		0.20	0.26
v/s Ratio Perm						
v/c Ratio		0.54	1.15		0.36	0.26
Uniform Delay, d1		19.8	48.2		18.0	0.0
Progression Factor		1.00	0.57		0.97	1.00
Incremental Delay, d2		1.3	67.9		0.5	0.1
Delay (s)		21.2	95.6		17.9	0.1
Level of Service		C	F		B	A
Approach Delay (s)	21.2		95.6			6.2
Approach LOS	C		F			A

Intersection Summary			
HCM 2000 Control Delay	46.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	52	0	1073	9	0	1	0	2654	32	585	1691	5
Future Volume (veh/h)	52	0	1073	9	0	1	0	2654	32	585	1691	5
Number	3	8	18	7	4	14	1	6	16	5	2	12
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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	53	0	1095	14	0	2	0	2708	33	636	1838	5
Adj No. of Lanes	0	1	2	0	1	0	0	3	0	2	3	0
Peak Hour Factor	0.98	0.98	0.98	0.63	0.63	0.63	0.98	0.98	0.98	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	0	294	71	0	10	24	3081	39	307	3760	10
Arrive On Green	0.11	0.00	0.11	0.05	0.00	0.05	0.00	0.19	0.19	0.09	0.72	0.72
Sat Flow, veh/h	1774	0	2787	1529	0	218	0	5347	63	3442	5236	14
Grp Volume(v), veh/h	53	0	1095	16	0	0	0	1770	971	636	1190	653
Grp Sat Flow(s),veh/h/ln	1774	0	1393	1748	0	0	0	1695	1852	1721	1695	1860
Q Serve(g_s), s	4.1	0.0	15.8	1.3	0.0	0.0	0.0	65.3	61.9	13.4	22.9	22.9
Cycle Q Clear(g_c), s	4.1	0.0	15.8	1.3	0.0	0.0	0.0	65.3	61.9	13.4	22.9	22.9
Prop In Lane	1.00		1.00	0.87		0.12	0.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	187	0	294	82	0	0	0	0	0	307	2434	1336
V/C Ratio(X)	0.28	0.00	3.73	0.20	0.00	0.00	0.00	0.00	0.00	2.07	0.49	0.49
Avail Cap(c_a), veh/h	187	0	294	96	0	0	0	0	0	307	2434	1336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.16	0.16	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.9	0.0	67.1	68.8	0.0	0.0	0.0	0.0	0.0	68.3	9.2	9.2
Incr Delay (d2), s/veh	0.8	0.0	1237.0	1.2	0.0	0.0	0.0	0.0	0.0	492.0	0.7	1.3
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	2.1	0.0	56.5	0.7	0.0	0.0	0.0	0.0	0.0	27.4	10.8	12.1
LnGrp Delay(d),s/veh	62.7	0.0	1304.1	70.0	0.0	0.0	0.0	0.0	0.0	560.3	9.9	10.5
LnGrp LOS	E		F	E						F	A	B
Approach Vol, veh/h		1148			16			2741			2479	
Approach Delay, s/veh		1246.8			70.0			0.0			151.2	
Approach LOS		F			E			A			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		114.2		13.8	20.0	94.2		22.0
Change Period (Y+Rc), s		* 6.5		* 6.8	6.6	* 6.5		6.2
Max Green Setting (Gmax), s		* 1.1E2		* 8.2	13.4	* 87		15.8
Max Q Clear Time (g_c+I1), s		24.9		3.3	15.4	67.3		17.8
Green Ext Time (p_c), s		81.5		0.0	0.0	19.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	283.1
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	781	170	133	410	129	126	702	223	154	427	101
Future Volume (veh/h)	59	781	170	133	410	129	126	702	223	154	427	101
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	62	822	0	153	471	0	142	789	251	169	469	111
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.87	0.87	0.87	0.89	0.89	0.89	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	1360	608	178	1553	695	322	957	428	231	992	444
Arrive On Green	0.05	0.38	0.00	0.10	0.44	0.00	0.07	0.27	0.27	0.08	0.28	0.28
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	62	822	0	153	471	0	142	789	251	169	469	111
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	4.8	26.1	0.0	11.9	12.1	0.0	8.0	29.3	19.2	9.5	15.4	7.6
Cycle Q Clear(g_c), s	4.8	26.1	0.0	11.9	12.1	0.0	8.0	29.3	19.2	9.5	15.4	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	81	1360	608	178	1553	695	322	957	428	231	992	444
V/C Ratio(X)	0.77	0.60	0.00	0.86	0.30	0.00	0.44	0.82	0.59	0.73	0.47	0.25
Avail Cap(c_a), veh/h	255	1360	608	255	1553	695	437	1107	495	266	992	444
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)	0.09	0.09	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	66.1	34.6	0.0	62.0	25.4	0.0	33.7	48.0	44.3	36.7	41.8	39.0
Incr Delay (d2), s/veh	2.0	0.2	0.0	16.4	0.2	0.0	0.7	4.3	1.0	6.3	0.2	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	2.4	12.8	0.0	6.6	5.9	0.0	4.0	14.9	8.6	5.1	7.6	3.3
LnGrp Delay(d),s/veh	68.1	34.8	0.0	78.5	25.6	0.0	34.4	52.3	45.3	43.0	42.1	39.2
LnGrp LOS	E	C		E	C		C	D	D	D	D	D
Approach Vol, veh/h		884			624			1182			749	
Approach Delay, s/veh		37.1			38.6			48.7			41.8	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.9	59.8	15.9	45.4	11.3	67.4	17.3	44.0
Change Period (Y+Rc), s	* 4.9	6.0	* 5.7	6.2	* 4.9	6.0	* 5.7	6.2
Max Green Setting (Gmax), s	* 20	39.0	* 19	38.8	* 20	39.0	* 14	43.8
Max Q Clear Time (g_c+I1), s	13.9	28.1	10.0	17.4	6.8	14.1	11.5	31.3
Green Ext Time (p_c), s	0.2	8.5	0.2	9.1	0.2	16.3	0.0	6.5

Intersection Summary	
HCM 2010 Ctrl Delay	42.4
HCM 2010 LOS	D

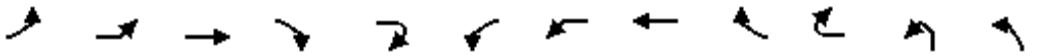
Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1167	104	14	607	18	20	30	15	26	62	19
Future Volume (veh/h)	21	1167	104	14	607	18	20	30	15	26	62	19
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	22	1203	107	15	632	19	25	37	19	28	67	21
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.81	0.81	0.81	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	2505	221	67	2585	77	81	97	41	72	114	32
Arrive On Green	0.79	0.79	0.79	0.79	0.79	0.79	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	28	3163	279	40	3264	97	364	958	405	293	1117	312
Grp Volume(v), veh/h	700	0	632	339	0	327	81	0	0	116	0	0
Grp Sat Flow(s),veh/h/ln	1824	0	1646	1723	0	1678	1727	0	0	1722	0	0
Q Serve(g_s), s	0.0	0.0	13.8	0.0	0.0	5.4	0.0	0.0	0.0	2.2	0.0	0.0
Cycle Q Clear(g_c), s	13.3	0.0	13.8	4.9	0.0	5.4	4.5	0.0	0.0	6.7	0.0	0.0
Prop In Lane	0.03		0.17	0.04		0.06	0.31		0.23	0.24		0.18
Lane Grp Cap(c), veh/h	1479	0	1304	1400	0	1329	220	0	0	217	0	0
V/C Ratio(X)	0.47	0.00	0.48	0.24	0.00	0.25	0.37	0.00	0.00	0.53	0.00	0.00
Avail Cap(c_a), veh/h	1479	0	1304	1400	0	1329	872	0	0	897	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	3.7	0.0	3.7	2.8	0.0	2.9	44.9	0.0	0.0	45.9	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	1.3	0.4	0.0	0.4	2.8	0.0	0.0	5.5	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	7.1	0.0	6.6	2.6	0.0	2.6	2.4	0.0	0.0	3.6	0.0	0.0
LnGrp Delay(d),s/veh	4.8	0.0	5.0	3.2	0.0	3.3	47.8	0.0	0.0	51.4	0.0	0.0
LnGrp LOS	A		A	A		A	D			D		
Approach Vol, veh/h		1332			666			81			116	
Approach Delay, s/veh		4.9			3.3			47.8			51.4	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		90.0		16.3		90.0		16.3
Change Period (Y+Rc), s		5.8		5.5		5.8		5.5
Max Green Setting (Gmax), s		84.2		54.5		84.2		54.5
Max Q Clear Time (g_c+I1), s		15.8		8.7		7.4		6.5
Green Ext Time (p_c), s		60.6		2.1		67.1		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	8.4
HCM 2010 LOS	A



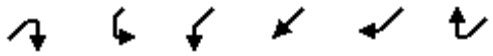
Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	3	442	679	16	25	7	179	378	25	39	14	16
Future Volume (vph)	3	442	679	16	25	7	179	378	25	39	14	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.5				6.8	6.8				6.8
Lane Util. Factor		1.00	0.95				1.00	0.95				1.00
Frt		1.00	0.99				1.00	0.98				1.00
Flt Protected		0.95	1.00				0.95	1.00				0.95
Satd. Flow (prot)		1770	3495				1770	3455				1770
Flt Permitted		0.95	1.00				0.95	1.00				0.58
Satd. Flow (perm)		1770	3495				1770	3455				1074
Peak-hour factor, PHF	0.50	0.91	0.91	0.91	0.50	0.92	0.77	0.92	0.92	0.77	0.82	0.67
Adj. Flow (vph)	6	486	746	18	50	8	232	411	27	51	17	24
RTOR Reduction (vph)	0	0	3	0	0	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	492	811	0	0	0	240	483	0	0	0	41
Turn Type	Prot	Prot	NA			Prot	Prot	NA			Perm	Perm
Protected Phases	7	7	4			3	3	8				
Permitted Phases											10	10
Actuated Green, G (s)		30.2	34.5				14.2	18.2				13.2
Effective Green, g (s)		30.2	34.5				14.2	18.2				13.2
Actuated g/C Ratio		0.20	0.23				0.09	0.12				0.09
Clearance Time (s)		6.8	6.5				6.8	6.8				6.8
Vehicle Extension (s)		3.0	2.5				3.0	3.5				3.0
Lane Grp Cap (vph)		356	803				167	419				94
v/s Ratio Prot		c0.28	c0.23				0.14	0.14				
v/s Ratio Perm												0.04
v/c Ratio		1.38	1.01				1.44	1.15				0.44
Uniform Delay, d1		59.9	57.8				67.9	65.9				64.9
Progression Factor		1.00	1.00				1.00	1.00				1.00
Incremental Delay, d2		188.6	34.2				227.4	92.6				3.2
Delay (s)		248.5	92.0				295.3	158.5				68.1
Level of Service		F	F				F	F				E
Approach Delay (s)			150.9					203.5				
Approach LOS			F					F				

Intersection Summary			
HCM 2000 Control Delay	122.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.20		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	34.3
Intersection Capacity Utilization	113.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER
Lane Configurations												
Traffic Volume (vph)	47	27	21	28	47	102	50	11	56	22	1348	236
Future Volume (vph)	47	27	21	28	47	102	50	11	56	22	1348	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8				6.8	6.8	6.8			6.8	7.1	
Lane Util. Factor	1.00				1.00	1.00	1.00			1.00	0.91	
Frt	0.92				1.00	1.00	0.85			1.00	0.97	
Flt Protected	1.00				0.95	1.00	1.00			0.95	1.00	
Satd. Flow (prot)	1715				1770	1863	1583			1770	4957	
Flt Permitted	1.00				0.52	1.00	1.00			0.95	1.00	
Satd. Flow (perm)	1715				972	1863	1583			1770	4957	
Peak-hour factor, PHF	0.82	0.82	0.67	0.93	0.82	0.93	0.93	0.82	0.86	0.95	0.95	0.86
Adj. Flow (vph)	57	33	31	30	57	110	54	13	65	23	1419	274
RTOR Reduction (vph)	8	0	0	0	0	0	61	0	0	0	1	0
Lane Group Flow (vph)	113	0	0	0	87	110	6	0	0	88	1706	0
Turn Type	NA			Perm	Perm	NA	Perm		Prot	Prot	NA	
Protected Phases	10					9			5	5	2	
Permitted Phases				9	9		9					
Actuated Green, G (s)	13.2				13.2	13.2	13.2			6.2	47.9	
Effective Green, g (s)	13.2				13.2	13.2	13.2			6.2	47.9	
Actuated g/C Ratio	0.09				0.09	0.09	0.09			0.04	0.32	
Clearance Time (s)	6.8				6.8	6.8	6.8			6.8	7.1	
Vehicle Extension (s)	3.0				3.0	3.0	3.0			2.5	5.3	
Lane Grp Cap (vph)	150				85	163	139			73	1582	
v/s Ratio Prot	0.07					0.06				0.05	c0.34	
v/s Ratio Perm					c0.09		0.00					
v/c Ratio	0.75				1.02	0.67	0.04			1.21	1.08	
Uniform Delay, d1	66.8				68.4	66.3	62.6			71.9	51.0	
Progression Factor	1.00				1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	19.0				104.2	10.5	0.1			170.8	47.1	
Delay (s)	85.8				172.6	76.8	62.7			242.7	98.1	
Level of Service	F				F	E	E			F	F	
Approach Delay (s)	81.3					104.8					105.2	
Approach LOS	F					F					F	

Intersection Summary



Movement	NER2	SWL2	SWL	SWT	SWR	SWR2
Lane Configurations						
Traffic Volume (vph)	13	41	60	799	228	14
Future Volume (vph)	13	41	60	799	228	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.8	6.7	6.7	
Lane Util. Factor			1.00	0.86	0.86	
Frt			1.00	0.99	0.85	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1770	4758	1362	
Flt Permitted			0.95	1.00	1.00	
Satd. Flow (perm)			1770	4758	1362	
Peak-hour factor, PHF	0.95	0.72	0.91	0.91	0.72	0.91
Adj. Flow (vph)	14	57	66	878	317	15
RTOR Reduction (vph)	0	0	0	0	153	0
Lane Group Flow (vph)	0	0	123	941	116	0
Turn Type		Prot	Prot	NA	Perm	
Protected Phases		1	1	6		
Permitted Phases					6	
Actuated Green, G (s)			6.2	48.3	48.3	
Effective Green, g (s)			6.2	48.3	48.3	
Actuated g/C Ratio			0.04	0.32	0.32	
Clearance Time (s)			6.8	6.7	6.7	
Vehicle Extension (s)			2.5	5.6	5.6	
Lane Grp Cap (vph)			73	1532	438	
v/s Ratio Prot			c0.07	0.20		
v/s Ratio Perm					0.09	
v/c Ratio			1.68	0.61	0.27	
Uniform Delay, d1			71.9	43.0	37.7	
Progression Factor			0.95	0.94	1.76	
Incremental Delay, d2			359.2	1.2	0.8	
Delay (s)			427.4	41.6	67.1	
Level of Service			F	D	E	
Approach Delay (s)				82.4		
Approach LOS				F		

Intersection Summary

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	791	1978	2	602	1145
Future Volume (vph)	0	791	1978	2	602	1145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	6.5		5.7	4.0
Lane Util. Factor		0.88	0.91		0.97	0.91
Frt		0.85	1.00		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		2787	5085		3433	5085
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		2787	5085		3433	5085
Peak-hour factor, PHF	0.91	0.91	0.95	0.95	0.87	0.87
Adj. Flow (vph)	0	869	2082	2	692	1316
RTOR Reduction (vph)	0	6	0	0	0	0
Lane Group Flow (vph)	0	863	2084	0	692	1316
Turn Type		Prot	NA		Prot	NA
Protected Phases		2	4		6	Free
Permitted Phases						
Actuated Green, G (s)		58.0	81.5		56.3	150.0
Effective Green, g (s)		58.0	81.5		56.3	150.0
Actuated g/C Ratio		0.39	0.54		0.38	1.00
Clearance Time (s)		4.0	6.5		5.7	
Vehicle Extension (s)		5.4	4.5		5.4	
Lane Grp Cap (vph)		1077	2762		1288	5085
v/s Ratio Prot		c0.31	c0.41		0.20	0.26
v/s Ratio Perm						
v/c Ratio		0.80	0.75		0.54	0.26
Uniform Delay, d1		40.9	26.5		36.7	0.0
Progression Factor		1.00	0.25		1.15	1.00
Incremental Delay, d2		6.3	0.1		1.5	0.1
Delay (s)		47.2	6.8		43.5	0.1
Level of Service		D	A		D	A
Approach Delay (s)	47.2		6.8			15.1
Approach LOS	D		A			B

Intersection Summary			
HCM 2000 Control Delay	17.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	52	1073	2654	32	585	1691
Future Volume (vph)	52	1073	2654	32	585	1691
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	6.6	6.5		6.6	6.2
Lane Util. Factor	1.00	0.88	0.91		0.97	0.91
Frt	1.00	0.85	1.00		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	2787	5076		3433	5085
Flt Permitted	0.42	1.00	1.00		0.95	1.00
Satd. Flow (perm)	774	2787	5076		3433	5085
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.92	0.92
Adj. Flow (vph)	53	1095	2708	33	636	1838
RTOR Reduction (vph)	0	1	1	0	0	0
Lane Group Flow (vph)	53	1094	2740	0	636	1838
Turn Type	Perm	pm+ov	NA		Prot	NA
Protected Phases		5	6		5	2
Permitted Phases	8	8				
Actuated Green, G (s)	16.2	46.2	84.5		30.0	121.4
Effective Green, g (s)	16.2	46.2	84.5		30.0	121.4
Actuated g/C Ratio	0.11	0.31	0.56		0.20	0.81
Clearance Time (s)	6.2	6.6	6.5		6.6	6.2
Vehicle Extension (s)	3.0	3.0	5.0		3.0	4.8
Lane Grp Cap (vph)	83	858	2859		686	4115
v/s Ratio Prot		c0.25	c0.54		0.19	0.36
v/s Ratio Perm	0.07	0.14				
v/c Ratio	0.64	1.27	0.96		0.93	0.45
Uniform Delay, d1	64.1	51.9	31.1		58.9	4.3
Progression Factor	1.00	1.00	0.90		1.00	1.00
Incremental Delay, d2	15.0	132.6	6.3		18.6	0.4
Delay (s)	79.1	184.5	34.4		77.5	4.6
Level of Service	E	F	C		E	A
Approach Delay (s)	179.7		34.4			23.4
Approach LOS	F		C			C

Intersection Summary			
HCM 2000 Control Delay	56.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	19.3
Intersection Capacity Utilization	100.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	781	170	133	410	129	126	702	223	154	427	101
Future Volume (veh/h)	59	781	170	133	410	129	126	702	223	154	427	101
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	62	822	0	153	471	0	142	789	251	169	469	111
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.87	0.87	0.87	0.89	0.89	0.89	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	1360	608	178	1553	695	322	957	428	231	992	444
Arrive On Green	0.05	0.38	0.00	0.10	0.44	0.00	0.07	0.27	0.27	0.08	0.28	0.28
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	62	822	0	153	471	0	142	789	251	169	469	111
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	4.8	26.1	0.0	11.9	12.1	0.0	8.0	29.3	19.2	9.5	15.4	7.6
Cycle Q Clear(g_c), s	4.8	26.1	0.0	11.9	12.1	0.0	8.0	29.3	19.2	9.5	15.4	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	81	1360	608	178	1553	695	322	957	428	231	992	444
V/C Ratio(X)	0.77	0.60	0.00	0.86	0.30	0.00	0.44	0.82	0.59	0.73	0.47	0.25
Avail Cap(c_a), veh/h	255	1360	608	255	1553	695	437	1107	495	266	992	444
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)	0.09	0.09	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	66.1	34.6	0.0	62.0	25.4	0.0	33.7	48.0	44.3	36.7	41.8	39.0
Incr Delay (d2), s/veh	2.0	0.2	0.0	16.4	0.2	0.0	0.7	4.3	1.0	5.6	0.2	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	2.4	12.8	0.0	6.6	5.9	0.0	4.0	14.9	8.6	5.0	7.6	3.3
LnGrp Delay(d),s/veh	68.1	34.8	0.0	78.5	25.6	0.0	34.4	52.3	45.3	42.3	42.0	39.2
LnGrp LOS	E	C		E	C		C	D	D	D	D	D
Approach Vol, veh/h		884			624			1182			749	
Approach Delay, s/veh		37.1			38.6			48.7			41.7	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.9	59.8	15.9	45.4	11.3	67.4	17.3	44.0
Change Period (Y+Rc), s	* 4.9	6.0	* 5.7	6.2	* 4.9	6.0	* 5.7	6.2
Max Green Setting (Gmax), s	* 20	39.0	* 19	38.8	* 20	39.0	* 14	43.8
Max Q Clear Time (g_c+I1), s	13.9	28.1	10.0	17.4	6.8	14.1	11.5	31.3
Green Ext Time (p_c), s	0.2	8.5	0.2	9.1	0.2	16.3	0.0	6.5

Intersection Summary	
HCM 2010 Ctrl Delay	42.3
HCM 2010 LOS	D

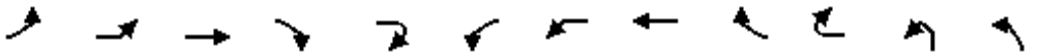
Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	496	14	15	1435	12	105	43	7	17	48	51
Future Volume (veh/h)	18	496	14	15	1435	12	105	43	7	17	48	51
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	21	577	16	17	1594	13	122	50	8	25	72	76
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.90	0.90	0.90	0.86	0.86	0.86	0.67	0.67	0.67
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	2116	60	43	2473	20	203	77	11	65	159	148
Arrive On Green	0.71	0.71	0.71	0.71	0.71	0.71	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	64	2982	84	17	3486	28	780	392	55	154	811	756
Grp Volume(v), veh/h	294	0	320	848	0	776	180	0	0	173	0	0
Grp Sat Flow(s),veh/h/ln	1450	0	1680	1841	0	1690	1227	0	0	1721	0	0
Q Serve(g_s), s	1.2	0.0	8.1	0.0	0.0	29.2	6.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	30.4	0.0	8.1	28.9	0.0	29.2	17.3	0.0	0.0	10.6	0.0	0.0
Prop In Lane	0.07		0.05	0.02		0.02	0.68		0.04	0.14		0.44
Lane Grp Cap(c), veh/h	1061	0	1192	1337	0	1199	291	0	0	371	0	0
V/C Ratio(X)	0.28	0.00	0.27	0.63	0.00	0.65	0.62	0.00	0.00	0.47	0.00	0.00
Avail Cap(c_a), veh/h	1061	0	1192	1337	0	1199	654	0	0	804	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	6.1	0.0	6.2	9.2	0.0	9.3	45.7	0.0	0.0	42.7	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.6	2.3	0.0	2.7	5.8	0.0	0.0	2.5	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	3.5	0.0	3.9	15.5	0.0	14.3	6.1	0.0	0.0	5.4	0.0	0.0
LnGrp Delay(d),s/veh	6.7	0.0	6.7	11.5	0.0	12.0	51.6	0.0	0.0	45.2	0.0	0.0
LnGrp LOS	A		A	B		B	D			D		
Approach Vol, veh/h		614			1624			180			173	
Approach Delay, s/veh		6.7			11.7			51.6			45.2	
Approach LOS		A			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		90.0		28.7		90.0		28.7
Change Period (Y+Rc), s		5.8		5.5		5.8		5.5
Max Green Setting (Gmax), s		84.2		54.5		84.2		54.5
Max Q Clear Time (g_c+I1), s		32.4		12.6		31.2		19.3
Green Ext Time (p_c), s		49.5		4.0		50.6		3.9

Intersection Summary	
HCM 2010 Ctrl Delay	15.5
HCM 2010 LOS	B



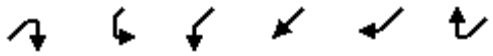
Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	1	157	449	4	11	8	228	720	1	65	23	14
Future Volume (vph)	1	157	449	4	11	8	228	720	1	65	23	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.1	6.5				7.1	6.8				6.8
Lane Util. Factor		1.00	0.95				1.00	0.95				1.00
Frt		1.00	0.99				1.00	0.98				1.00
Flt Protected		0.95	1.00				0.95	1.00				0.95
Satd. Flow (prot)		1770	3517				1770	3482				1770
Flt Permitted		0.95	1.00				0.95	1.00				0.72
Satd. Flow (perm)		1770	3517				1770	3482				1345
Peak-hour factor, PHF	0.90	0.60	0.90	0.90	0.60	0.92	0.70	0.92	0.92	0.70	0.78	0.88
Adj. Flow (vph)	1	262	499	4	18	9	326	783	1	93	29	16
RTOR Reduction (vph)	0	0	2	0	0	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	263	519	0	0	0	335	871	0	0	0	45
Turn Type	Prot	Prot	NA			Prot	Prot	NA			Perm	Perm
Protected Phases	7	7	4			3	3	8				
Permitted Phases											10	10
Actuated Green, G (s)		9.9	25.5				17.9	33.2				11.7
Effective Green, g (s)		9.9	25.5				17.9	33.2				11.7
Actuated g/C Ratio		0.07	0.17				0.12	0.22				0.08
Clearance Time (s)		7.1	6.5				7.1	6.8				6.8
Vehicle Extension (s)		3.0	2.5				3.0	3.5				3.0
Lane Grp Cap (vph)		116	597				211	770				104
v/s Ratio Prot		0.15	0.15				c0.19	c0.25				
v/s Ratio Perm												0.03
v/c Ratio		2.27	0.87				1.59	1.13				0.43
Uniform Delay, d1		70.0	60.6				66.0	58.4				66.0
Progression Factor		1.00	1.00				1.00	1.00				1.00
Incremental Delay, d2		596.8	12.7				285.8	74.8				2.9
Delay (s)		666.8	73.4				351.8	133.2				68.9
Level of Service		F	E				F	F				E
Approach Delay (s)			272.4					193.6				
Approach LOS			F					F				

Intersection Summary			
HCM 2000 Control Delay	145.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	34.6
Intersection Capacity Utilization	111.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER
Lane Configurations												
Traffic Volume (vph)	43	14	3	24	34	45	36	8	43	19	750	133
Future Volume (vph)	43	14	3	24	34	45	36	8	43	19	750	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8				6.8	6.8	6.8			6.8	7.1	
Lane Util. Factor	1.00				1.00	1.00	1.00			1.00	0.91	
Frt	0.96				1.00	1.00	0.85			1.00	0.97	
Flt Protected	1.00				0.95	1.00	1.00			0.95	1.00	
Satd. Flow (prot)	1786				1770	1863	1583			1770	4953	
Flt Permitted	1.00				0.71	1.00	1.00			0.95	1.00	
Satd. Flow (perm)	1786				1318	1863	1583			1770	4953	
Peak-hour factor, PHF	0.78	0.78	0.88	0.75	0.84	0.84	0.75	0.84	0.74	0.82	0.82	0.74
Adj. Flow (vph)	55	18	3	32	40	54	48	10	58	23	915	180
RTOR Reduction (vph)	1	0	0	0	0	0	53	0	0	0	1	0
Lane Group Flow (vph)	75	0	0	0	72	54	5	0	0	81	1106	0
Turn Type	NA			Perm	Perm	NA	Perm		Prot	Prot	NA	
Protected Phases	10					9			5	5	2	
Permitted Phases				9	9		9					
Actuated Green, G (s)	11.7				11.7	11.7	11.7			7.7	52.9	
Effective Green, g (s)	11.7				11.7	11.7	11.7			7.7	52.9	
Actuated g/C Ratio	0.08				0.08	0.08	0.08			0.05	0.35	
Clearance Time (s)	6.8				6.8	6.8	6.8			6.8	7.1	
Vehicle Extension (s)	3.0				3.0	3.0	3.0			2.5	5.3	
Lane Grp Cap (vph)	139				102	145	123			90	1746	
v/s Ratio Prot	0.04					0.03				0.05	0.22	
v/s Ratio Perm					c0.05		0.00					
v/c Ratio	0.54				0.71	0.37	0.04			0.90	0.63	
Uniform Delay, d1	66.6				67.5	65.7	63.9			70.8	40.5	
Progression Factor	1.00				1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	4.2				19.9	1.6	0.1			63.0	1.8	
Delay (s)	70.8				87.4	67.3	64.1			133.8	42.2	
Level of Service	E				F	E	E			F	D	
Approach Delay (s)	70.1					74.1					48.5	
Approach LOS	E					E					D	

Intersection Summary



Movement	NER2	SWL2	SWL	SWT	SWR	SWR2
Lane Configurations						
Traffic Volume (vph)	10	70	15	1481	748	17
Future Volume (vph)	10	70	15	1481	748	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.8	6.7	6.7	
Lane Util. Factor			1.00	0.86	0.86	
Frt			1.00	0.97	0.85	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1770	4665	1362	
Flt Permitted			0.95	1.00	1.00	
Satd. Flow (perm)			1770	4665	1362	
Peak-hour factor, PHF	0.82	0.80	0.94	0.94	0.80	0.94
Adj. Flow (vph)	12	88	16	1576	935	18
RTOR Reduction (vph)	0	0	0	0	148	0
Lane Group Flow (vph)	0	0	104	1959	422	0
Turn Type		Prot	Prot	NA	Perm	
Protected Phases		1	1	6		
Permitted Phases					6	
Actuated Green, G (s)			7.7	53.3	53.3	
Effective Green, g (s)			7.7	53.3	53.3	
Actuated g/C Ratio			0.05	0.36	0.36	
Clearance Time (s)			6.8	6.7	6.7	
Vehicle Extension (s)			2.5	5.6	5.6	
Lane Grp Cap (vph)			90	1657	483	
v/s Ratio Prot			c0.06	c0.42		
v/s Ratio Perm					0.31	
v/c Ratio			1.16	1.18	0.87	
Uniform Delay, d1			71.2	48.4	45.2	
Progression Factor			0.90	1.28	1.52	
Incremental Delay, d2			139.2	88.1	16.4	
Delay (s)			202.9	149.9	84.9	
Level of Service			F	F	F	
Approach Delay (s)				137.9		
Approach LOS				F		

Intersection Summary

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	454	981	2	1000	2235
Future Volume (vph)	0	454	981	2	1000	2235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	6.5		7.4	4.0
Lane Util. Factor		0.88	0.91		0.97	0.91
Frt		0.85	1.00		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		2787	5084		3433	5085
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		2787	5084		3433	5085
Peak-hour factor, PHF	0.96	0.96	0.85	0.85	0.95	0.95
Adj. Flow (vph)	0	473	1154	2	1053	2353
RTOR Reduction (vph)	0	43	0	0	0	0
Lane Group Flow (vph)	0	430	1156	0	1053	2353
Turn Type		Prot	NA		Prot	NA
Protected Phases		2	4		6	Free
Permitted Phases						
Actuated Green, G (s)		85.9	53.6		82.5	150.0
Effective Green, g (s)		85.9	53.6		82.5	150.0
Actuated g/C Ratio		0.57	0.36		0.55	1.00
Clearance Time (s)		4.0	6.5		7.4	
Vehicle Extension (s)		5.4	4.5		5.4	
Lane Grp Cap (vph)		1596	1816		1888	5085
v/s Ratio Prot		0.15	c0.23		c0.31	0.46
v/s Ratio Perm						
v/c Ratio		0.27	0.64		0.56	0.46
Uniform Delay, d1		16.2	40.1		21.9	0.0
Progression Factor		1.00	0.71		1.51	1.00
Incremental Delay, d2		0.4	0.2		0.6	0.1
Delay (s)		16.6	28.7		33.7	0.1
Level of Service		B	C		C	A
Approach Delay (s)	16.6		28.7			10.5
Approach LOS	B		C			B

Intersection Summary			
HCM 2000 Control Delay	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	13.9
Intersection Capacity Utilization	59.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	88	762	1349	29	586	3263
Future Volume (vph)	88	762	1349	29	586	3263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.6	6.5		6.6	6.2
Lane Util. Factor	1.00	0.88	0.91		0.97	0.91
Frt	1.00	0.85	1.00		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	2787	5069		3433	5085
Flt Permitted	0.42	1.00	1.00		0.95	1.00
Satd. Flow (perm)	784	2787	5069		3433	5085
Peak-hour factor, PHF	0.90	0.90	0.87	0.87	0.94	0.94
Adj. Flow (vph)	98	847	1551	33	623	3471
RTOR Reduction (vph)	0	2	1	0	0	0
Lane Group Flow (vph)	98	845	1583	0	623	3471
Turn Type	Perm	pm+ov	NA		Prot	NA
Protected Phases		5	6		5	2
Permitted Phases	8	8				
Actuated Green, G (s)	20.0	58.6	73.8		38.6	119.3
Effective Green, g (s)	20.0	58.6	73.8		38.6	119.3
Actuated g/C Ratio	0.13	0.39	0.49		0.26	0.80
Clearance Time (s)	4.5	6.6	6.5		6.6	6.2
Vehicle Extension (s)	3.0	3.0	5.0		3.0	4.8
Lane Grp Cap (vph)	104	1088	2493		883	4044
v/s Ratio Prot		0.20	0.31		0.18	c0.68
v/s Ratio Perm	c0.12	0.10				
v/c Ratio	0.94	0.78	0.63		0.71	0.86
Uniform Delay, d1	64.4	40.0	28.1		50.5	9.9
Progression Factor	1.00	1.00	0.49		1.00	1.00
Incremental Delay, d2	69.5	3.5	0.7		2.6	2.6
Delay (s)	133.9	43.5	14.6		53.1	12.5
Level of Service	F	D	B		D	B
Approach Delay (s)	52.9		14.6			18.7
Approach LOS	D		B			B

Intersection Summary			
HCM 2000 Control Delay	22.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	17.6
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	466	92	164	775	56	114	343	104	181	778	27
Future Volume (veh/h)	47	466	92	164	775	56	114	343	104	181	778	27
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	55	542	0	189	891	0	124	373	113	203	874	30
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.86	0.86	0.86	0.87	0.87	0.87	0.92	0.92	0.92	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	1279	572	215	1552	694	200	969	434	365	1028	460
Arrive On Green	0.04	0.36	0.00	0.12	0.44	0.00	0.06	0.27	0.27	0.08	0.29	0.29
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	55	542	0	189	891	0	124	373	113	203	874	30
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	4.3	16.2	0.0	14.7	26.4	0.0	7.0	12.0	7.8	11.3	32.6	1.9
Cycle Q Clear(g_c), s	4.3	16.2	0.0	14.7	26.4	0.0	7.0	12.0	7.8	11.3	32.6	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	1279	572	215	1552	694	200	969	434	365	1028	460
V/C Ratio(X)	0.70	0.42	0.00	0.88	0.57	0.00	0.62	0.38	0.26	0.56	0.85	0.07
Avail Cap(c_a), veh/h	191	1279	572	343	1552	694	230	1183	529	365	1183	529
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)	0.41	0.41	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.81	0.81	0.81
Uniform Delay (d), s/veh	66.0	33.7	0.0	60.5	29.5	0.0	37.1	41.3	39.8	33.9	46.8	35.9
Incr Delay (d2), s/veh	6.6	0.4	0.0	12.2	0.6	0.0	3.2	0.2	0.2	0.9	4.2	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	2.3	8.0	0.0	7.9	13.0	0.0	3.6	5.9	3.4	1.2	16.5	0.8
LnGrp Delay(d),s/veh	72.6	34.1	0.0	72.7	30.1	0.0	40.3	41.4	40.0	34.8	51.0	35.9
LnGrp LOS	E	C		E	C		D	D	D	C	D	D
Approach Vol, veh/h		597			1080			610			1107	
Approach Delay, s/veh		37.7			37.6			40.9			47.6	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.9	56.6	14.6	46.9	11.1	67.4	17.0	44.5
Change Period (Y+Rc), s	* 4.9	6.0	* 5.7	6.2	* 4.9	6.0	* 5.7	6.2
Max Green Setting (Gmax), s	* 27	32.0	* 11	46.8	* 15	44.0	* 11	46.8
Max Q Clear Time (g_c+I1), s	16.7	18.2	9.0	34.6	6.3	28.4	13.3	14.0
Green Ext Time (p_c), s	0.3	11.0	0.1	6.1	0.1	12.2	0.0	9.4

Intersection Summary	
HCM 2010 Ctrl Delay	41.5
HCM 2010 LOS	D

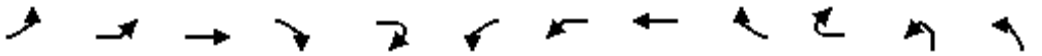
Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	496	14	15	1435	12	105	43	7	17	48	51
Future Volume (veh/h)	18	496	14	15	1435	12	105	43	7	17	48	51
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	21	577	16	17	1594	13	122	50	8	25	72	76
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.90	0.90	0.90	0.86	0.86	0.86	0.67	0.67	0.67
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	2120	60	41	2498	20	197	73	10	63	157	147
Arrive On Green	0.72	0.72	0.72	0.72	0.72	0.72	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	66	2958	84	17	3485	28	768	376	53	156	809	756
Grp Volume(v), veh/h	293	0	321	848	0	776	180	0	0	173	0	0
Grp Sat Flow(s),veh/h/ln	1427	0	1680	1841	0	1690	1198	0	0	1721	0	0
Q Serve(g_s), s	1.5	0.0	8.5	0.0	0.0	30.6	7.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	32.1	0.0	8.5	30.2	0.0	30.6	19.1	0.0	0.0	11.4	0.0	0.0
Prop In Lane	0.07		0.05	0.02		0.02	0.68		0.04	0.14		0.44
Lane Grp Cap(c), veh/h	1053	0	1204	1348	0	1211	280	0	0	367	0	0
V/C Ratio(X)	0.28	0.00	0.27	0.63	0.00	0.64	0.64	0.00	0.00	0.47	0.00	0.00
Avail Cap(c_a), veh/h	1053	0	1204	1348	0	1211	527	0	0	661	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	6.2	0.0	6.3	9.4	0.0	9.4	49.6	0.0	0.0	45.9	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.5	2.2	0.0	2.6	6.6	0.0	0.0	2.6	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	3.6	0.0	4.1	16.2	0.0	14.9	6.6	0.0	0.0	5.7	0.0	0.0
LnGrp Delay(d),s/veh	6.9	0.0	6.9	11.6	0.0	12.0	56.1	0.0	0.0	48.4	0.0	0.0
LnGrp LOS	A		A	B		B	E			D		
Approach Vol, veh/h		614			1624			180			173	
Approach Delay, s/veh		6.9			11.8			56.1			48.4	
Approach LOS		A			B			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		97.0		30.3		97.0		30.3
Change Period (Y+Rc), s		5.8		5.5		5.8		5.5
Max Green Setting (Gmax), s		91.2		47.5		91.2		47.5
Max Q Clear Time (g_c+I1), s		34.1		13.4		32.6		21.1
Green Ext Time (p_c), s		54.4		3.9		55.7		3.6

Intersection Summary	
HCM 2010 Ctrl Delay	16.2
HCM 2010 LOS	B



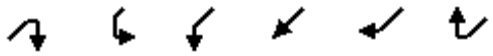
Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	1	157	449	4	11	8	228	720	1	65	23	14
Future Volume (vph)	1	157	449	4	11	8	228	720	1	65	23	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.1	6.5				7.1	6.8				6.8
Lane Util. Factor		1.00	0.95				1.00	0.95				1.00
Frt		1.00	0.99				1.00	0.98				1.00
Flt Protected		0.95	1.00				0.95	1.00				0.95
Satd. Flow (prot)		1770	3517				1770	3482				1770
Flt Permitted		0.95	1.00				0.95	1.00				0.72
Satd. Flow (perm)		1770	3517				1770	3482				1345
Peak-hour factor, PHF	0.90	0.60	0.90	0.90	0.60	0.92	0.70	0.92	0.92	0.70	0.78	0.88
Adj. Flow (vph)	1	262	499	4	18	9	326	783	1	93	29	16
RTOR Reduction (vph)	0	0	2	0	0	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	263	519	0	0	0	335	871	0	0	0	45
Turn Type	Prot	Prot	NA			Prot	Prot	NA			Perm	Perm
Protected Phases	7	7	4			3	3	8				
Permitted Phases											10	10
Actuated Green, G (s)		9.9	25.5				17.9	33.2				11.7
Effective Green, g (s)		9.9	25.5				17.9	33.2				11.7
Actuated g/C Ratio		0.07	0.17				0.12	0.22				0.08
Clearance Time (s)		7.1	6.5				7.1	6.8				6.8
Vehicle Extension (s)		3.0	2.5				3.0	3.5				3.0
Lane Grp Cap (vph)		116	597				211	770				104
v/s Ratio Prot		0.15	0.15				c0.19	c0.25				
v/s Ratio Perm												0.03
v/c Ratio		2.27	0.87				1.59	1.13				0.43
Uniform Delay, d1		70.0	60.6				66.0	58.4				66.0
Progression Factor		1.00	1.00				1.00	1.00				1.00
Incremental Delay, d2		596.8	12.7				285.8	74.8				2.9
Delay (s)		666.8	73.4				351.8	133.2				68.9
Level of Service		F	E				F	F				E
Approach Delay (s)			272.4					193.6				
Approach LOS			F					F				

Intersection Summary			
HCM 2000 Control Delay	133.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	34.6
Intersection Capacity Utilization	111.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER
Lane Configurations												
Traffic Volume (vph)	43	14	3	24	34	45	36	8	43	19	750	133
Future Volume (vph)	43	14	3	24	34	45	36	8	43	19	750	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8				6.8	6.8	6.8			6.8	7.1	
Lane Util. Factor	1.00				1.00	1.00	1.00			1.00	0.91	
Frt	0.96				1.00	1.00	0.85			1.00	0.97	
Flt Protected	1.00				0.95	1.00	1.00			0.95	1.00	
Satd. Flow (prot)	1786				1770	1863	1583			1770	4953	
Flt Permitted	1.00				0.71	1.00	1.00			0.95	1.00	
Satd. Flow (perm)	1786				1318	1863	1583			1770	4953	
Peak-hour factor, PHF	0.78	0.78	0.88	0.75	0.84	0.84	0.75	0.84	0.74	0.82	0.82	0.74
Adj. Flow (vph)	55	18	3	32	40	54	48	10	58	23	915	180
RTOR Reduction (vph)	1	0	0	0	0	0	53	0	0	0	1	0
Lane Group Flow (vph)	75	0	0	0	72	54	5	0	0	81	1106	0
Turn Type	NA			Perm	Perm	NA	Perm		Prot	Prot	NA	
Protected Phases	10					9			5	5	2	
Permitted Phases				9	9		9					
Actuated Green, G (s)	11.7				11.7	11.7	11.7			7.7	52.9	
Effective Green, g (s)	11.7				11.7	11.7	11.7			7.7	52.9	
Actuated g/C Ratio	0.08				0.08	0.08	0.08			0.05	0.35	
Clearance Time (s)	6.8				6.8	6.8	6.8			6.8	7.1	
Vehicle Extension (s)	3.0				3.0	3.0	3.0			2.5	5.3	
Lane Grp Cap (vph)	139				102	145	123			90	1746	
v/s Ratio Prot	0.04					0.03				0.05	0.22	
v/s Ratio Perm					c0.05		0.00					
v/c Ratio	0.54				0.71	0.37	0.04			0.90	0.63	
Uniform Delay, d1	66.6				67.5	65.7	63.9			70.8	40.5	
Progression Factor	1.00				1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	4.2				19.9	1.6	0.1			63.0	1.8	
Delay (s)	70.8				87.4	67.3	64.1			133.8	42.2	
Level of Service	E				F	E	E			F	D	
Approach Delay (s)	70.1					74.1					48.5	
Approach LOS	E					E					D	

Intersection Summary



Movement	NER2	SWL2	SWL	SWT	SWR	SWR2
Lane Configurations						
Traffic Volume (vph)	10	70	15	1481	748	17
Future Volume (vph)	10	70	15	1481	748	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.8	6.7	6.7	
Lane Util. Factor			1.00	0.86	0.86	
Frt			1.00	0.97	0.85	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1770	4665	1362	
Flt Permitted			0.95	1.00	1.00	
Satd. Flow (perm)			1770	4665	1362	
Peak-hour factor, PHF	0.82	0.80	0.94	0.94	0.80	0.94
Adj. Flow (vph)	12	88	16	1576	935	18
RTOR Reduction (vph)	0	0	0	0	148	0
Lane Group Flow (vph)	0	0	104	1959	422	0
Turn Type		Prot	Prot	NA	Perm	
Protected Phases		1	1	6		
Permitted Phases					6	
Actuated Green, G (s)			7.7	53.3	53.3	
Effective Green, g (s)			7.7	53.3	53.3	
Actuated g/C Ratio			0.05	0.36	0.36	
Clearance Time (s)			6.8	6.7	6.7	
Vehicle Extension (s)			2.5	5.6	5.6	
Lane Grp Cap (vph)			90	1657	483	
v/s Ratio Prot			c0.06	c0.42		
v/s Ratio Perm					0.31	
v/c Ratio			1.16	1.18	0.87	
Uniform Delay, d1			71.2	48.4	45.2	
Progression Factor			1.06	0.72	0.55	
Incremental Delay, d2			139.2	88.1	16.4	
Delay (s)			214.8	123.1	41.3	
Level of Service			F	F	D	
Approach Delay (s)				109.0		
Approach LOS				F		

Intersection Summary

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	454	981	2	1000	2235
Future Volume (vph)	0	454	981	2	1000	2235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	6.5		7.4	4.0
Lane Util. Factor		0.88	0.91		0.97	0.91
Frt		0.85	1.00		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		2787	5084		3433	5085
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		2787	5084		3433	5085
Peak-hour factor, PHF	0.96	0.96	0.85	0.85	0.95	0.95
Adj. Flow (vph)	0	473	1154	2	1053	2353
RTOR Reduction (vph)	0	43	0	0	0	0
Lane Group Flow (vph)	0	430	1156	0	1053	2353
Turn Type		Prot	NA		Prot	NA
Protected Phases		2	4		6	Free
Permitted Phases						
Actuated Green, G (s)		85.9	53.6		82.5	150.0
Effective Green, g (s)		85.9	53.6		82.5	150.0
Actuated g/C Ratio		0.57	0.36		0.55	1.00
Clearance Time (s)		4.0	6.5		7.4	
Vehicle Extension (s)		5.4	4.5		5.4	
Lane Grp Cap (vph)		1596	1816		1888	5085
v/s Ratio Prot		0.15	c0.23		c0.31	0.46
v/s Ratio Perm						
v/c Ratio		0.27	0.64		0.56	0.46
Uniform Delay, d1		16.2	40.1		21.9	0.0
Progression Factor		1.00	0.71		0.37	1.00
Incremental Delay, d2		0.4	0.2		0.4	0.1
Delay (s)		16.6	28.7		8.5	0.1
Level of Service		B	C		A	A
Approach Delay (s)	16.6		28.7			2.7
Approach LOS	B		C			A

Intersection Summary			
HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	13.9
Intersection Capacity Utilization	59.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	88	3	762	2	0	0	0	1349	29	586	3263	5
Future Volume (veh/h)	88	3	762	2	0	0	0	1349	29	586	3263	5
Number	3	8	18	7	4	14	1	6	16	5	2	12
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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	98	3	847	4	0	0	0	1551	33	623	3471	5
Adj No. of Lanes	0	1	2	0	1	0	0	3	0	2	3	0
Peak Hour Factor	0.90	0.90	0.90	0.50	0.50	0.50	0.87	0.87	0.87	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	216	7	349	83	0	0	24	1358	46	693	3660	5
Arrive On Green	0.13	0.13	0.13	0.05	0.00	0.00	0.00	0.15	0.15	0.20	0.70	0.70
Sat Flow, veh/h	1724	53	2787	1774	0	0	0	5292	109	3442	5244	8
Grp Volume(v), veh/h	101	0	847	4	0	0	0	1026	558	623	2243	1233
Grp Sat Flow(s),veh/h/ln	1777	0	1393	1774	0	0	0	1695	1844	1721	1695	1861
Q Serve(g_s), s	7.9	0.0	18.8	0.3	0.0	0.0	0.0	75.0	36.4	26.5	88.6	88.8
Cycle Q Clear(g_c), s	7.9	0.0	18.8	0.3	0.0	0.0	0.0	75.0	36.4	26.5	88.6	88.8
Prop In Lane	0.97		1.00	1.00		0.00	0.00		0.06	1.00		0.00
Lane Grp Cap(c), veh/h	223	0	349	83	0	0	0	0	0	693	2366	1299
V/C Ratio(X)	0.45	0.00	2.43	0.05	0.00	0.00	0.00	0.00	0.00	0.90	0.95	0.95
Avail Cap(c_a), veh/h	223	0	349	109	0	0	0	0	0	835	2366	1299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.83	0.83	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.8	0.0	65.6	68.3	0.0	0.0	0.0	0.0	0.0	58.4	20.2	20.2
Incr Delay (d2), s/veh	1.4	0.0	650.0	0.2	0.0	0.0	0.0	0.0	0.0	11.1	9.8	15.4
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	4.0	0.0	38.8	0.2	0.0	0.0	0.0	0.0	0.0	13.7	44.3	50.7
LnGrp Delay(d),s/veh	62.3	0.0	715.6	68.6	0.0	0.0	0.0	0.0	0.0	69.6	30.0	35.6
LnGrp LOS	E		F	E						E	C	D
Approach Vol, veh/h		948			4			1584			4099	
Approach Delay, s/veh		646.0			68.6			0.0			37.7	
Approach LOS		F			E			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		111.2		13.8	36.8	74.4		25.0
Change Period (Y+Rc), s		* 6.5		* 6.8	6.6	* 6.5		6.2
Max Green Setting (Gmax), s		* 1E2		* 9.2	36.4	* 60		18.8
Max Q Clear Time (g_c+I1), s		90.8		2.3	28.5	77.0		20.8
Green Ext Time (p_c), s		12.0		0.0	1.7	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	115.6
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	466	92	164	775	56	114	343	104	181	778	27
Future Volume (veh/h)	47	466	92	164	775	56	114	343	104	181	778	27
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	55	542	0	189	891	0	124	373	113	203	874	30
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.86	0.86	0.86	0.87	0.87	0.87	0.92	0.92	0.92	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	1376	616	214	1646	736	181	875	391	338	924	414
Arrive On Green	0.04	0.39	0.00	0.12	0.47	0.00	0.07	0.25	0.25	0.08	0.26	0.26
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	55	542	0	189	891	0	124	373	113	203	874	30
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	4.3	15.5	0.0	14.7	25.2	0.0	7.2	12.4	8.1	11.3	33.9	2.0
Cycle Q Clear(g_c), s	4.3	15.5	0.0	14.7	25.2	0.0	7.2	12.4	8.1	11.3	33.9	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	1376	616	214	1646	736	181	875	391	338	924	414
V/C Ratio(X)	0.70	0.39	0.00	0.88	0.54	0.00	0.68	0.43	0.29	0.60	0.95	0.07
Avail Cap(c_a), veh/h	191	1376	616	280	1646	736	333	1183	529	338	930	416
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)	0.41	0.41	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.81	0.81	0.81
Uniform Delay (d), s/veh	66.0	30.9	0.0	60.6	26.8	0.0	39.6	44.3	42.7	37.2	50.7	38.9
Incr Delay (d2), s/veh	6.6	0.4	0.0	20.8	0.5	0.0	3.4	0.2	0.3	1.7	15.2	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	2.3	7.6	0.0	8.4	12.4	0.0	3.7	6.1	3.6	1.5	18.6	0.9
LnGrp Delay(d),s/veh	72.6	31.2	0.0	81.4	27.2	0.0	42.9	44.6	43.0	38.9	65.9	39.0
LnGrp LOS	E	C		F	C		D	D	D	D	E	D
Approach Vol, veh/h		597			1080			610			1107	
Approach Delay, s/veh		35.0			36.7			44.0			60.2	
Approach LOS		D			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.8	60.4	15.0	42.8	11.1	71.1	17.0	40.8
Change Period (Y+Rc), s	* 4.9	6.0	* 5.7	6.2	* 4.9	6.0	* 5.7	6.2
Max Green Setting (Gmax), s	* 22	37.0	* 21	36.8	* 15	44.0	* 11	46.8
Max Q Clear Time (g_c+I1), s	16.7	17.5	9.2	35.9	6.3	27.2	13.3	14.4
Green Ext Time (p_c), s	0.2	14.7	0.2	0.6	0.1	13.0	0.0	9.4

Intersection Summary	
HCM 2010 Ctrl Delay	45.4
HCM 2010 LOS	D

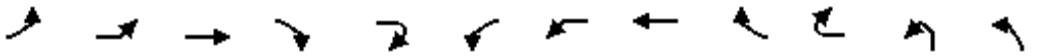
Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	1269	107	14	679	51	21	31	15	69	64	20
Future Volume (veh/h)	22	1269	107	14	679	51	21	31	15	69	64	20
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	23	1308	110	15	707	53	26	38	19	75	70	22
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.81	0.81	0.81	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	2411	201	58	2379	177	93	126	52	137	106	30
Arrive On Green	0.76	0.76	0.76	0.76	0.76	0.76	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	28	3172	264	31	3129	232	367	911	380	651	770	216
Grp Volume(v), veh/h	755	0	686	398	0	377	83	0	0	167	0	0
Grp Sat Flow(s),veh/h/ln	1816	0	1648	1739	0	1654	1658	0	0	1637	0	0
Q Serve(g_s), s	0.0	0.0	18.9	0.0	0.0	7.9	0.0	0.0	0.0	5.9	0.0	0.0
Cycle Q Clear(g_c), s	18.1	0.0	18.9	7.2	0.0	7.9	4.7	0.0	0.0	10.6	0.0	0.0
Prop In Lane	0.03		0.16	0.04		0.14	0.31		0.23	0.45		0.13
Lane Grp Cap(c), veh/h	1414	0	1253	1356	0	1257	271	0	0	273	0	0
V/C Ratio(X)	0.53	0.00	0.55	0.29	0.00	0.30	0.31	0.00	0.00	0.61	0.00	0.00
Avail Cap(c_a), veh/h	1414	0	1253	1356	0	1257	832	0	0	823	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	5.4	0.0	5.5	4.1	0.0	4.1	43.2	0.0	0.0	45.5	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	1.7	0.6	0.0	0.6	1.7	0.0	0.0	6.0	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	9.8	0.0	9.0	3.9	0.0	3.8	2.4	0.0	0.0	5.3	0.0	0.0
LnGrp Delay(d),s/veh	6.8	0.0	7.2	4.6	0.0	4.7	44.9	0.0	0.0	51.6	0.0	0.0
LnGrp LOS	A		A	A		A	D			D		
Approach Vol, veh/h		1441			775			83			167	
Approach Delay, s/veh		7.0			4.7			44.9			51.6	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		90.0		20.8		90.0		20.8
Change Period (Y+Rc), s		5.8		5.5		5.8		5.5
Max Green Setting (Gmax), s		84.2		54.5		84.2		54.5
Max Q Clear Time (g_c+I1), s		20.9		12.6		9.9		6.7
Green Ext Time (p_c), s		59.2		2.7		68.9		2.7

Intersection Summary	
HCM 2010 Ctrl Delay	10.6
HCM 2010 LOS	B



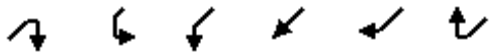
Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	3	504	776	16	29	7	190	450	49	40	17	19
Future Volume (vph)	3	504	776	16	29	7	190	450	49	40	17	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.5				6.8	6.8				6.8
Lane Util. Factor		1.00	0.95				1.00	0.95				1.00
Frt		1.00	0.99				1.00	0.97				1.00
Flt Protected		0.95	1.00				0.95	1.00				0.95
Satd. Flow (prot)		1770	3496				1770	3445				1770
Flt Permitted		0.95	1.00				0.95	1.00				0.56
Satd. Flow (perm)		1770	3496				1770	3445				1046
Peak-hour factor, PHF	0.50	0.91	0.91	0.91	0.50	0.92	0.77	0.92	0.92	0.77	0.82	0.67
Adj. Flow (vph)	6	554	853	18	58	8	247	489	53	52	21	28
RTOR Reduction (vph)	0	0	3	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	560	926	0	0	0	255	590	0	0	0	49
Turn Type	Prot	Prot	NA			Prot	Prot	NA			Perm	Perm
Protected Phases	7	7	4			3	3	8				
Permitted Phases											10	10
Actuated Green, G (s)		30.2	34.5				14.2	18.2				13.2
Effective Green, g (s)		30.2	34.5				14.2	18.2				13.2
Actuated g/C Ratio		0.20	0.23				0.09	0.12				0.09
Clearance Time (s)		6.8	6.5				6.8	6.8				6.8
Vehicle Extension (s)		3.0	2.5				3.0	3.5				3.0
Lane Grp Cap (vph)		356	804				167	417				92
v/s Ratio Prot		c0.32	0.26				0.14	c0.17				
v/s Ratio Perm												0.05
v/c Ratio		1.57	1.15				1.53	1.41				0.53
Uniform Delay, d1		59.9	57.8				67.9	65.9				65.4
Progression Factor		1.00	1.00				1.00	1.00				1.00
Incremental Delay, d2		271.1	82.3				265.1	200.0				5.8
Delay (s)		331.0	140.1				333.0	265.9				71.3
Level of Service		F	F				F	F				E
Approach Delay (s)			211.9					286.0				
Approach LOS			F					F				

Intersection Summary			
HCM 2000 Control Delay	179.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.49		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	34.3
Intersection Capacity Utilization	126.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER
Lane Configurations												
Traffic Volume (vph)	48	49	22	71	48	105	52	11	58	23	1419	267
Future Volume (vph)	48	49	22	71	48	105	52	11	58	23	1419	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8				6.8	6.8	6.8			6.8	7.1	
Lane Util. Factor	1.00				1.00	1.00	1.00			1.00	0.91	
Frt	0.91				1.00	1.00	0.85			1.00	0.97	
Flt Protected	1.00				0.95	1.00	1.00			0.95	1.00	
Satd. Flow (prot)	1692				1770	1863	1583			1770	4948	
Flt Permitted	1.00				0.37	1.00	1.00			0.95	1.00	
Satd. Flow (perm)	1692				688	1863	1583			1770	4948	
Peak-hour factor, PHF	0.82	0.82	0.67	0.93	0.82	0.93	0.93	0.82	0.86	0.95	0.95	0.86
Adj. Flow (vph)	59	60	33	76	59	113	56	13	67	24	1494	310
RTOR Reduction (vph)	6	0	0	0	0	0	63	0	0	0	1	0
Lane Group Flow (vph)	146	0	0	0	135	113	6	0	0	91	1820	0
Turn Type	NA			Perm	Perm	NA	Perm		Prot	Prot	NA	
Protected Phases	10					9			5	5	2	
Permitted Phases				9	9		9					
Actuated Green, G (s)	13.2				13.2	13.2	13.2			6.2	47.9	
Effective Green, g (s)	13.2				13.2	13.2	13.2			6.2	47.9	
Actuated g/C Ratio	0.09				0.09	0.09	0.09			0.04	0.32	
Clearance Time (s)	6.8				6.8	6.8	6.8			6.8	7.1	
Vehicle Extension (s)	3.0				3.0	3.0	3.0			2.5	5.3	
Lane Grp Cap (vph)	148				60	163	139			73	1580	
v/s Ratio Prot	0.09					0.06				0.05	c0.37	
v/s Ratio Perm					c0.20		0.00					
v/c Ratio	0.98				2.25	0.69	0.04			1.25	1.15	
Uniform Delay, d1	68.3				68.4	66.4	62.6			71.9	51.0	
Progression Factor	1.00				1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	68.7				612.1	12.0	0.1			185.5	76.2	
Delay (s)	137.0				680.5	78.5	62.8			257.4	127.2	
Level of Service	F				F	E	E			F	F	
Approach Delay (s)	120.9					331.4					133.4	
Approach LOS	F					F					F	

Intersection Summary



Movement	NER2	SWL2	SWL	SWT	SWR	SWR2
Lane Configurations						
Traffic Volume (vph)	16	59	84	857	272	46
Future Volume (vph)	16	59	84	857	272	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.8	6.7	6.7	
Lane Util. Factor			1.00	0.86	0.86	
Frt			1.00	0.98	0.85	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1770	4724	1362	
Flt Permitted			0.95	1.00	1.00	
Satd. Flow (perm)			1770	4724	1362	
Peak-hour factor, PHF	0.95	0.72	0.91	0.91	0.72	0.91
Adj. Flow (vph)	17	82	92	942	378	51
RTOR Reduction (vph)	0	0	0	0	153	0
Lane Group Flow (vph)	0	0	174	1063	155	0
Turn Type		Prot	Prot	NA	Perm	
Protected Phases		1	1	6		
Permitted Phases					6	
Actuated Green, G (s)			6.2	48.3	48.3	
Effective Green, g (s)			6.2	48.3	48.3	
Actuated g/C Ratio			0.04	0.32	0.32	
Clearance Time (s)			6.8	6.7	6.7	
Vehicle Extension (s)			2.5	5.6	5.6	
Lane Grp Cap (vph)			73	1521	438	
v/s Ratio Prot			c0.10	0.23		
v/s Ratio Perm					0.11	
v/c Ratio			2.38	0.70	0.35	
Uniform Delay, d1			71.9	44.5	38.9	
Progression Factor			1.00	1.00	1.00	
Incremental Delay, d2			662.5	2.0	1.3	
Delay (s)			734.4	46.5	40.2	
Level of Service			F	D	D	
Approach Delay (s)				122.7		
Approach LOS				F		

Intersection Summary

Intersection	
Int Delay, s/veh	0.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Traffic Vol, veh/h	6	8	2050	31	16	1342
Future Vol, veh/h	6	8	2050	31	16	1342
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	-	-	-	100	-
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	7	9	2228	34	17	1459

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2863	1131	0	0	2262	0
Stage 1	2245	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	31	169	-	-	92	-
Stage 1	39	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	25	169	-	-	92	-
Mov Cap-2 Maneuver	35	-	-	-	-	-
Stage 1	39	-	-	-	-	-
Stage 2	372	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	78	0	0.6
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	64	92	-
HCM Lane V/C Ratio	-	-	0.238	0.189	-
HCM Control Delay (s)	-	-	78	53	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	0.8	0.7	-

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	161	102	1934	124	181	1152
Future Volume (vph)	161	102	1934	124	181	1152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		6.0	6.0	6.0	5.0
Lane Util. Factor	0.97		0.91	1.00	1.00	0.91
Frt	0.94		1.00	0.85	1.00	1.00
Flt Protected	0.97		1.00	1.00	0.95	1.00
Satd. Flow (prot)	3302		5085	1583	1770	5085
Flt Permitted	0.97		1.00	1.00	0.09	1.00
Satd. Flow (perm)	3302		5085	1583	166	5085
Peak-hour factor, PHF	0.92	0.92	0.98	0.98	0.98	0.98
Adj. Flow (vph)	175	111	1973	127	185	1176
RTOR Reduction (vph)	98	0	0	61	0	0
Lane Group Flow (vph)	188	0	1973	66	185	1176
Turn Type	Perm		NA	Perm	pm+pt	NA
Protected Phases			6		5	2
Permitted Phases	8			6	2	
Actuated Green, G (s)	8.6		38.0	38.0	55.0	55.0
Effective Green, g (s)	8.6		38.0	38.0	55.0	55.0
Actuated g/C Ratio	0.12		0.52	0.52	0.75	0.75
Clearance Time (s)	4.5		6.0	6.0	6.0	5.0
Vehicle Extension (s)	3.0		4.0	4.0	3.0	4.0
Lane Grp Cap (vph)	388		2643	822	344	3825
v/s Ratio Prot			c0.39		c0.07	0.23
v/s Ratio Perm	c0.06			0.04	0.33	
v/c Ratio	0.48		0.75	0.08	0.54	0.31
Uniform Delay, d1	30.2		13.8	8.8	11.8	2.9
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0		1.3	0.1	1.6	0.1
Delay (s)	31.1		15.0	8.9	13.4	3.0
Level of Service	C		B	A	B	A
Approach Delay (s)	31.1		14.7			4.4
Approach LOS	C		B			A

Intersection Summary			
HCM 2000 Control Delay	12.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	73.1	Sum of lost time (s)	16.5
Intersection Capacity Utilization	69.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.4

Movement	NWL	NWR	NET	NER	SWL	SWT
Traffic Vol, veh/h	0	44	1976	48	0	1329
Future Vol, veh/h	0	44	1976	48	0	1329
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	-	0	-	175	-	-
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	48	2148	52	0	1445

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2726	1074	0	0	2148	0
Stage 1	2148	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	37	185	-	-	105	-
Stage 1	46	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	37	185	-	-	105	-
Mov Cap-2 Maneuver	42	-	-	-	-	-
Stage 1	46	-	-	-	-	-
Stage 2	478	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	31.1	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	185	105	-
HCM Lane V/C Ratio	-	-	0.259	-	-
HCM Control Delay (s)	-	-	31.1	0	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	1	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	NWL	NWR	NET	NER	SWL	SWT
Traffic Vol, veh/h	0	31	1973	32	0	1300
Future Vol, veh/h	0	31	1973	32	0	1300
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	-	0	-	175	-	-
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	34	2145	35	0	1413

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2710	1072	0	0	2145	0
Stage 1	2145	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	38	186	-	-	105	-
Stage 1	46	-	-	-	-	-
Stage 2	486	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	38	186	-	-	105	-
Mov Cap-2 Maneuver	42	-	-	-	-	-
Stage 1	46	-	-	-	-	-
Stage 2	486	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	28.6	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	186	105	-
HCM Lane V/C Ratio	-	-	0.181	-	-
HCM Control Delay (s)	-	-	28.6	0	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	820	1998	5	630	1298
Future Volume (vph)	0	820	1998	5	630	1298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	6.5		5.7	4.0
Lane Util. Factor		0.88	0.91		0.97	0.91
Frt		0.85	1.00		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		2787	5083		3433	5085
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		2787	5083		3433	5085
Peak-hour factor, PHF	0.91	0.91	0.95	0.95	0.87	0.87
Adj. Flow (vph)	0	901	2103	5	724	1492
RTOR Reduction (vph)	0	6	0	0	0	0
Lane Group Flow (vph)	0	895	2108	0	724	1492
Turn Type		Prot	NA		Prot	NA
Protected Phases		2	4		6	Free
Permitted Phases						
Actuated Green, G (s)		58.0	81.5		56.3	150.0
Effective Green, g (s)		58.0	81.5		56.3	150.0
Actuated g/C Ratio		0.39	0.54		0.38	1.00
Clearance Time (s)		4.0	6.5		5.7	
Vehicle Extension (s)		5.4	4.5		5.4	
Lane Grp Cap (vph)		1077	2761		1288	5085
v/s Ratio Prot		c0.32	c0.41		0.21	0.29
v/s Ratio Perm						
v/c Ratio		0.83	0.76		0.56	0.29
Uniform Delay, d1		41.6	26.7		37.1	0.0
Progression Factor		1.00	1.00		1.16	1.00
Incremental Delay, d2		7.5	1.5		1.6	0.1
Delay (s)		49.1	28.2		44.8	0.1
Level of Service		D	C		D	A
Approach Delay (s)	49.1		28.2			14.7
Approach LOS	D		C			B

Intersection Summary			
HCM 2000 Control Delay	26.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	54	1106	2673	33	603	1836
Future Volume (vph)	54	1106	2673	33	603	1836
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	6.6	6.5		6.6	6.2
Lane Util. Factor	1.00	0.88	0.91		0.97	0.91
Frt	1.00	0.85	1.00		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	2787	5076		3433	5085
Flt Permitted	0.41	1.00	1.00		0.95	1.00
Satd. Flow (perm)	760	2787	5076		3433	5085
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.92	0.92
Adj. Flow (vph)	55	1129	2728	34	655	1996
RTOR Reduction (vph)	0	1	1	0	0	0
Lane Group Flow (vph)	55	1128	2761	0	655	1996
Turn Type	Perm	pm+ov	NA		Prot	NA
Protected Phases		5	6		5	2
Permitted Phases	8	8				
Actuated Green, G (s)	16.9	51.2	79.5		34.3	120.7
Effective Green, g (s)	16.9	51.2	79.5		34.3	120.7
Actuated g/C Ratio	0.11	0.34	0.53		0.23	0.80
Clearance Time (s)	6.2	6.6	6.5		6.6	6.2
Vehicle Extension (s)	3.0	3.0	5.0		3.0	4.8
Lane Grp Cap (vph)	85	951	2690		785	4091
v/s Ratio Prot		c0.27	c0.54		0.19	0.39
v/s Ratio Perm	0.07	0.13				
v/c Ratio	0.65	1.19	1.03		0.83	0.49
Uniform Delay, d1	63.7	49.4	35.2		55.1	4.7
Progression Factor	1.00	1.00	0.87		1.00	1.00
Incremental Delay, d2	15.7	94.6	20.8		7.6	0.4
Delay (s)	79.4	144.0	51.5		62.8	5.1
Level of Service	E	F	D		E	A
Approach Delay (s)	141.0		51.5			19.4
Approach LOS	F		D			B

Intersection Summary			
HCM 2000 Control Delay	54.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	19.3
Intersection Capacity Utilization	102.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	5	38	57	815	625	9
Future Vol, veh/h	5	38	57	815	625	9
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	-	100	-	-	-
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	5	41	62	886	679	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1251	345	689	0	-	0
Stage 1	684	-	-	-	-	-
Stage 2	567	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	165	651	901	-	-	-
Stage 1	462	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	154	651	901	-	-	-
Mov Cap-2 Maneuver	288	-	-	-	-	-
Stage 1	462	-	-	-	-	-
Stage 2	494	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	901	-	568	-	-
HCM Lane V/C Ratio	0.069	-	0.082	-	-
HCM Control Delay (s)	9.3	-	11.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	840	235	140	460	155	205	747	233	173	456	110
Future Volume (veh/h)	68	840	235	140	460	155	205	747	233	173	456	110
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	72	884	0	161	529	0	230	839	262	190	501	121
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.87	0.87	0.87	0.89	0.89	0.89	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	1267	567	186	1453	650	360	1001	448	244	939	420
Arrive On Green	0.05	0.36	0.00	0.10	0.41	0.00	0.11	0.28	0.28	0.09	0.27	0.27
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	72	884	0	161	529	0	230	839	262	190	501	121
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	5.6	29.9	0.0	12.5	14.5	0.0	13.0	31.2	19.9	10.8	17.0	8.5
Cycle Q Clear(g_c), s	5.6	29.9	0.0	12.5	14.5	0.0	13.0	31.2	19.9	10.8	17.0	8.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	93	1267	567	186	1453	650	360	1001	448	244	939	420
V/C Ratio(X)	0.78	0.70	0.00	0.87	0.36	0.00	0.64	0.84	0.58	0.78	0.53	0.29
Avail Cap(c_a), veh/h	255	1267	567	255	1453	650	411	1107	495	263	981	439
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)	0.84	0.84	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.5	38.4	0.0	61.7	28.6	0.0	32.9	47.2	43.1	36.7	44.0	40.9
Incr Delay (d2), s/veh	15.1	2.7	0.0	18.5	0.2	0.0	2.3	5.2	1.2	11.3	0.4	0.3
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	3.2	15.1	0.0	7.1	7.1	0.0	6.6	16.0	8.8	6.0	8.3	3.8
LnGrp Delay(d),s/veh	80.7	41.1	0.0	80.2	28.8	0.0	35.2	52.3	44.3	47.9	44.4	41.2
LnGrp LOS	F	D		F	C		D	D	D	D	D	D
Approach Vol, veh/h		956			690			1331			812	
Approach Delay, s/veh		44.1			40.8			47.8			44.8	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.5	56.1	21.0	43.3	12.2	63.5	18.5	45.8
Change Period (Y+Rc), s	* 4.9	6.0	* 5.7	6.2	* 4.9	6.0	* 5.7	6.2
Max Green Setting (Gmax), s	* 20	39.0	* 19	38.8	* 20	39.0	* 14	43.8
Max Q Clear Time (g_c+I1), s	14.5	31.9	15.0	19.0	7.6	16.5	12.8	33.2
Green Ext Time (p_c), s	0.2	6.0	0.2	9.4	0.2	16.2	0.0	6.4

Intersection Summary	
HCM 2010 Ctrl Delay	44.9
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1007	43	44	626	131	46	13	39	128	10	82
Future Volume (veh/h)	128	1007	43	44	626	131	46	13	39	128	10	82
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	135	1060	45	51	720	0	50	14	42	139	11	89
Adj No. of Lanes	1	2	1	1	2	1	0	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.87	0.87	0.87	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	482	1722	770	326	1688	755	275	66	417	292	38	311
Arrive On Green	0.07	0.49	0.49	0.05	0.48	0.00	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	822	303	1583	1342	177	1433
Grp Volume(v), veh/h	135	1060	45	51	720	0	64	0	42	139	0	100
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1125	0	1583	1342	0	1610
Q Serve(g_s), s	2.5	14.6	1.0	0.9	8.9	0.0	1.9	0.0	1.3	6.6	0.0	3.4
Cycle Q Clear(g_c), s	2.5	14.6	1.0	0.9	8.9	0.0	5.3	0.0	1.3	11.9	0.0	3.4
Prop In Lane	1.00		1.00	1.00		1.00	0.78		1.00	1.00		0.89
Lane Grp Cap(c), veh/h	482	1722	770	326	1688	755	341	0	417	292	0	350
V/C Ratio(X)	0.28	0.62	0.06	0.16	0.43	0.00	0.19	0.00	0.10	0.48	0.00	0.29
Avail Cap(c_a), veh/h	493	1722	770	501	2337	1045	353	0	431	365	0	437
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	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.1	12.5	9.0	9.4	11.4	0.0	22.9	0.0	18.5	27.6	0.0	21.7
Incr Delay (d2), s/veh	0.3	0.8	0.0	0.2	0.2	0.0	0.3	0.0	0.1	1.2	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	1.2	7.3	0.4	0.5	4.4	0.0	1.0	0.0	0.6	2.5	0.0	1.6
LnGrp Delay(d),s/veh	8.4	13.3	9.0	9.6	11.6	0.0	23.1	0.0	18.6	28.8	0.0	22.1
LnGrp LOS	A	B	A	A	B		C		B	C		C
Approach Vol, veh/h		1240			771			106			239	
Approach Delay, s/veh		12.6			11.5			21.3			26.0	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.1	37.8		19.4	8.4	38.5		19.4
Change Period (Y+Rc), s	4.5	* 6.2		5.0	* 5.4	* 6.2		* 5
Max Green Setting (Gmax), s	5.0	* 44		15.0	* 9.6	* 29		* 18
Max Q Clear Time (g_c+I1), s	4.5	10.9		7.3	2.9	16.6		13.9
Green Ext Time (p_c), s	0.0	20.8		0.8	0.0	11.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	14.0
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	1166	725	16	0	13
Future Vol, veh/h	0	1166	725	16	0	13
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	0	1267	788	17	0	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	805	0	-	0	1431	403
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	634	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	815	-	-	-	125	597
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	491	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	815	-	-	-	125	597
Mov Cap-2 Maneuver	-	-	-	-	125	-
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	491	-

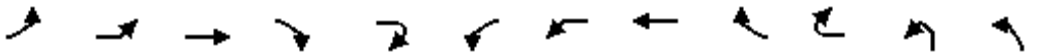
Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	815	-	-	-	597
HCM Lane V/C Ratio	-	-	-	-	0.024
HCM Control Delay (s)	0	-	-	-	11.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	549	14	15	1537	49	108	44	7	40	49	53
Future Volume (veh/h)	19	549	14	15	1537	49	108	44	7	40	49	53
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	22	638	16	17	1708	54	126	51	8	60	73	79
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.90	0.90	0.90	0.86	0.86	0.86	0.67	0.67	0.67
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	1983	52	41	2360	74	209	78	11	118	140	130
Arrive On Green	0.70	0.70	0.70	0.70	0.70	0.70	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	50	2853	75	16	3395	107	752	369	51	376	660	616
Grp Volume(v), veh/h	318	0	358	932	0	847	185	0	0	212	0	0
Grp Sat Flow(s),veh/h/ln	1297	0	1682	1841	0	1676	1172	0	0	1652	0	0
Q Serve(g_s), s	3.8	0.0	10.0	0.0	0.0	37.8	5.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	41.6	0.0	10.0	36.9	0.0	37.8	19.2	0.0	0.0	13.8	0.0	0.0
Prop In Lane	0.07		0.04	0.02		0.06	0.68		0.04	0.28		0.37
Lane Grp Cap(c), veh/h	933	0	1169	1310	0	1165	298	0	0	388	0	0
V/C Ratio(X)	0.34	0.00	0.31	0.71	0.00	0.73	0.62	0.00	0.00	0.55	0.00	0.00
Avail Cap(c_a), veh/h	933	0	1169	1310	0	1165	625	0	0	765	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	7.6	0.0	7.1	11.3	0.0	11.4	45.6	0.0	0.0	43.0	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.7	3.3	0.0	4.0	5.7	0.0	0.0	3.3	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	4.1	0.0	4.8	20.1	0.0	18.5	6.3	0.0	0.0	6.8	0.0	0.0
LnGrp Delay(d),s/veh	8.6	0.0	7.8	14.6	0.0	15.4	51.3	0.0	0.0	46.3	0.0	0.0
LnGrp LOS	A		A	B		B	D			D		
Approach Vol, veh/h		676			1779			185			212	
Approach Delay, s/veh		8.2			14.9			51.3			46.3	
Approach LOS		A			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		90.0		31.1		90.0		31.1
Change Period (Y+Rc), s		5.8		5.5		5.8		5.5
Max Green Setting (Gmax), s		84.2		54.5		84.2		54.5
Max Q Clear Time (g_c+I1), s		43.6		15.8		39.8		21.2
Green Ext Time (p_c), s		39.8		4.6		43.5		4.4

Intersection Summary	
HCM 2010 Ctrl Delay	18.0
HCM 2010 LOS	B



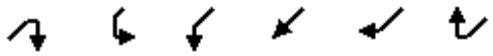
Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	1	188	506	4	13	8	255	808	17	67	27	16
Future Volume (vph)	1	188	506	4	13	8	255	808	17	67	27	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.1	6.5				7.1	6.8				6.8
Lane Util. Factor		1.00	0.95				1.00	0.95				1.00
Frt		1.00	0.99				1.00	0.98				1.00
Flt Protected		0.95	1.00				0.95	1.00				0.95
Satd. Flow (prot)		1770	3516				1770	3478				1770
Flt Permitted		0.95	1.00				0.95	1.00				0.72
Satd. Flow (perm)		1770	3516				1770	3478				1343
Peak-hour factor, PHF	0.90	0.60	0.90	0.90	0.60	0.92	0.70	0.92	0.92	0.70	0.78	0.88
Adj. Flow (vph)	1	313	562	4	22	9	364	878	18	96	35	18
RTOR Reduction (vph)	0	0	2	0	0	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	314	586	0	0	0	373	987	0	0	0	53
Turn Type	Prot	Prot	NA			Prot	Prot	NA			Perm	Perm
Protected Phases	7	7	4			3	3	8				
Permitted Phases											10	10
Actuated Green, G (s)		9.9	25.5				17.9	33.2				13.2
Effective Green, g (s)		9.9	25.5				17.9	33.2				13.2
Actuated g/C Ratio		0.07	0.17				0.12	0.22				0.09
Clearance Time (s)		7.1	6.5				7.1	6.8				6.8
Vehicle Extension (s)		3.0	2.5				3.0	3.5				3.0
Lane Grp Cap (vph)		116	597				211	769				118
v/s Ratio Prot		c0.18	0.17				0.21	c0.28				
v/s Ratio Perm												0.04
v/c Ratio		2.71	0.98				1.77	1.28				0.45
Uniform Delay, d1		70.0	62.0				66.0	58.4				64.9
Progression Factor		1.00	1.00				1.00	1.00				1.00
Incremental Delay, d2		792.0	32.1				364.1	137.2				2.7
Delay (s)		862.0	94.1				430.2	195.6				67.7
Level of Service		F	F				F	F				E
Approach Delay (s)			361.5					259.7				
Approach LOS			F					F				

Intersection Summary			
HCM 2000 Control Delay	194.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.41		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	34.6
Intersection Capacity Utilization	118.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER
Lane Configurations												
Traffic Volume (vph)	44	27	3	47	35	46	37	8	44	20	795	152
Future Volume (vph)	44	27	3	47	35	46	37	8	44	20	795	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8				6.8	6.8	6.8			6.8	7.1	
Lane Util. Factor	1.00				1.00	1.00	1.00			1.00	0.91	
Frt	0.94				1.00	1.00	0.85			1.00	0.97	
Flt Protected	1.00				0.95	1.00	1.00			0.95	1.00	
Satd. Flow (prot)	1750				1770	1863	1583			1770	4944	
Flt Permitted	1.00				0.66	1.00	1.00			0.95	1.00	
Satd. Flow (perm)	1750				1224	1863	1583			1770	4944	
Peak-hour factor, PHF	0.78	0.78	0.88	0.75	0.84	0.84	0.75	0.84	0.74	0.82	0.82	0.74
Adj. Flow (vph)	56	35	3	63	42	55	49	10	59	24	970	205
RTOR Reduction (vph)	1	0	0	0	0	0	54	0	0	0	1	0
Lane Group Flow (vph)	93	0	0	0	105	55	5	0	0	83	1189	0
Turn Type	NA			Perm	Perm	NA	Perm		Prot	Prot	NA	
Protected Phases	10					9			5	5	2	
Permitted Phases				9	9		9					
Actuated Green, G (s)	13.2				13.2	13.2	13.2			6.2	52.9	
Effective Green, g (s)	13.2				13.2	13.2	13.2			6.2	52.9	
Actuated g/C Ratio	0.09				0.09	0.09	0.09			0.04	0.35	
Clearance Time (s)	6.8				6.8	6.8	6.8			6.8	7.1	
Vehicle Extension (s)	3.0				3.0	3.0	3.0			2.5	5.3	
Lane Grp Cap (vph)	154				107	163	139			73	1743	
v/s Ratio Prot	0.05					0.03				0.05	0.24	
v/s Ratio Perm					c0.09		0.00					
v/c Ratio	0.60				0.98	0.34	0.04			1.14	0.68	
Uniform Delay, d1	65.9				68.3	64.3	62.6			71.9	41.4	
Progression Factor	1.00				1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	6.5				80.7	1.2	0.1			147.3	2.2	
Delay (s)	72.4				149.0	65.5	62.7			219.2	43.6	
Level of Service	E				F	E	E			F	D	
Approach Delay (s)	70.7					104.8					55.0	
Approach LOS	E					F					E	

Intersection Summary



Movement	NER2	SWL2	SWL	SWT	SWR	SWR2
Lane Configurations						
Traffic Volume (vph)	12	91	34	1567	813	54
Future Volume (vph)	12	91	34	1567	813	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.8	6.7	6.7	
Lane Util. Factor			1.00	0.86	0.86	
Frt			1.00	0.97	0.85	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1770	4653	1362	
Flt Permitted			0.95	1.00	1.00	
Satd. Flow (perm)			1770	4653	1362	
Peak-hour factor, PHF	0.82	0.80	0.94	0.94	0.80	0.94
Adj. Flow (vph)	15	114	36	1667	1016	57
RTOR Reduction (vph)	0	0	0	0	148	0
Lane Group Flow (vph)	0	0	150	2114	478	0
Turn Type		Prot	Prot	NA	Perm	
Protected Phases		1	1	6		
Permitted Phases					6	
Actuated Green, G (s)			6.2	53.3	53.3	
Effective Green, g (s)			6.2	53.3	53.3	
Actuated g/C Ratio			0.04	0.36	0.36	
Clearance Time (s)			6.8	6.7	6.7	
Vehicle Extension (s)			2.5	5.6	5.6	
Lane Grp Cap (vph)			73	1653	483	
v/s Ratio Prot			c0.08	c0.45		
v/s Ratio Perm					0.35	
v/c Ratio			2.05	1.28	0.99	
Uniform Delay, d1			71.9	48.4	48.1	
Progression Factor			1.00	1.14	1.28	
Incremental Delay, d2			511.5	129.5	34.4	
Delay (s)			583.8	184.6	96.1	
Level of Service			F	F	F	
Approach Delay (s)				186.2		
Approach LOS				F		

Intersection Summary

Intersection	
Int Delay, s/veh	0.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Traffic Vol, veh/h	14	17	1103	7	3	2472
Future Vol, veh/h	14	17	1103	7	3	2472
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	-	-	-	100	-
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	15	18	1199	8	3	2687

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2284	603	0	0	1207	0
Stage 1	1203	-	-	-	-	-
Stage 2	1081	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	66	379	-	-	311	-
Stage 1	181	-	-	-	-	-
Stage 2	258	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	65	379	-	-	311	-
Mov Cap-2 Maneuver	125	-	-	-	-	-
Stage 1	181	-	-	-	-	-
Stage 2	256	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	26.9	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	198	311	-
HCM Lane V/C Ratio	-	-	0.17	0.01	-
HCM Control Delay (s)	-	-	26.9	16.7	-
HCM Lane LOS	-	-	D	C	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	184	74	1061	59	147	2282
Future Volume (vph)	184	74	1061	59	147	2282
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		6.0	6.0	5.4	6.0
Lane Util. Factor	0.97		0.91	1.00	1.00	0.91
Frt	0.96		1.00	0.85	1.00	1.00
Flt Protected	0.97		1.00	1.00	0.95	1.00
Satd. Flow (prot)	3340		5085	1583	1770	5085
Flt Permitted	0.97		1.00	1.00	0.16	1.00
Satd. Flow (perm)	3340		5085	1583	304	5085
Peak-hour factor, PHF	0.92	0.92	0.85	0.85	0.95	0.95
Adj. Flow (vph)	200	80	1248	69	155	2402
RTOR Reduction (vph)	62	0	0	31	0	0
Lane Group Flow (vph)	218	0	1248	38	155	2402
Turn Type	Perm		NA	Perm	pm+pt	NA
Protected Phases			6		5	2
Permitted Phases	8			6	2	
Actuated Green, G (s)	9.7		41.6	41.6	54.8	54.8
Effective Green, g (s)	9.7		41.6	41.6	54.8	54.8
Actuated g/C Ratio	0.13		0.55	0.55	0.73	0.73
Clearance Time (s)	4.5		6.0	6.0	5.4	6.0
Vehicle Extension (s)	3.0		4.0	4.0	3.0	4.0
Lane Grp Cap (vph)	431		2820	878	374	3715
v/s Ratio Prot			0.25		0.04	c0.47
v/s Ratio Perm	c0.07			0.02	0.26	
v/c Ratio	0.51		0.44	0.04	0.41	0.65
Uniform Delay, d1	30.4		9.9	7.6	4.3	5.2
Progression Factor	1.00		1.07	2.13	1.06	1.24
Incremental Delay, d2	0.9		0.0	0.0	0.7	0.8
Delay (s)	31.4		10.6	16.2	5.2	7.2
Level of Service	C		B	B	A	A
Approach Delay (s)	31.4		10.9			7.1
Approach LOS	C		B			A

Intersection Summary				
HCM 2000 Control Delay	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	15.9
Intersection Capacity Utilization	60.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Traffic Vol, veh/h	0	36	1091	32	0	2426
Future Vol, veh/h	0	36	1091	32	0	2426
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	-	0	-	175	-	-
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	39	1186	35	0	2637

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2241	593	0	0	1186	0
Stage 1	1186	-	-	-	-	-
Stage 2	1055	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	69	385	-	-	318	-
Stage 1	186	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	69	385	-	-	318	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	186	-	-	-	-	-
Stage 2	267	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	15.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	385	318	-
HCM Lane V/C Ratio	-	-	0.102	-	-
HCM Control Delay (s)	-	-	15.4	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Traffic Vol, veh/h	0	23	1079	15	0	2272
Future Vol, veh/h	0	23	1079	15	0	2272
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	-	0	-	175	-	-
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	25	1173	16	0	2470

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2161	586	0	0	1173	0
Stage 1	1173	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	77	389	-	-	323	-
Stage 1	189	-	-	-	-	-
Stage 2	290	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	77	389	-	-	323	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	189	-	-	-	-	-
Stage 2	290	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	14.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	389	323	-
HCM Lane V/C Ratio	-	-	0.064	-	-
HCM Control Delay (s)	-	-	14.9	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	478	1100	2	1032	2271
Future Volume (vph)	0	478	1100	2	1032	2271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	6.5		7.4	4.0
Lane Util. Factor		0.88	0.91		0.97	0.91
Frt		0.85	1.00		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		2787	5084		3433	5085
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		2787	5084		3433	5085
Peak-hour factor, PHF	0.96	0.96	0.85	0.85	0.95	0.95
Adj. Flow (vph)	0	498	1294	2	1086	2391
RTOR Reduction (vph)	0	33	0	0	0	0
Lane Group Flow (vph)	0	465	1296	0	1086	2391
Turn Type		Prot	NA		Prot	NA
Protected Phases		2	4		6	Free
Permitted Phases						
Actuated Green, G (s)		78.2	61.3		74.8	150.0
Effective Green, g (s)		78.2	61.3		74.8	150.0
Actuated g/C Ratio		0.52	0.41		0.50	1.00
Clearance Time (s)		4.0	6.5		7.4	
Vehicle Extension (s)		5.4	4.5		5.4	
Lane Grp Cap (vph)		1452	2077		1711	5085
v/s Ratio Prot		0.17	c0.25		c0.32	0.47
v/s Ratio Perm						
v/c Ratio		0.32	0.62		0.63	0.47
Uniform Delay, d1		20.6	35.2		27.6	0.0
Progression Factor		1.00	1.15		1.45	1.00
Incremental Delay, d2		0.6	0.7		0.8	0.1
Delay (s)		21.2	41.3		40.9	0.1
Level of Service		C	D		D	A
Approach Delay (s)	21.2		41.3			12.9
Approach LOS	C		D			B

Intersection Summary			
HCM 2000 Control Delay	20.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	13.9
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	91	785	1443	30	604	3315
Future Volume (vph)	91	785	1443	30	604	3315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.6	6.5		6.6	6.2
Lane Util. Factor	1.00	0.88	0.91		0.97	0.91
Frt	1.00	0.85	1.00		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	2787	5070		3433	5085
Flt Permitted	0.41	1.00	1.00		0.95	1.00
Satd. Flow (perm)	769	2787	5070		3433	5085
Peak-hour factor, PHF	0.90	0.90	0.87	0.87	0.94	0.94
Adj. Flow (vph)	101	872	1659	34	643	3527
RTOR Reduction (vph)	0	1	1	0	0	0
Lane Group Flow (vph)	101	871	1692	0	643	3527
Turn Type	Perm	pm+ov	NA		Prot	NA
Protected Phases		5	6		5	2
Permitted Phases	8	8				
Actuated Green, G (s)	20.5	59.9	72.5		39.4	118.8
Effective Green, g (s)	20.5	59.9	72.5		39.4	118.8
Actuated g/C Ratio	0.14	0.40	0.48		0.26	0.79
Clearance Time (s)	4.5	6.6	6.5		6.6	6.2
Vehicle Extension (s)	3.0	3.0	5.0		3.0	4.8
Lane Grp Cap (vph)	105	1112	2450		901	4027
v/s Ratio Prot		0.21	0.33		0.19	c0.69
v/s Ratio Perm	c0.13	0.11				
v/c Ratio	0.96	0.78	0.69		0.71	0.88
Uniform Delay, d1	64.4	39.4	30.1		50.2	10.6
Progression Factor	1.00	1.00	0.72		1.00	1.00
Incremental Delay, d2	75.2	3.7	1.0		2.7	3.0
Delay (s)	139.6	43.0	22.6		52.9	13.6
Level of Service	F	D	C		D	B
Approach Delay (s)	53.1		22.6			19.6
Approach LOS	D		C			B

Intersection Summary			
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	17.6
Intersection Capacity Utilization	78.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	10	49	20	468	1032	2
Future Vol, veh/h	10	49	20	468	1032	2
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	-	100	-	-	-
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	11	53	22	509	1122	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1421	562	1124	0	-	0
Stage 1	1123	-	-	-	-	-
Stage 2	298	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	127	470	617	-	-	-
Stage 1	273	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	122	470	617	-	-	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	273	-	-	-	-	-
Stage 2	701	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.9	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	617	-	395	-	-
HCM Lane V/C Ratio	0.035	-	0.162	-	-
HCM Control Delay (s)	11	-	15.9	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	521	159	171	823	64	161	361	110	206	821	33
Future Volume (veh/h)	52	521	159	171	823	64	161	361	110	206	821	33
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	60	606	0	197	946	0	175	392	120	231	922	37
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.86	0.86	0.86	0.87	0.87	0.87	0.92	0.92	0.92	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1184	530	222	1467	656	223	999	447	391	1050	470
Arrive On Green	0.05	0.33	0.00	0.13	0.41	0.00	0.08	0.28	0.28	0.09	0.30	0.30
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	60	606	0	197	946	0	175	392	120	231	922	37
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	4.7	19.2	0.0	15.3	29.9	0.0	9.8	12.5	8.2	13.0	34.7	2.4
Cycle Q Clear(g_c), s	4.7	19.2	0.0	15.3	29.9	0.0	9.8	12.5	8.2	13.0	34.7	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	80	1184	530	222	1467	656	223	999	447	391	1050	470
V/C Ratio(X)	0.75	0.51	0.00	0.89	0.64	0.00	0.78	0.39	0.27	0.59	0.88	0.08
Avail Cap(c_a), veh/h	305	1184	530	305	1467	656	223	1082	484	391	1133	507
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)	0.95	0.95	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.1	37.4	0.0	60.3	32.7	0.0	36.5	40.5	39.0	32.0	46.8	35.5
Incr Delay (d2), s/veh	17.0	1.5	0.0	18.7	1.1	0.0	16.1	0.2	0.2	1.6	7.5	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	2.7	9.7	0.0	8.7	14.8	0.0	5.8	6.1	3.6	6.5	18.0	1.0
LnGrp Delay(d),s/veh	83.1	38.9	0.0	78.9	33.9	0.0	52.6	40.7	39.2	33.6	54.3	35.5
LnGrp LOS	F	D		E	C		D	D	D	C	D	D
Approach Vol, veh/h		666			1143			687			1190	
Approach Delay, s/veh		42.9			41.6			43.5			49.7	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.4	52.8	17.0	47.7	11.2	64.0	19.0	45.7
Change Period (Y+Rc), s	* 4.9	6.0	* 5.7	6.2	* 4.9	6.0	* 5.7	6.2
Max Green Setting (Gmax), s	* 24	37.0	* 11	44.8	* 24	37.0	* 13	42.8
Max Q Clear Time (g_c+I1), s	17.3	21.2	11.8	36.7	6.7	31.9	15.0	14.5
Green Ext Time (p_c), s	0.2	12.9	0.0	4.8	0.2	4.6	0.0	9.7

Intersection Summary	
HCM 2010 Ctrl Delay	44.8
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	604	36	21	962	83	30	7	23	114	11	67
Future Volume (veh/h)	61	604	36	21	962	83	30	7	23	114	11	67
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	71	702	42	24	1106	0	33	8	25	124	12	73
Adj No. of Lanes	1	2	1	1	2	1	0	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.87	0.87	0.87	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	2155	964	492	2115	946	221	46	321	236	40	246
Arrive On Green	0.05	0.61	0.61	0.03	0.60	0.00	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	829	259	1583	1370	228	1389
Grp Volume(v), veh/h	71	702	42	24	1106	0	41	0	25	124	0	85
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1088	0	1583	1370	0	1618
Q Serve(g_s), s	1.3	8.5	0.9	0.5	16.1	0.0	1.7	0.0	1.1	7.8	0.0	4.0
Cycle Q Clear(g_c), s	1.3	8.5	0.9	0.5	16.1	0.0	5.7	0.0	1.1	13.5	0.0	4.0
Prop In Lane	1.00		1.00	1.00		1.00	0.80		1.00	1.00		0.86
Lane Grp Cap(c), veh/h	375	2155	964	492	2115	946	267	0	321	236	0	287
V/C Ratio(X)	0.19	0.33	0.04	0.05	0.52	0.00	0.15	0.00	0.08	0.52	0.00	0.30
Avail Cap(c_a), veh/h	393	2155	964	621	2115	946	267	0	321	274	0	331
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	0.67	0.67	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.5	8.4	6.9	6.7	10.4	0.0	32.7	0.0	28.4	38.1	0.0	31.4
Incr Delay (d2), s/veh	0.2	0.4	0.1	0.0	0.6	0.0	0.3	0.0	0.1	1.8	0.0	0.6
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	4.2	0.4	0.2	8.0	0.0	0.9	0.0	0.5	3.0	0.0	1.8
LnGrp Delay(d),s/veh	7.8	8.8	7.0	6.7	11.0	0.0	33.0	0.0	28.5	39.9	0.0	32.0
LnGrp LOS	A	A	A	A	B		C		C	D		C
Approach Vol, veh/h		815			1130			66			209	
Approach Delay, s/veh		8.6			10.9			31.3			36.7	
Approach LOS		A			B			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.6	58.8		20.6	7.6	59.8		20.6
Change Period (Y+Rc), s	4.5	* 6.2		5.0	* 5.4	* 6.2		* 5
Max Green Setting (Gmax), s	5.0	* 50		9.0	* 8.6	* 36		* 18
Max Q Clear Time (g_c+I1), s	3.3	18.1		7.7	2.5	10.5		15.5
Green Ext Time (p_c), s	0.0	25.7		0.1	0.0	21.2		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	13.1
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	692	1051	3	0	27
Future Vol, veh/h	0	692	1051	3	0	27
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	0	752	1142	3	0	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1146	0	-	0	1520	573
Stage 1	-	-	-	-	1144	-
Stage 2	-	-	-	-	376	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	605	-	-	-	109	463
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	605	-	-	-	109	463
Mov Cap-2 Maneuver	-	-	-	-	109	-
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	664	-

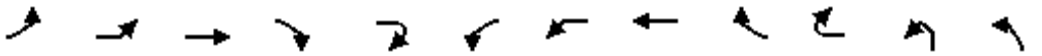
Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	605	-	-	-	463
HCM Lane V/C Ratio	-	-	-	-	0.063
HCM Control Delay (s)	0	-	-	-	13.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	549	14	15	1537	49	108	44	7	40	49	53
Future Volume (veh/h)	19	549	14	15	1537	49	108	44	7	40	49	53
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	22	638	16	17	1708	54	126	51	8	60	73	79
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.86	0.86	0.86	0.90	0.90	0.90	0.86	0.86	0.86	0.67	0.67	0.67
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	66	1995	53	40	2388	75	201	75	10	115	137	129
Arrive On Green	0.70	0.70	0.70	0.70	0.70	0.70	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	52	2835	75	16	3394	107	740	360	50	381	654	615
Grp Volume(v), veh/h	317	0	359	931	0	848	185	0	0	212	0	0
Grp Sat Flow(s),veh/h/ln	1280	0	1682	1840	0	1676	1149	0	0	1651	0	0
Q Serve(g_s), s	4.2	0.0	10.4	0.0	0.0	39.3	6.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	43.5	0.0	10.4	38.4	0.0	39.3	21.1	0.0	0.0	14.8	0.0	0.0
Prop In Lane	0.07		0.04	0.02		0.06	0.68		0.04	0.28		0.37
Lane Grp Cap(c), veh/h	930	0	1184	1323	0	1180	287	0	0	381	0	0
V/C Ratio(X)	0.34	0.00	0.30	0.70	0.00	0.72	0.64	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	930	0	1184	1323	0	1180	503	0	0	630	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	7.8	0.0	7.2	11.4	0.0	11.5	49.4	0.0	0.0	46.3	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.7	3.2	0.0	3.8	6.5	0.0	0.0	3.5	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	4.3	0.0	5.0	20.8	0.0	19.1	6.8	0.0	0.0	7.3	0.0	0.0
LnGrp Delay(d),s/veh	8.8	0.0	7.9	14.5	0.0	15.3	55.9	0.0	0.0	49.8	0.0	0.0
LnGrp LOS	A		A	B		B	E			D		
Approach Vol, veh/h		676			1779			185			212	
Approach Delay, s/veh		8.3			14.9			55.9			49.8	
Approach LOS		A			B			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		97.0		32.6		97.0		32.6
Change Period (Y+Rc), s		5.8		5.5		5.8		5.5
Max Green Setting (Gmax), s		91.2		47.5		91.2		47.5
Max Q Clear Time (g_c+I1), s		45.5		16.8		41.3		23.1
Green Ext Time (p_c), s		44.7		4.3		48.8		4.0

Intersection Summary	
HCM 2010 Ctrl Delay	18.6
HCM 2010 LOS	B



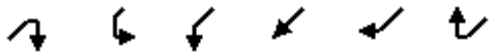
Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	1	188	506	4	13	8	255	808	17	67	27	16
Future Volume (vph)	1	188	506	4	13	8	255	808	17	67	27	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.5				6.8	6.8				6.8
Lane Util. Factor		1.00	0.95				1.00	0.95				1.00
Frt		1.00	0.99				1.00	0.98				1.00
Flt Protected		0.95	1.00				0.95	1.00				0.95
Satd. Flow (prot)		1770	3516				1770	3478				1770
Flt Permitted		0.95	1.00				0.95	1.00				0.72
Satd. Flow (perm)		1770	3516				1770	3478				1343
Peak-hour factor, PHF	0.90	0.60	0.90	0.90	0.60	0.92	0.70	0.92	0.92	0.70	0.78	0.88
Adj. Flow (vph)	1	313	562	4	22	9	364	878	18	96	35	18
RTOR Reduction (vph)	0	0	2	0	0	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	314	586	0	0	0	373	987	0	0	0	53
Turn Type	Prot	Prot	NA			Prot	Prot	NA			Perm	Perm
Protected Phases	7	7	4			3	3	8				
Permitted Phases											10	10
Actuated Green, G (s)		10.2	25.5				18.2	33.2				13.2
Effective Green, g (s)		10.2	25.5				18.2	33.2				13.2
Actuated g/C Ratio		0.07	0.17				0.12	0.22				0.09
Clearance Time (s)		6.8	6.5				6.8	6.8				6.8
Vehicle Extension (s)		3.0	2.5				3.0	3.5				3.0
Lane Grp Cap (vph)		120	597				214	769				118
v/s Ratio Prot		c0.18	0.17				0.21	c0.28				
v/s Ratio Perm												0.04
v/c Ratio		2.62	0.98				1.74	1.28				0.45
Uniform Delay, d1		69.9	62.0				65.9	58.4				64.9
Progression Factor		1.00	1.00				1.00	1.00				1.00
Incremental Delay, d2		751.0	32.1				353.0	137.2				2.7
Delay (s)		820.9	94.1				418.9	195.6				67.7
Level of Service		F	F				F	F				E
Approach Delay (s)			347.1					256.6				
Approach LOS			F					F				

Intersection Summary			
HCM 2000 Control Delay	182.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.41		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	34.3
Intersection Capacity Utilization	118.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBT	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NEL2	NEL	NET	NER
Lane Configurations												
Traffic Volume (vph)	44	27	3	47	35	46	37	8	44	20	795	152
Future Volume (vph)	44	27	3	47	35	46	37	8	44	20	795	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8				6.8	6.8	6.8			6.8	7.1	
Lane Util. Factor	1.00				1.00	1.00	1.00			1.00	0.91	
Frt	0.94				1.00	1.00	0.85			1.00	0.97	
Flt Protected	1.00				0.95	1.00	1.00			0.95	1.00	
Satd. Flow (prot)	1750				1770	1863	1583			1770	4944	
Flt Permitted	1.00				0.66	1.00	1.00			0.95	1.00	
Satd. Flow (perm)	1750				1224	1863	1583			1770	4944	
Peak-hour factor, PHF	0.78	0.78	0.88	0.75	0.84	0.84	0.75	0.84	0.74	0.82	0.82	0.74
Adj. Flow (vph)	56	35	3	63	42	55	49	10	59	24	970	205
RTOR Reduction (vph)	1	0	0	0	0	0	54	0	0	0	1	0
Lane Group Flow (vph)	93	0	0	0	105	55	5	0	0	83	1189	0
Turn Type	NA			Perm	Perm	NA	Perm		Prot	Prot	NA	
Protected Phases	10					9			5	5	2	
Permitted Phases				9	9		9					
Actuated Green, G (s)	13.2				13.2	13.2	13.2			6.2	52.9	
Effective Green, g (s)	13.2				13.2	13.2	13.2			6.2	52.9	
Actuated g/C Ratio	0.09				0.09	0.09	0.09			0.04	0.35	
Clearance Time (s)	6.8				6.8	6.8	6.8			6.8	7.1	
Vehicle Extension (s)	3.0				3.0	3.0	3.0			2.5	5.3	
Lane Grp Cap (vph)	154				107	163	139			73	1743	
v/s Ratio Prot	0.05					0.03				0.05	0.24	
v/s Ratio Perm					c0.09		0.00					
v/c Ratio	0.60				0.98	0.34	0.04			1.14	0.68	
Uniform Delay, d1	65.9				68.3	64.3	62.6			71.9	41.4	
Progression Factor	1.00				1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	6.5				80.7	1.2	0.1			147.3	2.2	
Delay (s)	72.4				149.0	65.5	62.7			219.2	43.6	
Level of Service	E				F	E	E			F	D	
Approach Delay (s)	70.7					104.8					55.0	
Approach LOS	E					F					E	

Intersection Summary



Movement	NER2	SWL2	SWL	SWT	SWR	SWR2
Lane Configurations						
Traffic Volume (vph)	12	91	34	1567	813	54
Future Volume (vph)	12	91	34	1567	813	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.8	6.7	6.7	
Lane Util. Factor			1.00	0.86	0.86	
Frt			1.00	0.97	0.85	
Flt Protected			0.95	1.00	1.00	
Satd. Flow (prot)			1770	4653	1362	
Flt Permitted			0.95	1.00	1.00	
Satd. Flow (perm)			1770	4653	1362	
Peak-hour factor, PHF	0.82	0.80	0.94	0.94	0.80	0.94
Adj. Flow (vph)	15	114	36	1667	1016	57
RTOR Reduction (vph)	0	0	0	0	145	0
Lane Group Flow (vph)	0	0	150	2114	481	0
Turn Type		Prot	Prot	NA	Perm	
Protected Phases		1	1	6		
Permitted Phases					6	
Actuated Green, G (s)			6.2	53.3	53.3	
Effective Green, g (s)			6.2	53.3	53.3	
Actuated g/C Ratio			0.04	0.36	0.36	
Clearance Time (s)			6.8	6.7	6.7	
Vehicle Extension (s)			2.5	5.6	5.6	
Lane Grp Cap (vph)			73	1653	483	
v/s Ratio Prot			c0.08	c0.45		
v/s Ratio Perm					0.35	
v/c Ratio			2.05	1.28	1.00	
Uniform Delay, d1			71.9	48.4	48.2	
Progression Factor			1.21	0.70	0.54	
Incremental Delay, d2			511.5	129.5	36.1	
Delay (s)			598.6	163.2	61.9	
Level of Service			F	F	E	
Approach Delay (s)				163.8		
Approach LOS				F		

Intersection Summary

Intersection	
Int Delay, s/veh	0.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Traffic Vol, veh/h	14	17	1103	7	3	2472
Future Vol, veh/h	14	17	1103	7	3	2472
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	-	-	-	100	-
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	15	18	1199	8	3	2687

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2284	603	0	0	1207	0
Stage 1	1203	-	-	-	-	-
Stage 2	1081	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	66	379	-	-	311	-
Stage 1	181	-	-	-	-	-
Stage 2	258	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	65	379	-	-	311	-
Mov Cap-2 Maneuver	125	-	-	-	-	-
Stage 1	181	-	-	-	-	-
Stage 2	256	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	26.9	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	198	311	-
HCM Lane V/C Ratio	-	-	0.17	0.01	-
HCM Control Delay (s)	-	-	26.9	16.7	-
HCM Lane LOS	-	-	D	C	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	184	74	1061	59	147	2282
Future Volume (vph)	184	74	1061	59	147	2282
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		6.0	6.0	5.4	6.0
Lane Util. Factor	0.97		0.91	1.00	1.00	0.91
Frt	0.96		1.00	0.85	1.00	1.00
Flt Protected	0.97		1.00	1.00	0.95	1.00
Satd. Flow (prot)	3340		5085	1583	1770	5085
Flt Permitted	0.97		1.00	1.00	0.16	1.00
Satd. Flow (perm)	3340		5085	1583	304	5085
Peak-hour factor, PHF	0.92	0.92	0.85	0.85	0.95	0.95
Adj. Flow (vph)	200	80	1248	69	155	2402
RTOR Reduction (vph)	62	0	0	31	0	0
Lane Group Flow (vph)	218	0	1248	38	155	2402
Turn Type	Perm		NA	Perm	pm+pt	NA
Protected Phases			6		5	2
Permitted Phases	8			6	2	
Actuated Green, G (s)	9.7		41.6	41.6	54.8	54.8
Effective Green, g (s)	9.7		41.6	41.6	54.8	54.8
Actuated g/C Ratio	0.13		0.55	0.55	0.73	0.73
Clearance Time (s)	4.5		6.0	6.0	5.4	6.0
Vehicle Extension (s)	3.0		4.0	4.0	3.0	4.0
Lane Grp Cap (vph)	431		2820	878	374	3715
v/s Ratio Prot			0.25		0.04	c0.47
v/s Ratio Perm	c0.07			0.02	0.26	
v/c Ratio	0.51		0.44	0.04	0.41	0.65
Uniform Delay, d1	30.4		9.9	7.6	4.3	5.2
Progression Factor	1.00		1.07	2.13	1.37	1.51
Incremental Delay, d2	0.9		0.0	0.0	0.7	0.8
Delay (s)	31.4		10.6	16.3	6.5	8.6
Level of Service	C		B	B	A	A
Approach Delay (s)	31.4		10.9			8.5
Approach LOS	C		B			A

Intersection Summary				
HCM 2000 Control Delay	10.8	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.68			
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	15.9	
Intersection Capacity Utilization	60.4%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Traffic Vol, veh/h	0	36	1091	32	0	2426
Future Vol, veh/h	0	36	1091	32	0	2426
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	-	0	-	175	-	-
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	39	1186	35	0	2637

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2241	593	0	0	1186	0
Stage 1	1186	-	-	-	-	-
Stage 2	1055	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	69	385	-	-	318	-
Stage 1	186	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	69	385	-	-	318	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	186	-	-	-	-	-
Stage 2	267	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	15.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	385	318	-
HCM Lane V/C Ratio	-	-	0.102	-	-
HCM Control Delay (s)	-	-	15.4	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Traffic Vol, veh/h	0	23	1079	15	0	2272
Future Vol, veh/h	0	23	1079	15	0	2272
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	-	0	-	175	-	-
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	25	1173	16	0	2470

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2161	586	0	0	1173	0
Stage 1	1173	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	77	389	-	-	323	-
Stage 1	189	-	-	-	-	-
Stage 2	290	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	77	389	-	-	323	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	189	-	-	-	-	-
Stage 2	290	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	14.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	389	323	-
HCM Lane V/C Ratio	-	-	0.064	-	-
HCM Control Delay (s)	-	-	14.9	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	478	1100	2	1032	2271
Future Volume (vph)	0	478	1100	2	1032	2271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	6.5		7.4	4.0
Lane Util. Factor		0.88	0.91		0.97	0.91
Frt		0.85	1.00		1.00	1.00
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		2787	5084		3433	5085
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		2787	5084		3433	5085
Peak-hour factor, PHF	0.96	0.96	0.85	0.85	0.95	0.95
Adj. Flow (vph)	0	498	1294	2	1086	2391
RTOR Reduction (vph)	0	33	0	0	0	0
Lane Group Flow (vph)	0	465	1296	0	1086	2391
Turn Type		Prot	NA		Prot	NA
Protected Phases		2	4		6	Free
Permitted Phases						
Actuated Green, G (s)		78.2	61.3		74.8	150.0
Effective Green, g (s)		78.2	61.3		74.8	150.0
Actuated g/C Ratio		0.52	0.41		0.50	1.00
Clearance Time (s)		4.0	6.5		7.4	
Vehicle Extension (s)		5.4	4.5		5.4	
Lane Grp Cap (vph)		1452	2077		1711	5085
v/s Ratio Prot		0.17	c0.25		c0.32	0.47
v/s Ratio Perm						
v/c Ratio		0.32	0.62		0.63	0.47
Uniform Delay, d1		20.6	35.2		27.6	0.0
Progression Factor		1.00	1.29		0.48	1.00
Incremental Delay, d2		0.6	0.7		0.6	0.1
Delay (s)		21.2	46.1		13.8	0.1
Level of Service		C	D		B	A
Approach Delay (s)	21.2		46.1			4.4
Approach LOS	C		D			A

Intersection Summary			
HCM 2000 Control Delay	16.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	13.9
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	91	3	785	2	0	0	0	1443	30	604	3315	5
Future Volume (veh/h)	91	3	785	2	0	0	0	1443	30	604	3315	5
Number	3	8	18	7	4	14	1	6	16	5	2	12
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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	101	3	872	4	0	0	0	1659	34	643	3527	5
Adj No. of Lanes	0	1	2	0	1	0	0	3	0	2	3	0
Peak Hour Factor	0.90	0.90	0.90	0.50	0.50	0.50	0.87	0.87	0.87	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	216	6	349	83	0	0	24	1359	44	712	3660	5
Arrive On Green	0.13	0.13	0.13	0.05	0.00	0.00	0.00	0.15	0.15	0.21	0.70	0.70
Sat Flow, veh/h	1725	51	2787	1774	0	0	0	5297	105	3442	5244	7
Grp Volume(v), veh/h	104	0	872	4	0	0	0	1096	597	643	2280	1252
Grp Sat Flow(s),veh/h/ln	1776	0	1393	1774	0	0	0	1695	1844	1721	1695	1861
Q Serve(g_s), s	8.2	0.0	18.8	0.3	0.0	0.0	0.0	84.9	39.9	27.3	93.0	93.2
Cycle Q Clear(g_c), s	8.2	0.0	18.8	0.3	0.0	0.0	0.0	84.9	39.9	27.3	93.0	93.2
Prop In Lane	0.97		1.00	1.00		0.00	0.00		0.06	1.00		0.00
Lane Grp Cap(c), veh/h	223	0	349	83	0	0	0	0	0	712	2366	1299
V/C Ratio(X)	0.47	0.00	2.50	0.05	0.00	0.00	0.00	0.00	0.00	0.90	0.96	0.96
Avail Cap(c_a), veh/h	223	0	349	109	0	0	0	0	0	835	2366	1299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.00	0.82	0.82	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.9	0.0	65.6	68.3	0.0	0.0	0.0	0.0	0.0	58.0	20.9	20.9
Incr Delay (d2), s/veh	1.5	0.0	682.0	0.2	0.0	0.0	0.0	0.0	0.0	11.9	11.7	17.7
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	4.1	0.0	40.3	0.2	0.0	0.0	0.0	0.0	0.0	14.2	46.9	53.7
LnGrp Delay(d),s/veh	62.5	0.0	747.6	68.6	0.0	0.0	0.0	0.0	0.0	69.9	32.6	38.6
LnGrp LOS	E		F	E						E	C	D
Approach Vol, veh/h		976			4			1693			4175	
Approach Delay, s/veh		674.6			68.6			0.0			40.1	
Approach LOS		F			E			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		111.2		13.8	37.6	73.6		25.0
Change Period (Y+Rc), s		* 6.5		* 6.8	6.6	* 6.5		6.2
Max Green Setting (Gmax), s		* 1E2		* 9.2	36.4	* 60		18.8
Max Q Clear Time (g_c+I1), s		95.2		2.3	29.3	86.9		20.8
Green Ext Time (p_c), s		7.6		0.0	1.7	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	120.7
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	10	49	20	468	1032	2
Future Vol, veh/h	10	49	20	468	1032	2
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	-	100	-	-	-
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	11	53	22	509	1122	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1421	562	1124	0	-	0
Stage 1	1123	-	-	-	-	-
Stage 2	298	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	127	470	617	-	-	-
Stage 1	273	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	122	470	617	-	-	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	273	-	-	-	-	-
Stage 2	701	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.9	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	617	-	395	-	-
HCM Lane V/C Ratio	0.035	-	0.162	-	-
HCM Control Delay (s)	11	-	15.9	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	521	159	171	823	64	161	361	110	206	821	33
Future Volume (veh/h)	52	521	159	171	823	64	161	361	110	206	821	33
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	60	606	0	197	946	0	175	392	120	231	922	37
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.86	0.86	0.86	0.87	0.87	0.87	0.92	0.92	0.92	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1281	573	222	1564	700	208	954	427	352	930	416
Arrive On Green	0.09	0.72	0.00	0.12	0.44	0.00	0.09	0.27	0.27	0.08	0.26	0.26
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	60	606	0	197	946	0	175	392	120	231	922	37
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	4.6	10.1	0.0	15.3	28.5	0.0	10.0	12.7	8.4	11.3	36.4	2.5
Cycle Q Clear(g_c), s	4.6	10.1	0.0	15.3	28.5	0.0	10.0	12.7	8.4	11.3	36.4	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	80	1281	573	222	1564	700	208	954	427	352	930	416
V/C Ratio(X)	0.75	0.47	0.00	0.89	0.60	0.00	0.84	0.41	0.28	0.66	0.99	0.09
Avail Cap(c_a), veh/h	191	1281	573	280	1564	700	323	1183	529	352	930	416
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.9	13.7	0.0	60.3	29.8	0.0	37.6	42.0	40.4	37.4	51.4	38.9
Incr Delay (d2), s/veh	17.0	1.2	0.0	22.5	0.8	0.0	9.3	0.2	0.3	3.5	27.2	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	2.6	4.9	0.0	8.9	14.1	0.0	5.4	6.2	3.7	2.7	21.3	1.1
LnGrp Delay(d),s/veh	79.9	14.9	0.0	82.8	30.6	0.0	46.9	42.2	40.7	40.9	78.7	39.0
LnGrp LOS	E	B		F	C		D	D	D	D	E	D
Approach Vol, veh/h		666			1143			687			1190	
Approach Delay, s/veh		20.7			39.6			43.2			70.1	
Approach LOS		C			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.4	56.7	17.9	43.0	11.2	67.9	17.0	43.9
Change Period (Y+Rc), s	* 4.9	6.0	* 5.7	6.2	* 4.9	6.0	* 5.7	6.2
Max Green Setting (Gmax), s	* 22	37.0	* 21	36.8	* 15	44.0	* 11	46.8
Max Q Clear Time (g_c+I1), s	17.3	12.1	12.0	38.4	6.6	30.5	13.3	14.7
Green Ext Time (p_c), s	0.2	18.9	0.3	0.0	0.1	11.2	0.0	10.1

Intersection Summary	
HCM 2010 Ctrl Delay	46.7
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	604	36	21	962	83	30	7	23	114	11	67
Future Volume (veh/h)	61	604	36	21	962	83	30	7	23	114	11	67
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	71	702	42	24	1106	0	33	8	25	124	12	73
Adj No. of Lanes	1	2	1	1	2	1	0	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.86	0.87	0.87	0.87	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	386	1961	877	486	1828	818	233	47	330	251	39	238
Arrive On Green	0.07	0.55	0.55	0.04	0.52	0.00	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	818	273	1583	1370	228	1389
Grp Volume(v), veh/h	71	702	42	24	1106	0	41	0	25	124	0	85
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1091	0	1583	1370	0	1618
Q Serve(g_s), s	1.2	7.7	0.9	0.4	15.4	0.0	1.2	0.0	0.9	6.2	0.0	3.2
Cycle Q Clear(g_c), s	1.2	7.7	0.9	0.4	15.4	0.0	4.4	0.0	0.9	10.6	0.0	3.2
Prop In Lane	1.00		1.00	1.00		1.00	0.80		1.00	1.00		0.86
Lane Grp Cap(c), veh/h	386	1961	877	486	1828	818	280	0	330	251	0	277
V/C Ratio(X)	0.18	0.36	0.05	0.05	0.60	0.00	0.15	0.00	0.08	0.49	0.00	0.31
Avail Cap(c_a), veh/h	471	1961	877	637	1828	818	280	0	330	251	0	277
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	0.66	0.66	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.1	8.7	7.1	7.3	11.9	0.0	26.2	0.0	22.3	30.6	0.0	25.4
Incr Delay (d2), s/veh	0.2	0.5	0.1	0.0	1.0	0.0	0.2	0.0	0.1	1.5	0.0	0.6
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	3.8	0.4	0.2	7.6	0.0	0.7	0.0	0.4	2.4	0.0	1.5
LnGrp Delay(d),s/veh	8.3	9.2	7.3	7.3	12.9	0.0	26.4	0.0	22.4	32.1	0.0	26.0
LnGrp LOS	A	A	A	A	B		C		C	C		C
Approach Vol, veh/h		815			1130			66			209	
Approach Delay, s/veh		9.0			12.8			24.9			29.6	
Approach LOS		A			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.6	42.4		17.0	8.0	45.0		17.0
Change Period (Y+Rc), s	* 5.4	* 6.2		5.0	* 5.4	* 6.2		5.0
Max Green Setting (Gmax), s	* 8.6	* 33		12.0	* 8.6	* 33		12.0
Max Q Clear Time (g_c+I1), s	3.2	17.4		6.4	2.4	9.7		12.6
Green Ext Time (p_c), s	0.1	13.7		0.5	0.0	19.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	13.3
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	0	692	1051	3	0	27
Future Vol, veh/h	0	692	1051	3	0	27
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	0	752	1142	3	0	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1146	0	-	0	1520	573
Stage 1	-	-	-	-	1144	-
Stage 2	-	-	-	-	376	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	605	-	-	-	109	463
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	605	-	-	-	109	463
Mov Cap-2 Maneuver	-	-	-	-	109	-
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	664	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	605	-	-	-	463
HCM Lane V/C Ratio	-	-	-	-	0.063
HCM Control Delay (s)	0	-	-	-	13.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection: 1: Superior Ave & N Decatur Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	910	915	104	92	77	102
Average Queue (ft)	369	341	41	48	31	50
95th Queue (ft)	902	867	91	104	62	92
Link Distance (ft)	876	876	1817	1817	509	711
Upstream Blk Time (%)	19	17				
Queuing Penalty (veh)	0	0				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Scott Blvd & Medlock Rd & N Decatur Rd

Movement	EB	EB	EB	B18	B18	WB	WB	WB	NB	NB	SB	SB
Directions Served	<L	T	TR>	T	T	<L	T	TR>	<L	TR>	<L	T
Maximum Queue (ft)	215	914	886	1868	1868	175	804	797	85	590	648	642
Average Queue (ft)	214	881	656	1428	1348	173	777	753	55	352	399	151
95th Queue (ft)	216	895	944	2260	2395	180	834	838	101	582	734	436
Link Distance (ft)		817	817	1817	1817		782	782		804	633	633
Upstream Blk Time (%)		95	8	24	20		57	27			13	11
Queuing Penalty (veh)		593	48	152	122		192	91			0	0
Storage Bay Dist (ft)	190					150			60			
Storage Blk Time (%)	75	25				78	60		52	70		
Queuing Penalty (veh)	262	114				151	118		53	25		

Intersection: 2: Scott Blvd & Medlock Rd & N Decatur Rd

Movement	SB	NE	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	R>	<L	T	T	TR>	<L	T	T	TR	R>
Maximum Queue (ft)	93	155	1768	1744	1744	185	825	801	435	185
Average Queue (ft)	34	137	1231	1200	1148	170	465	350	235	154
95th Queue (ft)	78	185	1826	1801	1731	236	792	686	361	219
Link Distance (ft)	633		1729	1729	1729		2897	2897	2897	
Upstream Blk Time (%)			9	7	7					
Queuing Penalty (veh)			0	0	0					
Storage Bay Dist (ft)		130				160				160
Storage Blk Time (%)		52	61			85	7		23	2
Queuing Penalty (veh)		236	49			231	9		30	10

Intersection: 7: Scott Blvd & Church St

Movement	NB	NB	NE	NE	NE	SW	SW	SW
Directions Served	R	R	T	T	TR	L	L	T
Maximum Queue (ft)	2425	2427	116	130	138	298	329	324
Average Queue (ft)	1461	1472	40	67	81	213	231	12
95th Queue (ft)	2662	2663	89	124	139	291	314	111
Link Distance (ft)	2384	2384	2897	2897	2897			501
Upstream Blk Time (%)	1	4						
Queuing Penalty (veh)	3	16						
Storage Bay Dist (ft)						380	380	
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 8: Scott Blvd/Lawrenceville Hwy & Dekalb Industrial Way

Movement	NB	NB	NB	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	L	R	R	T	T	TR	L	L	T	T	T
Maximum Queue (ft)	75	565	532	240	265	267	295	329	174	118	136
Average Queue (ft)	37	354	343	171	181	197	217	254	86	43	47
95th Queue (ft)	76	517	497	222	245	246	274	304	176	97	107
Link Distance (ft)	1514	1514	1514	501	501	501			1654	1654	1654
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)							800	800			
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 11: Church St & N Decatur Rd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	T	L	T	T	R	L	T	T	R	L
Maximum Queue (ft)	114	385	379	230	795	744	450	249	524	487	335	265
Average Queue (ft)	41	220	222	141	227	193	37	114	252	224	91	127
95th Queue (ft)	90	354	359	239	514	480	229	261	379	351	217	216
Link Distance (ft)		574	574		1857	1857			921	921		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	235			180			350	150			235	200
Storage Blk Time (%)		10	2	1	23	9		3	37	9		3
Queuing Penalty (veh)		7	3	1	32	12		11	48	20		7

Intersection: 11: Church St & N Decatur Rd

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	289	280	173
Average Queue (ft)	145	160	47
95th Queue (ft)	255	270	102
Link Distance (ft)	2384	2384	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)	6	8	
Queuing Penalty (veh)	9	9	

Intersection: 12: Walmart Dr & N Decatur Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	118	159	53	335	589	611	152	43
Average Queue (ft)	49	61	12	60	300	276	35	12
95th Queue (ft)	107	133	37	247	680	689	90	34
Link Distance (ft)	782	782			574	574	457	457
Upstream Blk Time (%)					11	9		
Queuing Penalty (veh)					37	30		
Storage Bay Dist (ft)			100	235				
Storage Blk Time (%)		1			45			
Queuing Penalty (veh)		1			20			

Network Summary

Network wide Queuing Penalty: 2751

Intersection: 1: Superior Ave & N Decatur Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	928	901	146	133	145	163
Average Queue (ft)	349	313	40	48	47	56
95th Queue (ft)	896	892	115	113	102	110
Link Distance (ft)	876	876	1817	1817	509	711
Upstream Blk Time (%)	22	20				
Queuing Penalty (veh)	0	0				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Scott Blvd & Medlock Rd & N Decatur Rd

Movement	EB	EB	EB	B18	B18	WB	WB	WB	NB	NB	SB	SB
Directions Served	<L	T	TR>	T	T	<L	T	TR>	<L	TR>	<L	T
Maximum Queue (ft)	215	914	886	1856	1880	175	791	783	85	731	544	168
Average Queue (ft)	214	879	742	1324	1312	172	499	496	71	330	298	91
95th Queue (ft)	216	892	1062	2373	2384	189	696	710	92	672	538	153
Link Distance (ft)		817	817	1817	1817		782	782		804	633	633
Upstream Blk Time (%)		89	36	26	24		0	0				
Queuing Penalty (veh)		556	222	161	150		1	0				
Storage Bay Dist (ft)	190					150			60			
Storage Blk Time (%)	75	29				65	50		91	42		
Queuing Penalty (veh)	262	132				126	98		92	15		

Intersection: 2: Scott Blvd & Medlock Rd & N Decatur Rd

Movement	SB	NE	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	R>	<L	T	T	TR>	<L	T	T	TR	R>
Maximum Queue (ft)	113	154	1744	1744	1744	185	670	671	324	185
Average Queue (ft)	39	107	1222	1191	1139	184	473	283	170	104
95th Queue (ft)	100	197	1952	1907	1836	186	639	565	274	203
Link Distance (ft)	633		1729	1729	1729		2897	2897	2897	
Upstream Blk Time (%)			4	1	1					
Queuing Penalty (veh)			0	0	0					
Storage Bay Dist (ft)		130				160				160
Storage Blk Time (%)		40	59			99	1		10	1
Queuing Penalty (veh)		183	48			271	1		14	4

Intersection: 7: Scott Blvd & Church St

Movement	NB	NB	NE	NE	NE	SW	SW
Directions Served	R	R	T	T	TR	L	L
Maximum Queue (ft)	356	378	1083	1107	1128	243	258
Average Queue (ft)	225	233	811	832	839	146	164
95th Queue (ft)	357	373	1168	1162	1160	243	245
Link Distance (ft)	2384	2384	2897	2897	2897		
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)						380	380
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 8: Scott Blvd/Lawrenceville Hwy & Dekalb Industrial Way

Movement	NB	NB	NB	SB	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	LT	R	R	LTR	LT	T	TR	L	L	T	T	TR
Maximum Queue (ft)	1556	1580	1551	57	500	517	528	812	825	1673	1657	1631
Average Queue (ft)	983	1259	1236	8	211	221	246	752	767	1341	1267	999
95th Queue (ft)	2007	1904	1892	32	336	343	355	930	956	2261	2305	2089
Link Distance (ft)	1517	1517	1517	372	504	504	504			1631	1631	1631
Upstream Blk Time (%)	36	54	49		0	1	2			61	15	0
Queuing Penalty (veh)	0	0	0		1	8	15			0	0	0
Storage Bay Dist (ft)								800	800			
Storage Blk Time (%)								5	37	28		
Queuing Penalty (veh)								30	213	169		

Intersection: 11: Church St & N Decatur Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	T	L	T	T	L	T	T	R	L	T
Maximum Queue (ft)	137	314	377	196	177	166	250	358	374	112	138	284
Average Queue (ft)	56	181	203	107	97	78	98	237	205	64	70	92
95th Queue (ft)	115	312	339	175	158	137	223	332	307	104	131	217
Link Distance (ft)		574	574		1857	1857		921	921			2384
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	235			180			150			235	200	
Storage Blk Time (%)		7	1	2	0		1	27	2			2
Queuing Penalty (veh)		5	2	3	0		5	35	5			3

Intersection: 11: Church St & N Decatur Rd

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	264	100
Average Queue (ft)	96	30
95th Queue (ft)	214	68
Link Distance (ft)	2384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)	1	
Queuing Penalty (veh)	2	

Intersection: 12: Walmart Dr & N Decatur Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	117	186	53	53	76	94	47	45
Average Queue (ft)	47	71	8	17	20	23	23	15
95th Queue (ft)	107	149	34	42	56	66	46	41
Link Distance (ft)	782	782			574	574	457	457
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			100	235				
Storage Blk Time (%)		2						
Queuing Penalty (veh)		1						

Network Summary

Network wide Queuing Penalty: 2832

Intersection: 1: Superior Ave & N Decatur Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	268	248	260	297	224	147
Average Queue (ft)	87	43	136	151	88	75
95th Queue (ft)	181	125	238	255	175	134
Link Distance (ft)	876	876	1817	1817	509	711
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Scott Blvd & Medlock Rd & N Decatur Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB	NE
Directions Served	<L	T	TR>	<L	T	TR>	<L	TR>	<L	T	R>	<L
Maximum Queue (ft)	215	850	817	175	821	824	85	122	207	80	94	155
Average Queue (ft)	214	664	379	174	757	755	31	49	87	35	32	92
95th Queue (ft)	217	871	762	177	907	918	66	101	163	75	78	183
Link Distance (ft)		817	817		782	782		804	633	633	633	
Upstream Blk Time (%)		3	0		41	40						
Queuing Penalty (veh)		8	0		204	198						
Storage Bay Dist (ft)	190			150			60					130
Storage Blk Time (%)	97	3		72	49		11	11				10
Queuing Penalty (veh)	225	6		265	121		7	5				26

Intersection: 2: Scott Blvd & Medlock Rd & N Decatur Rd

Movement	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	T	T	TR>	<L	T	T	TR	R>
Maximum Queue (ft)	267	235	241	185	2907	2927	2917	185
Average Queue (ft)	197	174	140	183	2123	2194	2235	180
95th Queue (ft)	269	244	232	191	3339	3352	3337	206
Link Distance (ft)	1729	1729	1729		2897	2897	2897	
Upstream Blk Time (%)					3	5	10	
Queuing Penalty (veh)					24	38	70	
Storage Bay Dist (ft)				160				160
Storage Blk Time (%)	24			89	27		57	38
Queuing Penalty (veh)	16			451	29		230	339

Intersection: 7: Scott Blvd & Church St

Movement	NB	NB	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	R	R	T	T	TR	L	L	T	T	T
Maximum Queue (ft)	250	248	343	358	357	400	479	558	549	525
Average Queue (ft)	86	89	218	228	233	228	277	137	126	127
95th Queue (ft)	194	196	364	384	388	405	478	499	477	475
Link Distance (ft)	2384	2384	2897	2897	2897			503	503	503
Upstream Blk Time (%)								1	2	4
Queuing Penalty (veh)								12	21	42
Storage Bay Dist (ft)						380	380			
Storage Blk Time (%)						1	1	9		
Queuing Penalty (veh)						4	10	95		

Intersection: 8: Scott Blvd/Lawrenceville Hwy & Dekalb Industrial Way

Movement	NB	NB	NB	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	L	R	R	T	T	TR	L	L	T	T	T
Maximum Queue (ft)	115	314	275	453	466	483	295	824	2268	2268	1475
Average Queue (ft)	58	137	124	169	187	204	180	247	756	442	216
95th Queue (ft)	109	233	219	355	378	387	279	523	2284	1634	737
Link Distance (ft)	2214	2214	2214	503	503	503			2252	2252	2252
Upstream Blk Time (%)									3	1	
Queuing Penalty (veh)									0	0	
Storage Bay Dist (ft)							800	800			
Storage Blk Time (%)								0	4		
Queuing Penalty (veh)								0	21		

Intersection: 11: Church St & N Decatur Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	T	L	T	T	L	T	T	R	L	T
Maximum Queue (ft)	96	269	286	230	564	545	178	228	168	74	300	498
Average Queue (ft)	43	125	134	172	241	200	85	131	90	37	131	254
95th Queue (ft)	84	222	236	247	388	344	153	198	159	63	289	467
Link Distance (ft)		574	574		1857	1857		921	921			2384
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	235			180			150			235	200	
Storage Blk Time (%)		1		9	20	2	5	3			0	15
Queuing Penalty (veh)		1		36	34	1	8	4			0	28

Intersection: 11: Church St & N Decatur Rd

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	510	300
Average Queue (ft)	281	40
95th Queue (ft)	470	162
Link Distance (ft)	2384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)	21	
Queuing Penalty (veh)	7	

Intersection: 12: Walmart Dr & N Decatur Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	177	207	30	335	591	593	110	42
Average Queue (ft)	26	28	3	88	411	414	28	17
95th Queue (ft)	98	108	18	323	749	748	82	35
Link Distance (ft)	782	782			574	574	457	457
Upstream Blk Time (%)					7	7		
Queuing Penalty (veh)					32	33		
Storage Bay Dist (ft)			100	235				
Storage Blk Time (%)		1			63			
Queuing Penalty (veh)		0			13			

Network Summary

Network wide Queuing Penalty: 2665

Intersection: 1: Superior Ave & N Decatur Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	189	173	264	286	232	162
Average Queue (ft)	85	43	136	153	92	78
95th Queue (ft)	161	116	247	249	174	142
Link Distance (ft)	876	876	1817	1817	509	711
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Scott Blvd & Medlock Rd & N Decatur Rd

Movement	EB	EB	EB	B18	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	<L	T	TR>	T	<L	T	TR>	<L	TR>	<L	T	R>
Maximum Queue (ft)	215	877	817	85	175	810	814	85	144	146	100	73
Average Queue (ft)	214	602	299	7	167	769	767	27	47	51	32	21
95th Queue (ft)	217	867	573	42	197	849	864	69	112	119	79	58
Link Distance (ft)		817	817	1817		782	782		804	633	633	633
Upstream Blk Time (%)		11	0			37	36					
Queuing Penalty (veh)		30	0			183	180					
Storage Bay Dist (ft)	190				150			60				
Storage Blk Time (%)	95	3			45	64		1	16			
Queuing Penalty (veh)	220	4			167	159		0	7			

Intersection: 2: Scott Blvd & Medlock Rd & N Decatur Rd

Movement	NE	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	<L	T	T	TR>	<L	T	T	TR	R>
Maximum Queue (ft)	155	334	268	263	185	2192	2274	2256	185
Average Queue (ft)	80	184	169	134	126	1626	1742	1827	184
95th Queue (ft)	163	278	247	210	216	2467	2563	2616	186
Link Distance (ft)		1729	1729	1729		2897	2897	2897	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	130				160				160
Storage Blk Time (%)	3	20			22	51		60	37
Queuing Penalty (veh)	8	13			113	55		241	330

Intersection: 7: Scott Blvd & Church St

Movement	NB	NB	NE	NE	NE	SW	SW
Directions Served	R	R	T	T	TR	L	L
Maximum Queue (ft)	233	242	374	398	399	393	397
Average Queue (ft)	94	100	202	219	226	138	155
95th Queue (ft)	199	202	375	392	398	289	315
Link Distance (ft)	2384	2384	2897	2897	2897		
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)						380	380
Storage Blk Time (%)						0	1
Queuing Penalty (veh)						2	5

Intersection: 8: Scott Blvd/Lawrenceville Hwy & Dekalb Industrial Way

Movement	NB	NB	NB	SB	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	LT	R	R	LTR	LT	T	TR	L	L	T	T	TR
Maximum Queue (ft)	140	218	222	13	509	537	525	244	270	2097	2097	360
Average Queue (ft)	49	122	119	0	304	332	342	193	211	864	643	258
95th Queue (ft)	112	193	191	4	538	572	568	245	260	2265	1895	381
Link Distance (ft)	2216	2216	2216	371	506	506	506			2082	2082	2082
Upstream Blk Time (%)					0	1	2			2	1	
Queuing Penalty (veh)					2	5	8			0	0	
Storage Bay Dist (ft)								800	800			
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 11: Church St & N Decatur Rd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	T	L	T	T	R	L	T	T	R	L
Maximum Queue (ft)	113	246	248	230	1023	1036	450	250	398	364	114	300
Average Queue (ft)	40	111	130	191	363	309	32	128	183	137	36	138
95th Queue (ft)	85	215	224	280	706	644	223	264	355	305	71	301
Link Distance (ft)		574	574		1857	1857			921	921		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	235			180			350	150			235	200
Storage Blk Time (%)		0		17	36	16		24	4			1
Queuing Penalty (veh)		0		66	62	9		43	5			2

Intersection: 11: Church St & N Decatur Rd

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	464	462	300
Average Queue (ft)	255	278	60
95th Queue (ft)	440	460	227
Link Distance (ft)	2384	2384	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)	19	24	
Queuing Penalty (veh)	35	8	

Intersection: 12: Walmart Dr & N Decatur Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	93	96	31	335	594	612	113	21
Average Queue (ft)	23	31	6	39	319	318	32	11
95th Queue (ft)	72	90	24	209	721	725	80	28
Link Distance (ft)	782	782			574	574	457	457
Upstream Blk Time (%)					11	16		
Queuing Penalty (veh)					54	73		
Storage Bay Dist (ft)			100	235				
Storage Blk Time (%)		0			42			
Queuing Penalty (veh)		0			9			

Network Summary

Network wide Queuing Penalty: 2098

Intersection: 1: Superior Ave & N Decatur Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	928	891	188	218	99	190
Average Queue (ft)	364	322	48	59	46	63
95th Queue (ft)	891	858	125	135	95	122
Link Distance (ft)	876	876	1817	1817	509	711
Upstream Blk Time (%)	13	9				
Queuing Penalty (veh)	0	0				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Scott Blvd & Medlock Rd & N Decatur Rd

Movement	EB	EB	EB	B18	B18	WB	WB	WB	NB	NB	SB	SB
Directions Served	<L	T	TR>	T	T	<L	T	TR>	<L	TR>	<L	T
Maximum Queue (ft)	215	914	868	1856	1872	175	735	596	84	533	516	243
Average Queue (ft)	214	876	742	1277	1219	170	410	359	63	308	339	94
95th Queue (ft)	217	917	991	2368	2417	190	619	532	101	536	566	201
Link Distance (ft)		817	817	1817	1817		1410	1410		803	633	633
Upstream Blk Time (%)		88	19	28	18							
Queuing Penalty (veh)		531	116	168	107							
Storage Bay Dist (ft)	190					150			60			
Storage Blk Time (%)	75	36				66	46		80	43		
Queuing Penalty (veh)	254	158				124	86		76	13		

Intersection: 2: Scott Blvd & Medlock Rd & N Decatur Rd

Movement	SB	NE	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	R>	<L	T	T	TR>	<L	T	T	TR	R>
Maximum Queue (ft)	118	154	1187	1143	1086	185	321	309	352	185
Average Queue (ft)	37	102	864	831	787	131	171	181	203	141
95th Queue (ft)	107	188	1293	1271	1191	219	285	283	297	230
Link Distance (ft)	633		1729	1729	1729		2893	2893	2893	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		130				160				160
Storage Blk Time (%)		12	65			33	3		13	2
Queuing Penalty (veh)		55	50			88	3		16	7

Intersection: 7: Scott Blvd & Church St

Movement	NB	NB	NE	NE	NE	SW	SW
Directions Served	R	R	T	T	TR	L	L
Maximum Queue (ft)	639	680	2063	2112	2121	296	324
Average Queue (ft)	336	351	1304	1334	1340	159	175
95th Queue (ft)	542	574	2109	2133	2146	266	279
Link Distance (ft)	2384	2384	2893	2893	2893		
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)						380	380
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 8: Scott Blvd/Lawrenceville Hwy & Dekalb Industrial Way

Movement	NB	NB	NB	SB	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	LT	R	R	LTR	LT	T	TR	L	L	T	T	TR
Maximum Queue (ft)	1742	1742	1742	32	503	522	529	812	825	2581	2581	2542
Average Queue (ft)	758	1204	1168	5	219	222	246	711	750	2111	2066	1295
95th Queue (ft)	1660	1999	1923	18	356	361	379	932	984	3398	3411	3074
Link Distance (ft)	1727	1727	1727	370	505	505	505			2542	2542	2542
Upstream Blk Time (%)	3	10	7		0	3	3			58	23	0
Queuing Penalty (veh)	0	0	0		2	29	30			0	0	0
Storage Bay Dist (ft)								800	800			
Storage Blk Time (%)								1	24	25		
Queuing Penalty (veh)								8	135	143		

Intersection: 11: Church St & N Decatur Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	T	L	T	T	L	T	T	R	L	T
Maximum Queue (ft)	94	336	368	205	225	190	249	349	315	335	176	249
Average Queue (ft)	48	192	202	83	113	94	90	205	168	81	79	106
95th Queue (ft)	81	347	358	149	187	159	191	295	258	192	155	208
Link Distance (ft)		1410	1410		1857	1857		920	920			2384
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	235			180			150			235	200	
Storage Blk Time (%)		9	1	2	1		0	23	1			3
Queuing Penalty (veh)		6	2	3	1		1	29	2			4

Intersection: 11: Church St & N Decatur Rd

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	244	112
Average Queue (ft)	119	30
95th Queue (ft)	229	74
Link Distance (ft)	2384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)	5	
Queuing Penalty (veh)	5	

Network Summary

Network wide Queuing Penalty: 2252

Intersection: 1: Superior Ave & N Decatur Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	891	889	125	114	97	146
Average Queue (ft)	194	161	42	52	36	68
95th Queue (ft)	523	460	103	112	80	130
Link Distance (ft)	876	876	1817	1817	509	711
Upstream Blk Time (%)	2	1				
Queuing Penalty (veh)	0	0				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Scott Blvd & Medlock Rd & N Decatur Rd

Movement	EB	EB	EB	B18	B18	WB	WB	WB	NB	NB	SB	SB
Directions Served	<L	T	TR>	T	T	<L	T	TR>	<L	TR>	<L	T
Maximum Queue (ft)	215	901	891	1854	1864	175	1357	1307	85	491	667	646
Average Queue (ft)	214	827	768	840	808	174	919	787	62	213	509	101
95th Queue (ft)	216	1009	1056	1997	1967	177	1461	1359	103	457	750	292
Link Distance (ft)		817	817	1817	1817		1410	1410		803	633	633
Upstream Blk Time (%)		70	41	12	10						9	1
Queuing Penalty (veh)		423	247	73	63						0	0
Storage Bay Dist (ft)	190					150			60			
Storage Blk Time (%)	75	31				84	42		64	37		
Queuing Penalty (veh)	255	138				158	78		61	11		

Intersection: 2: Scott Blvd & Medlock Rd & N Decatur Rd

Movement	SB	NE	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	R>	<L	T	T	TR>	<L	T	T	TR	R>
Maximum Queue (ft)	148	154	994	994	920	185	727	601	330	185
Average Queue (ft)	47	99	709	690	665	172	442	262	226	160
95th Queue (ft)	108	186	947	927	889	227	748	473	325	223
Link Distance (ft)	633		1729	1729	1729		2893	2893	2893	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		130				160				160
Storage Blk Time (%)		3	68			84	4		21	4
Queuing Penalty (veh)		11	53			223	4		26	13

Intersection: 7: Scott Blvd & Church St

Movement	NB	NB	NE	NE	NE	SW	SW
Directions Served	R	R	T	T	TR	L	L
Maximum Queue (ft)	2359	2415	138	142	158	382	394
Average Queue (ft)	1128	1147	81	75	79	209	223
95th Queue (ft)	2299	2323	142	124	134	305	309
Link Distance (ft)	2384	2384	2893	2893	2893		
Upstream Blk Time (%)		1					
Queuing Penalty (veh)		3					
Storage Bay Dist (ft)						380	380
Storage Blk Time (%)						0	0
Queuing Penalty (veh)						0	1

Intersection: 8: Scott Blvd/Lawrenceville Hwy & Dekalb Industrial Way

Movement	NB	NB	NB	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	L	R	R	T	T	TR	L	L	T	T	T
Maximum Queue (ft)	648	998	912	207	209	242	397	455	248	157	138
Average Queue (ft)	119	727	699	158	150	183	236	253	91	48	44
95th Queue (ft)	441	1033	979	200	192	222	328	347	191	110	116
Link Distance (ft)	1724	1724	1724	502	502	502			2024	2024	2024
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)							800	800			
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 11: Church St & N Decatur Rd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	T	L	T	T	R	L	T	T	R	L
Maximum Queue (ft)	134	307	310	229	248	205	142	249	394	373	137	266
Average Queue (ft)	48	175	186	112	131	118	5	104	220	184	70	86
95th Queue (ft)	111	323	329	183	216	188	48	233	317	298	112	160
Link Distance (ft)		1410	1410		1857	1857			920	920		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	235			180			350	150			235	200
Storage Blk Time (%)		8		1	3			0	22	3		1
Queuing Penalty (veh)		5		3	4			0	28	6		1

Intersection: 11: Church St & N Decatur Rd

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	252	260	133
Average Queue (ft)	141	145	34
95th Queue (ft)	257	253	75
Link Distance (ft)	2384	2384	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)	4	5	
Queuing Penalty (veh)	6	5	

Network Summary

Network wide Queuing Penalty: 1902

Intersection: 1: Superior Ave & N Decatur Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	167	107	256	315	213	146
Average Queue (ft)	68	32	130	142	82	60
95th Queue (ft)	137	82	239	265	147	128
Link Distance (ft)	876	876	1817	1817	509	711
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Scott Blvd & Medlock Rd & N Decatur Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB	NE
Directions Served	<L	T	TR>	<L	T	TR>	<L	TR>	<L	T	R>	<L
Maximum Queue (ft)	215	712	656	175	1411	1425	85	246	170	100	118	154
Average Queue (ft)	207	499	355	166	738	716	42	63	64	32	33	75
95th Queue (ft)	260	726	601	207	1376	1341	92	164	146	76	89	172
Link Distance (ft)		817	817		1410	1410		803	633	633	633	
Upstream Blk Time (%)					0	0						
Queuing Penalty (veh)					1	2						
Storage Bay Dist (ft)	190			150			60					130
Storage Blk Time (%)	89	14		58	51		31	8				1
Queuing Penalty (veh)	199	22		208	120		19	3				4

Intersection: 2: Scott Blvd & Medlock Rd & N Decatur Rd

Movement	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	T	T	TR>	<L	T	T	TR	R>
Maximum Queue (ft)	282	274	263	185	2205	2292	2321	185
Average Queue (ft)	191	170	140	119	1316	1607	1705	178
95th Queue (ft)	261	240	221	215	2181	2599	2675	218
Link Distance (ft)	1729	1729	1729		2893	2893	2893	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)				160				160
Storage Blk Time (%)	22			18	53		55	43
Queuing Penalty (veh)	14			89	45		215	371

Intersection: 7: Scott Blvd & Church St

Movement	NB	NB	NE	NE	NE	SW	SW	SW
Directions Served	R	R	T	T	TR	L	L	T
Maximum Queue (ft)	277	291	338	399	400	416	410	350
Average Queue (ft)	110	111	209	215	224	235	252	0
95th Queue (ft)	236	238	354	370	381	419	417	0
Link Distance (ft)	2384	2384	2893	2893	2893			504
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)						380	380	
Storage Blk Time (%)						0	1	
Queuing Penalty (veh)						3	5	

Intersection: 8: Scott Blvd/Lawrenceville Hwy & Dekalb Industrial Way

Movement	NB	NB	NB	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	L	R	R	T	T	TR	L	L	T	T	T
Maximum Queue (ft)	116	180	189	369	393	432	289	292	2008	1995	1969
Average Queue (ft)	51	117	100	140	141	158	177	195	731	665	148
95th Queue (ft)	95	192	190	299	308	326	290	288	2188	2088	688
Link Distance (ft)	1563	1563	1563	504	504	504			1961	1961	1961
Upstream Blk Time (%)									2	1	0
Queuing Penalty (veh)									0	0	0
Storage Bay Dist (ft)							800	800			
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 11: Church St & N Decatur Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	T	L	T	T	L	T	T	R	L	T
Maximum Queue (ft)	92	214	218	230	476	458	156	223	185	66	299	488
Average Queue (ft)	37	112	127	152	238	202	63	137	95	29	140	216
95th Queue (ft)	73	217	216	256	413	366	117	221	190	57	283	415
Link Distance (ft)		1410	1410		1857	1857		920	920			2384
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	235			180			150			235	200	
Storage Blk Time (%)				4	18	1	0	7			2	12
Queuing Penalty (veh)				16	30	1	0	8			6	22

Intersection: 11: Church St & N Decatur Rd

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	504	300
Average Queue (ft)	239	18
95th Queue (ft)	439	102
Link Distance (ft)	2384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)	17	
Queuing Penalty (veh)	5	

Network Summary

Network wide Queuing Penalty: 1407

Intersection: 1: Superior Ave & N Decatur Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	200	172	295	296	161	166
Average Queue (ft)	82	43	123	147	85	75
95th Queue (ft)	174	122	222	241	136	149
Link Distance (ft)	876	876	1817	1817	509	711
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Scott Blvd & Medlock Rd & N Decatur Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB	NE
Directions Served	<L	T	TR>	<L	T	TR>	<L	TR>	<L	T	R>	<L
Maximum Queue (ft)	215	602	458	175	1428	1430	84	99	282	98	95	155
Average Queue (ft)	206	465	305	170	970	965	37	38	153	28	38	75
95th Queue (ft)	253	602	457	194	1299	1282	80	70	289	72	85	158
Link Distance (ft)		817	817		1410	1410		803	633	633	633	
Upstream Blk Time (%)					2	0						
Queuing Penalty (veh)					9	1						
Storage Bay Dist (ft)	190			150			60					130
Storage Blk Time (%)	87	9		67	58		15	2				1
Queuing Penalty (veh)	196	14		241	137		9	1				3

Intersection: 2: Scott Blvd & Medlock Rd & N Decatur Rd

Movement	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	T	T	TR>	<L	T	T	TR	R>
Maximum Queue (ft)	275	270	246	185	2314	2462	2485	185
Average Queue (ft)	198	184	152	155	1658	1768	1865	182
95th Queue (ft)	284	274	231	241	2457	2599	2672	197
Link Distance (ft)	1729	1729	1729		2893	2893	2893	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)				160				160
Storage Blk Time (%)	20			42	49		56	44
Queuing Penalty (veh)	13			208	42		219	385

Intersection: 7: Scott Blvd & Church St

Movement	NB	NB	NE	NE	NE	SW	SW
Directions Served	R	R	T	T	TR	L	L
Maximum Queue (ft)	262	267	321	398	414	387	349
Average Queue (ft)	100	107	206	212	224	163	175
95th Queue (ft)	203	209	358	370	378	337	333
Link Distance (ft)	2384	2384	2893	2893	2893		
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)						380	380
Storage Blk Time (%)						0	
Queuing Penalty (veh)						1	

Intersection: 8: Scott Blvd/Lawrenceville Hwy & Dekalb Industrial Way

Movement	NB	NB	NB	SB	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	LT	R	R	LTR	LT	T	TR	L	L	T	T	TR
Maximum Queue (ft)	164	201	228	14	529	530	526	342	292	2188	2175	372
Average Queue (ft)	59	131	106	2	293	313	323	175	197	795	604	270
95th Queue (ft)	128	208	196	10	513	531	538	260	267	2171	1790	382
Link Distance (ft)	1566	1566	1566	372	507	507	507			2160	2160	2160
Upstream Blk Time (%)					1	1	2			2	1	
Queuing Penalty (veh)					4	6	10			0	0	
Storage Bay Dist (ft)								800	800			
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 11: Church St & N Decatur Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	T	L	T	T	L	T	T	R	L	T
Maximum Queue (ft)	113	245	254	230	399	376	176	202	223	74	299	337
Average Queue (ft)	48	117	124	159	226	194	81	126	90	33	159	227
95th Queue (ft)	99	205	214	256	366	332	138	187	183	61	314	349
Link Distance (ft)		1410	1410		1857	1857		920	920			2384
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	235			180			150			235	200	
Storage Blk Time (%)		0		5	12	0	1	6	0		4	14
Queuing Penalty (veh)		0		21	19	0	1	7	0		14	25

Intersection: 11: Church St & N Decatur Rd

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	373	300
Average Queue (ft)	243	22
95th Queue (ft)	354	113
Link Distance (ft)	2384	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)	21	
Queuing Penalty (veh)	6	

Network Summary

Network wide Queuing Penalty: 1590

Intersection: 1: Superior Ave & N Decatur Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	928	912	143	190	249	548
Average Queue (ft)	598	580	52	70	55	162
95th Queue (ft)	1169	1168	118	141	168	380
Link Distance (ft)	876	876	1817	1817	509	711
Upstream Blk Time (%)	47	43				
Queuing Penalty (veh)	0	0				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Scott Blvd & Medlock Rd & N Decatur Rd

Movement	EB	EB	EB	B18	B18	WB	WB	WB	NB	NB	SB	SB
Directions Served	<L	T	TR>	T	T	<L	T	TR>	<L	TR>	<L	T
Maximum Queue (ft)	215	925	886	1871	1873	175	333	324	85	422	652	652
Average Queue (ft)	214	879	667	1606	1589	167	309	308	40	196	631	406
95th Queue (ft)	217	895	1041	2321	2361	207	322	316	87	400	700	891
Link Distance (ft)		817	817	1817	1817		301	301		804	636	636
Upstream Blk Time (%)		92	23	43	37		74	73			92	37
Queuing Penalty (veh)		625	153	290	253		273	270			0	0
Storage Bay Dist (ft)	190					150			60			
Storage Blk Time (%)	73	24				43	74		16	54		
Queuing Penalty (veh)	282	120				97	146		20	19		

Intersection: 2: Scott Blvd & Medlock Rd & N Decatur Rd

Movement	SB	NE	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	R>	<L	T	T	TR>	<L	T	T	TR	R>
Maximum Queue (ft)	98	154	1768	1768	1781	185	654	645	450	185
Average Queue (ft)	19	106	1411	1407	1411	184	583	518	252	154
95th Queue (ft)	70	179	2169	2146	2133	185	731	729	417	240
Link Distance (ft)	636		1729	1729	1729		645	645	645	
Upstream Blk Time (%)			28	38	46		21	0		
Queuing Penalty (veh)			0	0	0		96	1		
Storage Bay Dist (ft)		130				160				160
Storage Blk Time (%)		5	67			99	2		20	4
Queuing Penalty (veh)		26	54			283	3		36	18

Intersection: 3: Scott Blvd & Barton Way

Movement	NW	NE	SW	SW	SW
Directions Served	LR	TR	L	T	T
Maximum Queue (ft)	31	31	50	145	106
Average Queue (ft)	12	1	7	26	4
95th Queue (ft)	35	11	30	93	36
Link Distance (ft)	390	645		295	295
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100		
Storage Blk Time (%)				3	
Queuing Penalty (veh)				1	

Intersection: 4: Scott Blvd & Blackmon Dr

Movement	NW	NW	NE	NE	NE	NE	SW	SW	SW	SW
Directions Served	L	LR	T	T	T	R	L	T	T	T
Maximum Queue (ft)	126	174	215	239	295	74	148	101	116	96
Average Queue (ft)	61	72	95	114	117	31	67	20	37	47
95th Queue (ft)	99	132	187	210	216	65	117	60	92	94
Link Distance (ft)	526	526	295	295	295			366	366	366
Upstream Blk Time (%)					0					
Queuing Penalty (veh)					0					
Storage Bay Dist (ft)						175	235			
Storage Blk Time (%)					1					
Queuing Penalty (veh)					2					

Intersection: 5: Scott Blvd & Driveway 1

Movement	NE	NE	NE
Directions Served	T	T	T
Maximum Queue (ft)	167	200	248
Average Queue (ft)	9	13	18
95th Queue (ft)	55	72	95
Link Distance (ft)	366	366	366
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			1
Queuing Penalty (veh)			0

Intersection: 6: Scott Blvd & Driveway 2

Movement	NE	NE	NE	NE
Directions Served	T	T	T	R
Maximum Queue (ft)	442	467	451	275
Average Queue (ft)	113	127	128	10
95th Queue (ft)	368	396	400	94
Link Distance (ft)	419	419	419	
Upstream Blk Time (%)	2	3	5	
Queuing Penalty (veh)	12	20	33	
Storage Bay Dist (ft)				175
Storage Blk Time (%)			20	
Queuing Penalty (veh)			6	

Intersection: 7: Scott Blvd & Church St

Movement	NB	NB	NE	NE	NE	SW	SW
Directions Served	R	R	T	T	TR	L	L
Maximum Queue (ft)	540	546	1063	1083	1087	141	175
Average Queue (ft)	345	353	843	859	866	71	82
95th Queue (ft)	523	532	1234	1239	1247	139	169
Link Distance (ft)	684	684	1037	1037	1037		
Upstream Blk Time (%)			17	18	21		
Queuing Penalty (veh)			111	118	139		
Storage Bay Dist (ft)						380	380
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 8: Scott Blvd/Lawrenceville Hwy & Dekalb Industrial Way

Movement	NB	NB	NB	SB	NE	NE	NE	SW	SW	SW	SW	SW
Directions Served	LT	R	R	LTR	LT	T	TR	L	L	T	T	TR
Maximum Queue (ft)	1708	1744	1745	34	503	528	529	812	825	2166	2176	2129
Average Queue (ft)	1331	1569	1553	5	492	503	508	727	762	1783	1694	1493
95th Queue (ft)	2225	2055	2056	20	508	529	520	916	958	2915	2991	2867
Link Distance (ft)	1693	1693	1693	370	504	504	504			2114	2114	2114
Upstream Blk Time (%)	43	66	62		0	4	9			64	19	2
Queuing Penalty (veh)	0	0	0		4	33	82			0	0	0
Storage Bay Dist (ft)								800	800			
Storage Blk Time (%)								3	21	33		
Queuing Penalty (veh)								20	128	201		

Intersection: 9: Church St & Emergency Access

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 10: Church St & Driveway 3

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	52	50
Average Queue (ft)	23	10
95th Queue (ft)	43	36
Link Distance (ft)	378	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Church St & N Decatur Rd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	T	L	T	T	R	L	T	T	R	L
Maximum Queue (ft)	136	370	386	230	1265	1283	450	250	785	746	335	174
Average Queue (ft)	56	217	220	132	238	233	32	166	368	303	122	71
95th Queue (ft)	107	330	328	238	702	681	223	301	670	586	301	134
Link Distance (ft)		564	564		1849	1849			921	921		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	235			180			350	150			235	200
Storage Blk Time (%)		9	1	2	21	11		30	26	7	0	
Queuing Penalty (veh)		6	2	6	29	17		112	53	17	1	

Intersection: 11: Church St & N Decatur Rd

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	206	172	161
Average Queue (ft)	83	99	39
95th Queue (ft)	167	177	99
Link Distance (ft)	1441	1441	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			200
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 12: Walmart Dr/Blackmon Dr & N Decatur Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	LT	R	L	TR
Maximum Queue (ft)	152	191	259	124	335	588	605	275	324	42	136	205
Average Queue (ft)	41	89	114	21	118	381	387	169	106	12	77	89
95th Queue (ft)	91	170	220	88	364	745	751	387	268	30	129	155
Link Distance (ft)		414	414			564	564		458	458	453	453
Upstream Blk Time (%)						21	24					
Queuing Penalty (veh)						81	95					
Storage Bay Dist (ft)	235			100	235			175				
Storage Blk Time (%)			5	0		58	61					
Queuing Penalty (veh)			2	0		25	79					

Intersection: 13: N Decatur Rd & Apartment Driveway

Movement	WB	WB	SB
Directions Served	T	TR	R
Maximum Queue (ft)	445	444	312
Average Queue (ft)	406	399	183
95th Queue (ft)	497	491	348
Link Distance (ft)	414	414	308
Upstream Blk Time (%)	49	49	30
Queuing Penalty (veh)	185	185	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 4872

Arterial Level of Service: NB Church St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N Decatur Rd	III	35	22.1	37.4	59.5	0.18	11.1	E
Scott Blvd	III	35	60.5	19.7	80.2	0.50	22.6	C
Total	III		82.6	57.1	139.7	0.69	17.8	D

Arterial Level of Service: SB Church St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N Decatur Rd	III	35	60.5	57.9	118.4	0.50	15.3	D
Total	III		60.5	57.9	118.4	0.50	15.3	D

Arterial Level of Service: EB N Decatur Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Superior Ave	II	45	19.3	9.3	28.6	0.18	22.2	C
Scott Blvd	II	34	57.7	93.6	151.3	0.54	12.9	F
Walmart Dr	II	45	18.6	9.2	27.8	0.17	22.0	C
Church St	II	45	13.6	39.9	53.5	0.12	8.4	F
Total	II		109.2	152.0	261.2	1.01	14.0	E

Arterial Level of Service: WB N Decatur Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Church St	II	45	34.7	42.4	77.1	0.36	16.9	E
Blackmon Dr	II	45	13.6	7.1	20.7	0.12	21.7	D
Scott Blvd	II	45	18.6	181.4	200.0	0.17	3.1	F
Superior Ave	II	45	43.3	17.5	60.8	0.54	32.0	B
Total	II		110.2	248.4	358.6	1.20	12.0	F

Arterial Level of Service: NE Scott Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Medlock Rd	II	45	33.3	43.8	77.1	0.35	16.2	E
Blackmon Dr	II	45	23.0	11.0	34.0	0.21	22.4	C
Church St	II	45	36.2	46.0	82.2	0.38	16.9	E
Dekalb Industrial Wa	II	45	12.9	51.4	64.3	0.12	6.6	F
Total	II		105.4	152.2	257.6	1.06	14.8	E

Arterial Level of Service: SW Scott Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Church St	II	45	12.9	0.1	13.0	0.12	32.8	B
Blackmon Dr	II	45	36.2	9.0	45.2	0.38	30.7	B
Medlock Rd	II	45	23.0	160.3	183.3	0.21	4.2	F
Total	II		72.1	169.4	241.5	0.71	10.7	F

Arterial Level of Service: NB Church St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N Decatur Rd	III	35	22.1	41.0	63.1	0.18	10.5	E
Scott Blvd	III	35	60.5	19.7	80.2	0.50	22.6	C
Total	III		82.6	60.7	143.3	0.69	17.3	D

Arterial Level of Service: SB Church St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N Decatur Rd	III	35	60.5	57.4	117.9	0.50	15.4	D
Total	III		60.5	57.4	117.9	0.50	15.4	D

Arterial Level of Service: EB N Decatur Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Superior Ave	II	45	19.3	9.0	28.3	0.18	22.5	C
Scott Blvd	II	34	57.7	93.6	151.3	0.54	12.9	F
Walmart Dr	II	45	18.6	8.6	27.2	0.17	22.5	C
Church St	II	45	13.6	42.7	56.3	0.12	8.0	F
Total	II		109.2	153.9	263.1	1.01	13.9	E

Arterial Level of Service: WB N Decatur Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Church St	II	45	34.7	39.5	74.2	0.36	17.6	D
Blackmon Dr	II	45	13.6	10.7	24.3	0.12	18.5	D
Scott Blvd	II	45	18.6	181.4	200.0	0.17	3.1	F
Superior Ave	II	45	43.3	17.0	60.3	0.54	32.3	B
Total	II		110.2	248.6	358.8	1.20	12.0	F

Arterial Level of Service: NE Scott Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Medlock Rd	II	45	33.3	43.8	77.1	0.35	16.2	E
Blackmon Dr	II	45	23.0	11.0	34.0	0.21	22.4	C
Church St	II	45	36.2	41.3	77.5	0.38	17.9	D
Dekalb Industrial Wa	II	45	12.9	24.1	37.0	0.12	11.5	F
Total	II		105.4	120.2	225.6	1.06	16.9	E

Arterial Level of Service: SW Scott Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Church St	II	45	12.9	0.1	13.0	0.12	32.8	B
Blackmon Dr	II	45	36.2	7.5	43.7	0.38	31.7	B
Medlock Rd	II	45	23.0	173.4	196.4	0.21	3.9	F
Total	II		72.1	181.0	253.1	0.71	10.2	F

Arterial Level of Service: NB Church St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N Decatur Rd	III	35	22.1	55.1	77.2	0.18	8.6	F
Scott Blvd	III	35	60.5	21.9	82.4	0.50	22.0	C
Total	III		82.6	77.0	159.6	0.69	15.5	D

Arterial Level of Service: SB Church St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N Decatur Rd	III	35	60.5	46.8	107.3	0.50	16.9	D
Total	III		60.5	46.8	107.3	0.50	16.9	D

Arterial Level of Service: EB N Decatur Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Superior Ave	II	45	19.3	9.5	28.8	0.18	22.1	C
Scott Blvd	II	34	57.7	132.1	189.8	0.54	10.3	F
Walmart Dr	II	45	18.6	14.6	33.2	0.17	18.5	D
Church St	II	45	13.6	54.9	68.5	0.12	6.6	F
Total	II		109.2	211.1	320.3	1.01	11.4	F

Arterial Level of Service: WB N Decatur Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Church St	II	45	34.7	34.0	68.7	0.36	19.0	D
Blackmon Dr	II	45	13.6	17.9	31.5	0.12	14.3	E
Scott Blvd	II	45	18.6	242.3	260.9	0.17	2.3	F
Superior Ave	II	45	43.3	6.5	49.8	0.54	39.1	A
Total	II		110.2	300.7	410.9	1.20	10.5	F

Arterial Level of Service: NE Scott Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Medlock Rd	II	45	33.3	121.6	154.9	0.35	8.1	F
Blackmon Dr	II	45	23.0	16.3	39.3	0.21	19.4	D
Church St	II	45	36.2	122.6	158.8	0.38	8.7	F
Dekalb Industrial Wa	II	45	12.9	55.0	67.9	0.12	6.3	F
Total	II		105.4	315.5	420.9	1.06	9.1	F

Arterial Level of Service: SW Scott Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Church St	II	45	12.9	0.1	13.0	0.12	32.8	B
Blackmon Dr	II	45	36.2	3.2	39.4	0.38	35.2	A
Medlock Rd	II	45	23.0	47.5	70.5	0.21	10.8	F
Total	II		72.1	50.8	122.9	0.71	20.9	D

Arterial Level of Service: NB Church St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N Decatur Rd	III	35	22.1	55.1	77.2	0.18	8.6	F
Scott Blvd	III	35	60.5	49.2	109.7	0.50	16.6	D
Total	III		82.6	104.3	186.9	0.69	13.3	E

Arterial Level of Service: SB Church St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N Decatur Rd	III	35	60.5	46.8	107.3	0.50	16.9	D
Total	III		60.5	46.8	107.3	0.50	16.9	D

Arterial Level of Service: EB N Decatur Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Superior Ave	II	45	19.3	9.5	28.8	0.18	22.1	C
Scott Blvd	II	34	57.7	132.1	189.8	0.54	10.3	F
Walmart Dr	II	45	18.6	14.3	32.9	0.17	18.6	D
Church St	II	45	13.6	46.7	60.3	0.12	7.5	F
Total	II		109.2	202.6	311.8	1.01	11.7	F

Arterial Level of Service: WB N Decatur Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Church St	II	45	34.7	34.0	68.7	0.36	19.0	D
Blackmon Dr	II	45	13.6	10.6	24.2	0.12	18.6	D
Scott Blvd	II	45	18.6	242.3	260.9	0.17	2.3	F
Superior Ave	II	45	43.3	6.5	49.8	0.54	39.1	A
Total	II		110.2	293.4	403.6	1.20	10.7	F

Arterial Level of Service: NE Scott Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Medlock Rd	II	45	33.3	121.6	154.9	0.35	8.1	F
Blackmon Dr	II	45	23.0	16.3	39.3	0.21	19.4	D
Church St	II	45	36.2	29.1	65.3	0.38	21.2	D
Dekalb Industrial Wa	II	45	12.9	51.5	64.4	0.12	6.6	F
Total	II		105.4	218.5	323.9	1.06	11.8	F

Arterial Level of Service: SW Scott Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Church St	II	45	12.9	0.1	13.0	0.12	32.8	B
Blackmon Dr	II	45	36.2	3.2	39.4	0.38	35.2	A
Medlock Rd	II	45	23.0	47.5	70.5	0.21	10.8	F
Total	II		72.1	50.8	122.9	0.71	20.9	D

Arterial Level of Service: NB Church St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N Decatur Rd	III	35	22.1	39.8	61.9	0.18	10.7	E
Scott Blvd	III	35	59.4	14.2	73.6	0.49	24.2	B
Total	III		81.5	54.0	135.5	0.68	18.0	C

Arterial Level of Service: SB Church St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N Decatur Rd	III	35	59.4	55.1	114.5	0.49	15.6	D
Total	III		59.4	55.1	114.5	0.49	15.6	D

Arterial Level of Service: EB N Decatur Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Superior Ave	II	45	19.3	8.4	27.7	0.18	23.0	C
Scott Blvd	II	34	57.7	76.2	133.9	0.54	14.5	E
Church St	II	45	29.2	40.5	69.7	0.29	15.2	E
Total	II		106.2	125.1	231.3	1.01	15.8	E

Arterial Level of Service: WB N Decatur Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Church St	II	45	34.7	37.8	72.5	0.36	18.0	D
Scott Blvd	II	45	29.2	125.0	154.2	0.29	6.9	F
Superior Ave	II	45	43.3	14.2	57.5	0.54	33.9	B
Total	II		107.2	177.0	284.2	1.20	15.2	E

Arterial Level of Service: NE Scott Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Medlock Rd	II	45	33.3	42.4	75.7	0.35	16.5	E
Church St	II	45	47.6	28.5	76.1	0.60	28.2	B
Dekalb Industrial Wa	II	45	12.9	47.1	60.0	0.12	7.1	F
Total	II		93.8	118.0	211.8	1.06	18.0	D

Arterial Level of Service: SW Scott Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Church St	II	45	12.9	0.1	13.0	0.12	32.8	B
Medlock Rd	II	45	47.6	120.6	168.2	0.60	12.7	F
Total	II		60.5	120.7	181.2	0.71	14.2	E

Arterial Level of Service: NB Church St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N Decatur Rd	III	35	22.1	40.7	62.8	0.18	10.6	E
Scott Blvd	III	35	59.4	14.2	73.6	0.49	24.2	B
Total	III		81.5	54.9	136.4	0.68	17.9	D

Arterial Level of Service: SB Church St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N Decatur Rd	III	35	59.4	54.8	114.2	0.49	15.6	D
Total	III		59.4	54.8	114.2	0.49	15.6	D

Arterial Level of Service: EB N Decatur Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Superior Ave	II	45	19.3	8.1	27.4	0.18	23.2	C
Scott Blvd	II	34	57.7	76.2	133.9	0.54	14.5	E
Church St	II	45	29.2	40.9	70.1	0.29	15.1	E
Total	II		106.2	125.2	231.4	1.01	15.8	E

Arterial Level of Service: WB N Decatur Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Church St	II	45	34.7	37.0	71.7	0.36	18.2	D
Scott Blvd	II	45	29.2	125.0	154.2	0.29	6.9	F
Superior Ave	II	45	43.3	13.9	57.2	0.54	34.1	B
Total	II		107.2	175.9	283.1	1.20	15.2	E

Arterial Level of Service: NE Scott Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Medlock Rd	II	45	33.3	42.4	75.7	0.35	16.5	E
Church St	II	45	47.6	28.5	76.1	0.60	28.2	B
Dekalb Industrial Wa	II	45	12.9	15.7	28.6	0.12	14.9	E
Total	II		93.8	86.6	180.4	1.06	21.2	D

Arterial Level of Service: SW Scott Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Church St	II	45	12.9	0.1	13.0	0.12	32.8	B
Medlock Rd	II	45	47.6	139.8	187.4	0.60	11.4	F
Total	II		60.5	139.9	200.4	0.71	12.8	F

Arterial Level of Service: NB Church St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N Decatur Rd	III	35	22.1	55.1	77.2	0.18	8.6	F
Scott Blvd	III	35	59.4	47.3	106.7	0.49	16.7	D
Total	III		81.5	102.4	183.9	0.68	13.3	E

Arterial Level of Service: SB Church St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N Decatur Rd	III	35	59.4	43.6	103.0	0.49	17.3	D
Total	III		59.4	43.6	103.0	0.49	17.3	D

Arterial Level of Service: EB N Decatur Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Superior Ave	II	45	19.3	6.6	25.9	0.18	24.6	C
Scott Blvd	II	34	57.7	90.4	148.1	0.54	13.2	E
Church St	II	45	29.2	42.5	71.7	0.29	14.8	E
Total	II		106.2	139.5	245.7	1.01	14.8	E

Arterial Level of Service: WB N Decatur Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Church St	II	45	34.7	31.4	66.1	0.36	19.7	D
Scott Blvd	II	45	29.2	147.1	176.3	0.29	6.0	F
Superior Ave	II	45	43.3	4.6	47.9	0.54	40.7	A
Total	II		107.2	183.1	290.3	1.20	14.9	E

Arterial Level of Service: NE Scott Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Medlock Rd	II	45	33.3	94.7	128.0	0.35	9.8	F
Church St	II	45	47.6	7.0	54.6	0.60	39.3	A
Dekalb Industrial Wa	II	45	12.9	34.9	47.8	0.12	8.9	F
Total	II		93.8	136.6	230.4	1.06	16.6	E

Arterial Level of Service: SW Scott Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Church St	II	45	12.9	0.1	13.0	0.12	32.8	B
Medlock Rd	II	45	47.6	42.5	90.1	0.60	23.8	C
Total	II		60.5	42.6	103.1	0.71	24.9	C

Arterial Level of Service: NB Church St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N Decatur Rd	III	35	22.1	55.1	77.2	0.18	8.6	F
Scott Blvd	III	35	59.4	21.4	80.8	0.49	22.0	C
Total	III		81.5	76.5	158.0	0.68	15.5	D

Arterial Level of Service: SB Church St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N Decatur Rd	III	35	59.4	43.6	103.0	0.49	17.3	D
Total	III		59.4	43.6	103.0	0.49	17.3	D

Arterial Level of Service: EB N Decatur Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Superior Ave	II	45	19.3	6.6	25.9	0.18	24.6	C
Scott Blvd	II	34	57.7	90.4	148.1	0.54	13.2	E
Church St	II	45	29.2	42.5	71.7	0.29	14.8	E
Total	II		106.2	139.5	245.7	1.01	14.8	E

Arterial Level of Service: WB N Decatur Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Church St	II	45	34.7	31.4	66.1	0.36	19.7	D
Scott Blvd	II	45	29.2	147.1	176.3	0.29	6.0	F
Superior Ave	II	45	43.3	4.6	47.9	0.54	40.7	A
Total	II		107.2	183.1	290.3	1.20	14.9	E

Arterial Level of Service: NE Scott Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Medlock Rd	II	45	33.3	94.7	128.0	0.35	9.8	F
Church St	II	45	47.6	95.7	143.3	0.60	15.0	E
Dekalb Industrial Wa	II	45	12.9	19.2	32.1	0.12	13.3	E
Total	II		93.8	209.6	303.4	1.06	12.6	F

Arterial Level of Service: SW Scott Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Church St	II	45	12.9	0.1	13.0	0.12	32.8	B
Medlock Rd	II	45	47.6	38.6	86.2	0.60	24.9	C
Total	II		60.5	38.7	99.2	0.71	25.9	C

Arterial Level of Service: NB Church St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N Decatur Rd	III	35	22.1	38.7	60.8	0.18	10.9	E
Scott Blvd	III	35	59.4	14.8	74.2	0.49	24.0	B
Total	III		81.5	53.5	135.0	0.68	18.1	C

Arterial Level of Service: SB Church St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N Decatur Rd	III	35	59.4	54.3	113.7	0.49	15.7	D
Total	III		59.4	54.3	113.7	0.49	15.7	D

Arterial Level of Service: EB N Decatur Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Superior Ave	II	45	19.3	8.9	28.2	0.18	22.6	C
Scott Blvd	II	34	57.7	80.3	138.0	0.54	14.1	E
Walmart Dr	II	45	18.6	5.3	23.9	0.17	25.6	C
Church St	II	45	13.6	37.9	51.5	0.12	8.7	F
Total	II		109.2	132.4	241.6	1.01	15.1	E

Arterial Level of Service: WB N Decatur Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Church St	II	45	34.7	39.7	74.4	0.36	17.5	D
Walmart Dr	II	45	13.6	0.9	14.5	0.12	31.0	B
Scott Blvd	II	45	18.6	145.5	164.1	0.17	3.7	F
Superior Ave	II	45	43.3	15.5	58.8	0.54	33.1	B
Total	II		110.2	201.6	311.8	1.20	13.8	E

Arterial Level of Service: NE Scott Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Medlock Rd	II	45	33.3	43.1	76.4	0.35	16.3	E
Church St	II	45	47.6	28.1	75.7	0.60	28.3	B
Dekalb Industrial Wa	II	45	12.9	46.7	59.6	0.12	7.1	F
Total	II		93.8	117.9	211.7	1.06	18.0	D

Arterial Level of Service: SW Scott Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Church St	II	45	12.9	0.1	13.0	0.12	32.8	B
Medlock Rd	II	45	47.6	135.8	183.4	0.60	11.7	F
Total	II		60.5	135.9	196.4	0.71	13.1	E

Arterial Level of Service: NB Church St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N Decatur Rd	III	35	22.1	41.5	63.6	0.18	10.4	E
Scott Blvd	III	35	59.4	14.8	74.2	0.49	24.0	B
Total	III		81.5	56.3	137.8	0.68	17.7	D

Arterial Level of Service: SB Church St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N Decatur Rd	III	35	59.4	59.1	118.5	0.49	15.0	D
Total	III		59.4	59.1	118.5	0.49	15.0	D

Arterial Level of Service: EB N Decatur Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Superior Ave	II	45	19.3	8.5	27.8	0.18	22.9	C
Scott Blvd	II	34	57.7	80.3	138.0	0.54	14.1	E
Walmart Dr	II	45	18.6	5.3	23.9	0.17	25.6	C
Church St	II	45	13.6	35.9	49.5	0.12	9.1	F
Total	II		109.2	130.0	239.2	1.01	15.2	E

Arterial Level of Service: WB N Decatur Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Church St	II	45	34.7	37.3	72.0	0.36	18.1	D
Walmart Dr	II	45	13.6	1.7	15.3	0.12	29.4	B
Scott Blvd	II	45	18.6	145.5	164.1	0.17	3.7	F
Superior Ave	II	45	43.3	15.0	58.3	0.54	33.4	B
Total	II		110.2	199.5	309.7	1.20	13.9	E

Arterial Level of Service: NE Scott Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Medlock Rd	II	45	33.3	43.1	76.4	0.35	16.3	E
Church St	II	45	47.6	28.2	75.8	0.60	28.3	B
Dekalb Industrial Wa	II	45	12.9	16.9	29.8	0.12	14.3	E
Total	II		93.8	88.2	182.0	1.06	21.0	D

Arterial Level of Service: SW Scott Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Church St	II	45	12.9	0.1	13.0	0.12	32.8	B
Medlock Rd	II	45	47.6	152.7	200.3	0.60	10.7	F
Total	II		60.5	152.8	213.3	0.71	12.0	F

Arterial Level of Service: NB Church St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N Decatur Rd	III	35	22.1	54.7	76.8	0.18	8.6	F
Scott Blvd	III	35	59.4	21.8	81.2	0.49	21.9	C
Total	III		81.5	76.5	158.0	0.68	15.5	D

Arterial Level of Service: SB Church St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N Decatur Rd	III	35	59.4	43.0	102.4	0.49	17.4	D
Total	III		59.4	43.0	102.4	0.49	17.4	D

Arterial Level of Service: EB N Decatur Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Superior Ave	II	45	19.3	6.9	26.2	0.18	24.3	C
Scott Blvd	II	34	57.7	98.2	155.9	0.54	12.5	F
Walmart Dr	II	45	18.6	9.9	28.5	0.17	21.5	D
Church St	II	45	13.6	44.6	58.2	0.12	7.7	F
Total	II		109.2	159.6	268.8	1.01	13.6	E

Arterial Level of Service: WB N Decatur Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Church St	II	45	34.7	32.8	67.5	0.36	19.3	D
Walmart Dr	II	45	13.6	3.1	16.7	0.12	26.9	C
Scott Blvd	II	45	18.6	183.4	202.0	0.17	3.0	F
Superior Ave	II	45	43.3	4.7	48.0	0.54	40.6	A
Total	II		110.2	224.0	334.2	1.20	12.9	F

Arterial Level of Service: NE Scott Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Medlock Rd	II	45	33.3	104.1	137.4	0.35	9.1	F
Church St	II	45	47.6	74.5	122.1	0.60	17.6	D
Dekalb Industrial Wa	II	45	12.9	17.4	30.3	0.12	14.1	E
Total	II		93.8	196.0	289.8	1.06	13.2	E

Arterial Level of Service: SW Scott Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Church St	II	45	12.9	0.1	13.0	0.12	32.8	B
Medlock Rd	II	45	47.6	39.2	86.8	0.60	24.7	C
Total	II		60.5	39.3	99.8	0.71	25.7	C

Arterial Level of Service: NB Church St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N Decatur Rd	III	35	22.1	54.7	76.8	0.18	8.6	F
Scott Blvd	III	35	59.4	48.6	108.0	0.49	16.5	D
Total	III		81.5	103.3	184.8	0.68	13.2	E

Arterial Level of Service: SB Church St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N Decatur Rd	III	35	59.4	43.0	102.4	0.49	17.4	D
Total	III		59.4	43.0	102.4	0.49	17.4	D

Arterial Level of Service: EB N Decatur Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Superior Ave	II	45	19.3	6.9	26.2	0.18	24.3	C
Scott Blvd	II	34	57.7	98.2	155.9	0.54	12.5	F
Walmart Dr	II	45	18.6	9.9	28.5	0.17	21.5	D
Church St	II	45	13.6	44.6	58.2	0.12	7.7	F
Total	II		109.2	159.6	268.8	1.01	13.6	E

Arterial Level of Service: WB N Decatur Rd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Church St	II	45	34.7	32.8	67.5	0.36	19.3	D
Walmart Dr	II	45	13.6	3.1	16.7	0.12	26.9	C
Scott Blvd	II	45	18.6	183.4	202.0	0.17	3.0	F
Superior Ave	II	45	43.3	4.7	48.0	0.54	40.6	A
Total	II		110.2	224.0	334.2	1.20	12.9	F

Arterial Level of Service: NE Scott Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Medlock Rd	II	45	33.3	104.1	137.4	0.35	9.1	F
Church St	II	45	47.6	5.7	53.3	0.60	40.2	A
Dekalb Industrial Wa	II	45	12.9	51.9	64.8	0.12	6.6	F
Total	II		93.8	161.7	255.5	1.06	14.9	E

Arterial Level of Service: SW Scott Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Church St	II	45	12.9	0.1	13.0	0.12	32.8	B
Medlock Rd	II	45	47.6	42.8	90.4	0.60	23.7	C
Total	II		60.5	42.9	103.4	0.71	24.9	C

Appendix H:
Development Map

Decatur Crossing

Public Transit

Traffic Counts

Developments in Area
- The Reserve Apartments
- Suburban Plaza
- 0010050
- 0012814
- 0012814
- Dekalb Farmers Market
- MARTA Clifton Corridor
- 0009378
- 0010631

Development
- Decatur Crossing

Bus Routes
- Route 36
- Route 123
- Route 125
- Route 75

Segments

LCI Area
- Medline