905 MEMORIAL DRIVE DRI

Location: Atlanta, GA – Fulton County
Non-Expedited Review
DRI #2557

April 19, 2016

Prepared for:

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Executive Summary

Site Description

905 Memorial Dr is a proposed 990,032 SF mixed-use development located in southeast Atlanta, more specifically in Reynoldstown. The proposed site is bounded by Memorial Dr to the north, Bill Kennedy Way to the west, Interstate 20 to the south, and Gibson St to the east. The site currently houses a 383,113 SF warehouse which will be demolished. The development, which is expected to be built in one phase by 2018, will include the following land uses and densities:

- Anchor/grocery store 45,800 SF
- Movie theater 8 screens (35,000 SF)
- Specialty retail space 39,200 SF
- Office space 60,000 SF
- Condo units 100 units
- Multi-family residential units 400 units
- Multi-family residential units (age-restricted) 200 units

The minimum threshold for a mixed-use development in a Maturing Neighborhood to be considered a Development of Regional Impact (DRI) is that it has a minimum of 500,000 gross SF of area. This criteria is clearly met for this proposed project since it has a total of 990,032 SF of building area.

Study Area

A study network based on GRTA's 7% rule was determined and studied. This network extends from Boulevard SE to Moreland Ave along Memorial Dr and from Memorial Dr to Glenwood Ave along Bill Kennedy Way.

Methodology

A trip generation and distribution was developed taking into account that this development lies in a rapidly developing area that is expected to grow significantly within the next few years. The new Atlanta Beltline trail will run along the western site frontage and is expected to generate significant non-motorized traffic to the site. Transit oriented trips are expected to be served by the existing bus stops along Memorial Dr and are not expected to adversely affect the roadway network. A total of 10% of trips are expected to arrive on site via alternative modes of transportation such as pedestrians, bicyclists, and transit riders. Internal trip reductions were also applied due to the mixed-use nature of this development. Pass-by reductions per land use were deducted from the trip generation. Existing trips generated by the existing warehouse were kept in the No Build conditions but reduced in the Build scenarios.

A traffic analysis was conducted for this development in order to determine the impacts that it

would have on the adjacent roadways and intersections due to the magnitude of the trips expected. Intersections and segments within this study network, as well as site access points, were evaluated for mitigation measures in order to bring any unacceptable Levels of Service (LOS) up to the required minimum standards.

Traffic Analysis

Existing conditions capacity analysis shows that all but two intersections within the study network will operate at acceptable LOS' during both peak hours. These two intersections (Memorial Dr at Boulevard SE and Memorial Dr at Moreland Ave) have some turning movements that will operate at LOS F. The performance results of each intersection within the study network under existing and future scenarios are described below.

Memorial Dr at Boulevard SE

Under existing conditions, this intersection will operate at acceptable LOS' during the AM peak hour except for the NBT/R turning movement which will have a LOS E. During the PM peak hour, the EB approach and WBL movement will experience LOS F and E respectively. This is due to the lack of an exclusive left turn lane on the EB approach, and the heavy WBL and opposing through volumes. However, signal timing adjustments will improve the LOS in the EB approach from F to E and reduce delays in future (build) conditions during the PM peak hour. Overall, the intersection will operate at LOS D in future (build) conditions.

Memorial Dr at Chester Ave

This intersection as a whole currently operates at LOS A during both peak hours. In future (build) conditions, the intersection will continue to operate at LOS A.

Memorial Dr at Bill Kennedy Way

Under existing conditions, this intersection operates at LOS C and B during AM and PM peak hours respectively. The NBL operates at LOS E during the AM peak hour as well as the NBL and NBR movements during the PM peak hour. Under future conditions, the NB approach will maintain the LOS E with slightly reduced delays due to signal timing adjustments and overall the intersection will have a LOS B during both peak hours.

Memorial Dr at Holtzclaw St/Driveway 3

Currently, this is a three-legged intersection with LOS B or better in its three approaches. A proposed full access driveway will be aligned to Holtzclaw St towards the south. With future traffic volumes, this intersection is expected to warrant a traffic signal and will operate at LOS A during both peak hours. A right turn lane at Memorial Dr is warranted under future conditions.

Memorial Dr at Gibson St

Under existing conditions, the intersection operates at LOS B during the AM peak hour and LOS E during the PM peak hour due to the heavy mainline volumes and northbound left turning vehicles. Under future (build) conditions, the NB approach will continue to operate at LOS E because of the heavy mainline volumes and northbound left turning vehicles. However, with a signal warranted at Holtzclaw St/Driveway 3, more traffic is expected to use the signalized intersection rather than waiting for an acceptable gap to cross over to Memorial Dr. A right turn lane at Memorial Dr is warranted under future conditions.

Memorial Dr at Flat Shoals Ave

This signalized intersection currently operates at an overall LOS B during the AM peak hour and A during the PM peak hour. It will continue to operate at the same levels of service under future conditions.

Memorial Dr at Moreland Ave

This intersection currently operates at an overall LOS D during both peak hours but has LOS E or worse in the EB and WB approaches. Delays and poor LOS are due to the lack of exclusive left turn lanes on both approaches, and the permissive only left turns at the EB approach. Due to the limited space and reversible lane geometry on both sides of the intersections, exclusive left turn lanes cannot be provided at these two approaches. The addition of a protected/permissive left turn phase in the EB approach will help reduce delays and improve LOS F to E under existing conditions. Future conditions at this intersection will maintain LOS E or better during both peak hours.

Bill Kennedy Way at Driveway 2

This proposed intersection is a stop-controlled at Driveway 2 that will operate at LOS B and C during the AM and PM peak hours respectively. Both NB right and SB left turn lanes on Bill Kennedy Way will be warranted with future traffic volumes.

Bill Kennedy Way at I-20 WB On-Ramp/Driveway 1

Currently, this intersection is unsignalized and operates at a LOS B and A during AM and PM peak hours. With background growth and traffic generated by surrounding projects, a signal warrant is expected to be met at this intersection. Under future conditions, the intersection is expected to operate at LOS A and B.

Bill Kennedy Way at I-20 EB Off-Ramp

Currently, the intersection operates at LOS B during both peak hours. Under future conditions,

the intersection will continue to operate at LOS B.

Bill Kennedy Way at Glenwood Ave

This intersection currently operates at LOS D during the AM peak hour and C during the PM peak hour. With background and future traffic volumes, the EB and WB approaches are expected to deteriorate but can be brought back to acceptable LOS with slight timing improvements.

Mitigation Measures Summary

Where levels of service (LOS') were below the acceptable standards, mitigation measures were studied in order to improve the LOS. Traffic signals were warranted at Bill Kennedy Way at the I-20 WB On-Ramp for background traffic and at Memorial Dr at Holtzclaw St/Driveway 3 for Build traffic volumes. A list of land uses, accesses, and improvements required to improve LOS to the minimum standards, are presented in the following table:

Scenario Conditions	Land Uses	Accesses	Improvements Necessary
Existing	• General Light Industrial	• Full access driveway at Gibson St	• Signal timing adjustments at Memorial Dr at Boulevard SE • Signal timing adjustments at Memorial Dr at Bill Kennedy Way • Protected/permissive EB left turn phase and signal timing adjustments at Memorial Dr at Moreland Ave • Signal timing adjustments at Bill Kennedy Way at Glenwood Ave
No Build (Background)			• Signal timing adjustments at Memorial Dr at Boulevard SE • Signal timing adjustments at Memorial Dr at Bill Kennedy Way • Protected/permissive EB left turn phase and signal timing adjustments at Memorial Dr at Moreland Ave • Traffic signal warranted at Bill Kennedy Way and I-20 WB On-Ramp • Signal timing adjustments at Bill Kennedy Way at Glenwood Ave
Build (Future)	• Apartments • Apartments (Age Restricted) • Condos • Supermarket • Theater • Specialty Retail Shops • Office	• Exit only driveway at Driveway 1 (One Way Scenario) • Full access driveway at Driveway 1 (Two Way Scenario) • Full access driveway at Driveway 2 • Full access driveway at Driveway 3 • Full access driveway at Gibson St	• Signal timing adjustments at Memorial Dr at Boulevard SE • Signal timing adjustments at Memorial Dr at Bill Kennedy Way • Right turn lane on Memorial Dr at Driveway 3 • Traffic signal warranted at Memorial Dr at Holtzclaw St/Driveway 3 • Right turn lane on Memorial Dr at Gibson St • Right turn lane on Gibson St • Protected/permissive EB left turn phase and signal timing adjustments at Memorial Dr at Moreland Ave • Left and right turn lanes on Bill Kennedy Way at Driveway 2 • Left turn lane on Bill Kennedy Way at Driveway 1 (Two Way Scenario only) • Signal timing adjustments at Bill Kennedy Way at Glenwood Ave

In the existing conditions, failing LOS at Memorial Dr at Boulevard SE and Memorial Dr at Bill Kennedy Way were improved by slightly adjusting signal timings and keeping cycle lengths the same. A protected/permissive left turn phase is recommended for the EB approach at the intersection of Memorial Dr and Moreland Ave in order to reduce delays.

1. Project Description

The proposed project is a mixed-use development located in the historic district of Reynoldstown in Atlanta, Georgia. More specifically, Reynoldstown lies in eastern Fulton County, less than a mile away from the Fulton-DeKalb County border. The development will be located to the south of Memorial Dr SE, between Bill Kennedy Way SE and Gibson St SE, and bounded to the south by I-20. A vicinity map is shown in Figure 1 and an aerial image of the site location in Figure 2. The existing tracts and parcels of land are occupied by a large warehouse, which will be demolished. A site survey for the existing warehouse building and parking is shown in Figure 3.

1.1. Land Uses and Site Plan

Existing and proposed land uses are summarized in Table 1. A full site plan depicting land uses, densities, descriptions, and locations is shown in Figure 4.

Table 1 Existing and Proposed Land Uses

Existing Land Uses	Density
General Light Industrial Warehouse	383,113 SF
Proposed Land Uses	**Density**
Anchor/grocery store	45,800 SF
Movie theater	8 screens
Specialty retail space	39,200 SF
Office space	60,000 SF
Condo units	100 units
Multi-family residential units	400 units
Multi-family residential units (age-restricted)	200 units

Two internal roadways that run north-south and east-west will divide the site into four quadrants. Retail shops will be mainly located along the northern frontage of the site and part of the west frontage, adjacent to the Beltline. Residential units will be located in the southwest and southeast quadrants with a parking deck serving each residential component. Condos will be located to the east of the development. The supermarket and theater will be located at the northwest and northeast quadrants respectively. An open plaza space will be located in the southwest quadrant adjacent to the Beltline. The office space building will be located adjacent to the plaza in the southwest quadrant. The western site frontage will have wide sidewalks which will be part of the Atlanta Beltline.

1.2. Proposed Site Access

The proposed development will have access to the external road network via four driveways: two along Bill Kennedy Way and two along Memorial Dr, as shown in Figure 5. Driveways 2 and

3, and Gibson St are analyzed as full access driveways in this study. Two different scenarios are modeled for Driveway 1: full access and exit only, which will be referred to as 'One Way Scenario' and 'Two Way Scenario' throughout this report.

1.3. Parking

The site will have several parking decks with additional at-level parking spaces in the northwest and northeast quadrant that will serve retail and theater users. Two additional parking decks are provided to the south which will mainly service the apartment residents and office users. Underground parking will be provided under both condo buildings. Parallel parking spaces will also be provided along the internal roadways. A summary of the amount of required and provided parking spaces is shown in Table 2.

Table 2 Parking Summary

Land Use	Number of Spaces Required	Number of Spaces Provided
Retail	328	662
Office	200	200
Residential	700	1,010
Total	**1,228**	**1,872**

Figure 1: Vicinity Map

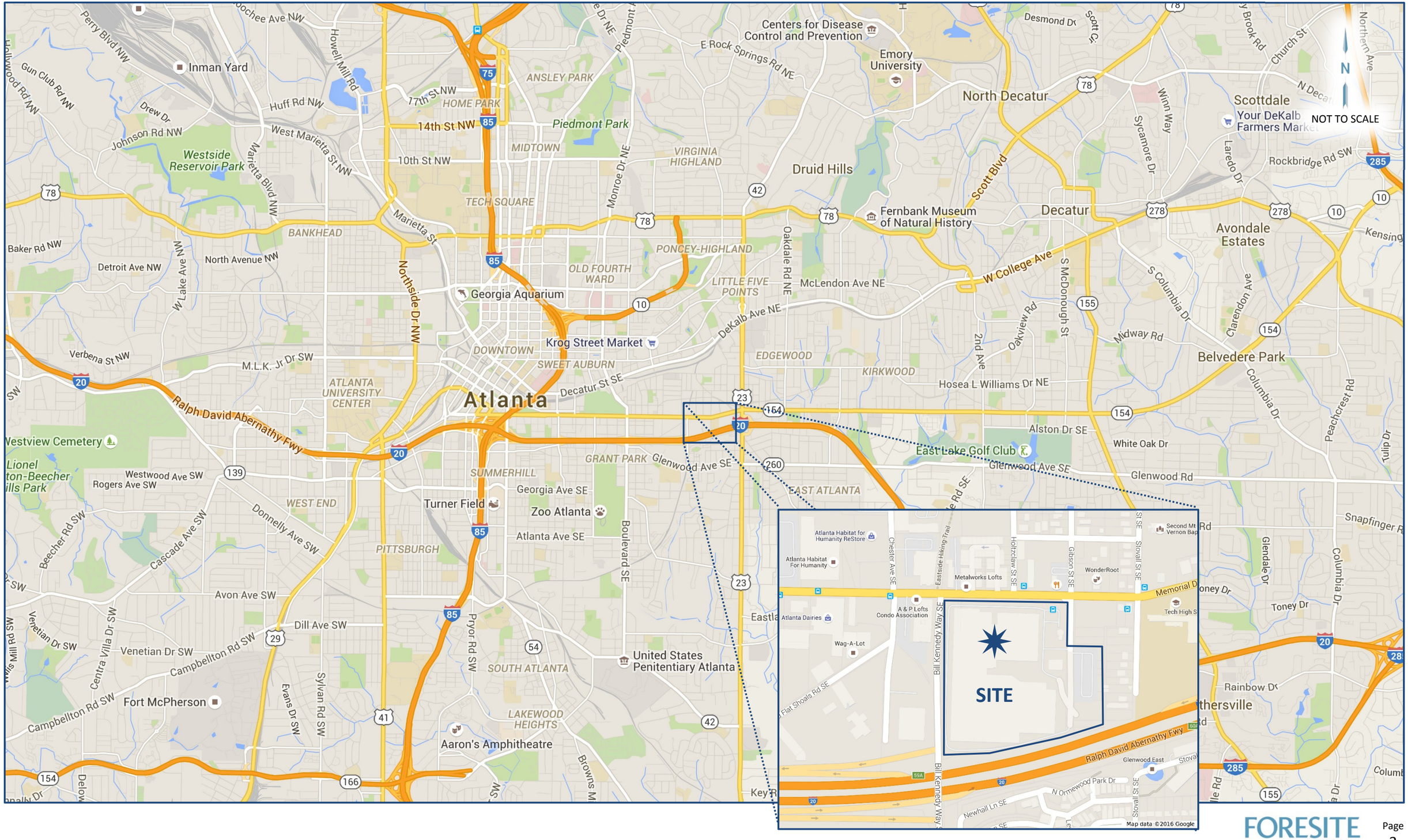


Figure 2 Aerial Photograph

LEGEND

These standard symbols may be found in the drawing.

- 1/2" Rebar Set
- Iron Pin Found
- Inverted Rail Road Tract
- B.L. Building Line
- Catch Basin
- Drop Inlet
- Guy Wire Anchor
- Transformer Box
- Light Pole
- Power Pole
- Electric Meter
- Fire Hydrant
- Fire Plug
- Water Meter
- Water Valve
- Irrigation Control Valve
- Water Manhole
- COM Communication Manhole
- Sanitary Sewer Manhole
- Sewer Clean Out
- Gas Meter
- Gas Valve
- Air Conditioning Unit
- Parking Bollard
- Sign
- Monitoring Well
- Hardwood Tree
- Pine Tree
- Fence
- Neighbor's Fence
- E Overhead Electric Line
- Sanitary Sewer
- Sanitary Sewer (Not Field Located)
- Stormwater Pipe
- Stormwater Pipe (Not Field Located)

4° 35' Magnetic North
4° 35' Declination
Grid North
Georgia Zone West
Reading Held

UNDERGROUND UTILITY MARKINGS (SEE NOTE)

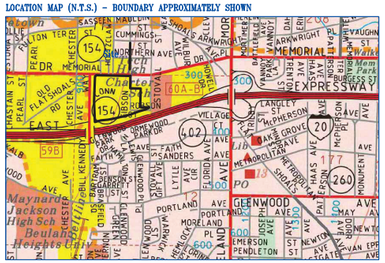
- Underground Water Lines
- UC Underground Communication Lines
- G G Underground Gas Lines
- UE Underground Electric Lines

UNDERGROUND UTILITY LOCATIONS NOTE

Underground Utility Locations provided by:
RHD Utility Locating
630 Tenth Street NW
Atlanta GA 30318

Phone: 404-874-8585
Information gathered by painted utility locations and a sketch provided by RHD.
Note: Surveyor has located all visible painted lines by utility locator and graphically depicted them on the survey, and assumes no responsibility for any missing or incomplete underground utility locations.

LOCATION MAP (N.T.S.) - BOUNDARY APPROXIMATELY SHOWN



TITLE EXCEPTIONS

Chicago Title Insurance Company
Commitment No. 57261.0016.2
Commitment Date: November 3, 2015
Schedule B – Section II – Exceptions

9. Subdivision Plat of House & Home Co. Property dated June XX 1913, recorded in Plat Book 9, Page 164, Fulton County, Georgia records, as to Tract B only.
   No longer Affects Site – Gibson Street has been Abandoned
10. Power line easement contained in Warranty Deed dated April 9, 1928, filed April 12, 1928, from Atlanta and West Point Railroad Company to The Warren Company, Inc., recorded in Deed Book 1119, Page 444, aforesaid records.
    Affects Site – Unable to Plot – Main line track no longer exists
11. Power line easement contained in that Quitclaim Deed dated September 28, 1928, filed October 5, 1928, from Atlanta and West Point Railroad Company to The Warren Company, Inc., recorded in Deed Book 1179, Page 474, aforesaid records.
    Affects Site – Unable to Plot – Main line track no longer exists
12. Sewer Easement dated April 7, 1936, filed April 29, 1937, from Atlanta & West Point Railroad to The City of Atlanta, recorded in Deed Book 1640, Page 391, aforesaid records, as shown on survey.
    May or May not Affect Site – Unable to Plot – Plan and Profile referenced in supporting document not provided
13. Water Meter Easement dated October 27, 1970, filed December 3, 1970, between Kysor Industrial Corporation and the City of Atlanta, recorded in Deed Book 5315, Page 530, aforesaid records.
    Affects Site – As Shown on Survey
14. Indemnities contained in Sewer Easement and Agreement dated July 25, 1979, filed July 27, 1979, from Leggett & Platt, Inc., Masterack Division, to the City of Atlanta, recorded in Deed Book 7312, Page 231, aforesaid records.
    Affects Site – Unable to Plot
15. Georgia Power Company Easement dated August 6, 1990, filed September 13, 1990, from Leggett & Platt, Inc. Masterack Division, to Georgia Power Company, recorded in Deed Book 13709, Page 22, aforesaid records.
    Affects Site – Insufficient Information to plot
16. Indemnity Agreement dated February 23, 1993, filed February 24, 1993, from Masterack, a Division of Leggett & Platt, Inc., to the City of Atlanta, recorded in Deed Book 15874, Page 110, aforesaid records.
    Affects Site – Unable to Plot Underground Detention, Site Plan Recorded in supporting document Illegible
17. Reservations of stormwater, water and power easements contained in that Quitclaim Deed dated November 9, 1992, filed December 29, 1992, from City of Atlanta to Leggett & Platt, Inc., recorded in Deed Book 16114, Page 230, aforesaid records, as shown on survey.
    Affects Site – As shown on survey
18. Indemnity Agreement dated October 14, 1992, filed October 20, 1992, from Masterack Division, Leggett & Platt, Inc. to the City of Atlanta, recorded in Deed Book 16333, Page 316, aforesaid records.
    Affects Site – Unable to Plot Underground Detention, Site Plan Recorded in supporting document Illegible
19. Georgia Power Company Easement dated June 22, 1993, filed August 4, 1993, from Leggett & Platt, Inc., Masterack Division, to Georgia Power Company, recorded in Deed Book 16989, Page 309, aforesaid records.
    Affects Site – Insufficient Information to plot
20. Georgia Power Company Easement dated February 1, 1995, filed September 18, 1995, from Leggett & Platt, Inc. to Georgia Power Company, recorded in Deed Book 20064, Page 97, aforesaid records.
    Affects Site – Underground utilities not located – unable to plot
21. Indemnity Agreement dated April 13, 1998, filed May 1, 1998, from Masterack, a division of Leggett & Platt, Inc., to the City of Atlanta, recorded in Deed Book 24321, Page 88, aforesaid records.
    Affects Site – Unable to Plot Underground Detention, Site Plan Recorded in supporting document Illegible
22. Georgia Power Company Easement dated March 2, 2000, filed August 3, 2000, from Leggett & Platt, Inc. to Georgia Power Company, recorded in Deed Book 29332, Page 502, aforesaid records.
    Affects Site – Underground utilities not located – unable to plot
23. All matters which as shown on that certain ALTA/ACSM Land Title Survey prepared by Josh L. Lewis, IV, Georgia Registered Land Surveyor No. 3028, for Leggett & Platt, Incorporated, Development Authority of Fulton County and First American Title Insurance Co., Georgia Land Surveying Co., dated April 17, 2015, last revised August 10, 2015.
    Affects Site – Blanket in Nature

GEORGIA LAND ORTHORECTIFIED PHOTO-SCALE 1"=200'

AERIAL PHOTOGRAPHY NOTE

Aerial Photography captured on April 28th, 2015 and Orthorectified by Georgia Land Surveying Company. Pixel Accuracy = 0.02 feet per pixel. Ground control versus camera accuracy is 0.05 feet.

HATCH LEGEND

These hatchings may be found in the drawing.

- Concrete
- Asphalt
- Gravel
- Wall
- Overhang
- Tract 17 Deed Book 22289 Page 329
- Tract 16 Deed Book 22289 Page 329
- Special Exception

FLOOD PANEL (N.T.S.) - BOUNDARY APPROXIMATELY SHOWN

PANEL 0376G
NFIP
FIRM
FLOOD INSURANCE RATE MAP
FULTON COUNTY, GEORGIA
AND INCORPORATED AREAS
PANEL 376 OF 490
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)
CONTAINS:
COMMUNITY NUMBER PANEL SUFFIX
ATLANTA, CITY OF 130181 0376 G
Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.
MAP NUMBER
13121C0376G
MAP REVISED
SEPTEMBER 18, 2013
Federal Emergency Management Agency

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	66.50'	105.48'	94.76'	N 44°09'30" W	90°52'36"

ZONING

[City Of Atlanta]
Beltline Overlay District
(I-2) (Heavy Industrial District)
Front yard setback-40'
Side yard setback- 20'
(Adjacent to Street Half the Depth of the Front Yard)
Side yard setback-0' or 10'
Rear yard setback-0' or 10'

PARKING NOTE

317 Standard parking stalls
4 Handicap parking stalls
322 Total painted parking stalls

Surveyor does not certify to the accuracy of the parking count. Debris blocking stalls and parking lines were too faded to accurately define the stalls at the time of the survey.

SPECIAL FLOOD HAZARD NOTE

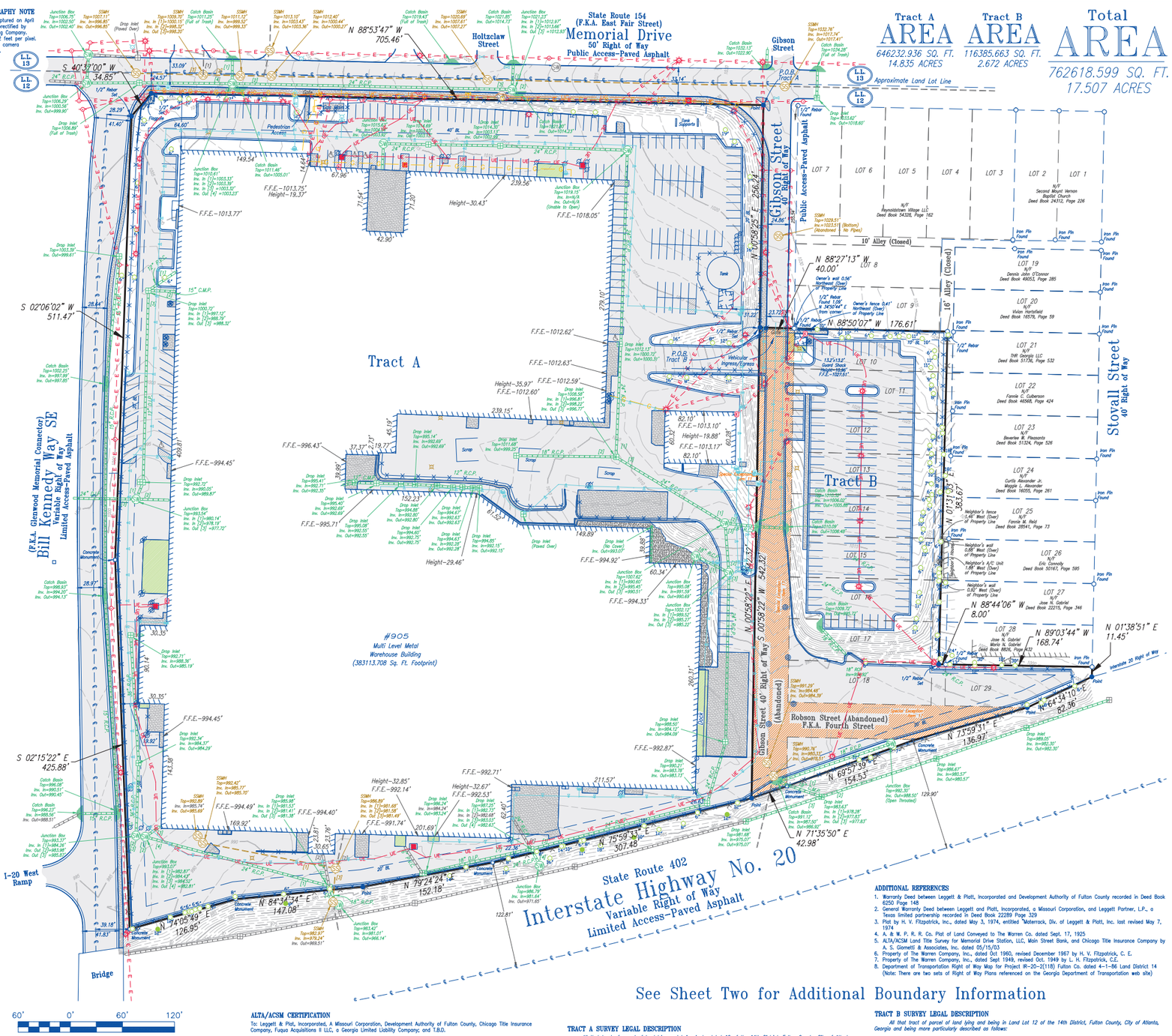
I have this date, examined the "F.I.R.M. official flood hazard map" and found in my opinion referenced parcel is not in an area having special flood hazards, without an elevation certification the Surveyor is not responsible for any damage due its opinion for said parcel map ID 13121C0376G effective date 09/18/2013.

CLOSURE STATEMENT

The field data upon which this plat is based has a closure of 1 foot in 110,428 feet, an angular error of 0.29 seconds per angle point and was adjusted using an angle balance method. This plat has been calculated for closure and found to be accurate to 1 foot in 685,901 feet.

SURVEY NOTES

1. Equipment used: Leica 1200 robotic total station and Allegro MX data collector.
2. Software used: Carlson Survey 2013 and Carlson Survey.
3. Above ground visible utilities were obtained from field observations. Surveyor has located all visible painted lines by utility locator and graphically depicted them on the survey, and assumes no responsibility for any missing or incomplete underground utility locations.
4. Any graphic depiction of setback lines and other matters of zoning are the surveyor's interpretation of the zoning information furnished. the surveyor offers no certification as to the zoning of the subject property or compliance with zoning regulations for the structures or business on the subject property.
5. Tracts 16 & 17 from Deed Book 36141 Page 354 have been graphically removed from the survey per clients request.



60' 0' 60' 120'

ADDITIONAL REFERENCES

1. Warranty Deed between Leggett & Platt, Incorporated and Development Authority of Fulton County recorded in Deed Book 6250 Page 148
2. General Warranty Deed between Leggett and Platt, Incorporated, a Missouri Corporation, and Leggett Partner, L.P., a Texas limited partnership recorded in Deed Book 22289 Page 329
3. Plat by H. V. Fitzpatrick, Inc., dated May 3, 1974, entitled "Masterrack, Div. of Leggett & Platt, Inc. last revised May 7, 1974
4. A. & W. P. R. R. Co. Plat of Land Conveyed to The Warren Co. dated Sept. 17, 1925
5. ALTA/ACSM Land Title Survey for Memorial Station, LLC, Main Street Bank, and Chicago Title Insurance Company by A. S. Gamett & Associates, Inc. dated 05/15/03
6. Property of The Warren Company, Inc., dated Oct 1960, revised December 1967 by H. V. Fitzpatrick, C. E.
7. Property of The Warren Company, Inc., dated Sept 1949, revised Oct. 1949 by L. H. Fitzpatrick, C.E.
8. Department of Transportation Right of Way Map for Project IR-20-2(118) Fulton Co. dated 4-1-66 Land District 14 (Note: There are two sets of Right of Way Plans referenced on the Georgia Department of Transportation web site)

ALTA/ACSM CERTIFICATION

To: Leggett & Platt, Incorporated, A Missouri Corporation, Development Authority of Fulton County, Chicago Title Insurance Company, Fuqua Acquisitions II LLC, a Georgia Limited Liability Company; and T.B.D.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 minimum standard detail requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6(a), 7(a), 8, 9, 10(a), 11(a), 13, 14, and 21 of table A thereof.
The field work was completed on April 24th, 2015.
Date of plat or map: November 20th, 2015.

Josh L. Lewis IV
Georgia Registered Land Surveyor No. 3028

GEORGIA REGISTERED No. 3028 PROFESSIONAL LAND SURVEYOR JOSH L. LEWIS, IV

This survey was prepared in conformity with the technical standards for property surveys in Georgia as set forth in chapter 180-7 of the rules of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in the Georgia Plat Act O.C.G.A. 15-6-67. authority O.C.G.A. Secs. 15-6-67, 43-15-4, 43-15-6, 43-15-19, 43-15-22.

TRACT A SURVEY LEGAL DESCRIPTION

All that tract of parcel of land lying and being in Land Lot 12 of the 14th District, Fulton County, City of Atlanta, Georgia and being more particularly described as follows:

Beginning at a point, at the western 40' right of way line of Gibson Street and the southern variable right of way line of Memorial Drive; thence along said southern right of way line of Memorial Drive North 88 Degrees 53 Minutes 47 Seconds West a distance of 705.46' to a 1/2" rebar set at northeast corner of a mitered intersection of the southern right of way line of Memorial Drive and the eastern variable right of way line of Bill Kennedy Way; thence along said mitered intersection South 40 Degrees 37 Minutes 00 Seconds West a distance of 34.85' 1/2" rebar set at the southwest corner of a mitered intersection of the southern right of way line of Memorial Drive and the eastern variable right of way line of Bill Kennedy Way; thence leaving said mitered intersection and along the eastern variable right of way line of Bill Kennedy Way South 02 Degrees 06 Minutes 02 Seconds West a distance of 511.47' to a concrete monument found; thence along said eastern right of way line of Bill Kennedy Way South 02 Degrees 15 Minutes 22 Seconds East a distance of 425.88' to a concrete monument at the northern variable right of way line of Interstate Highway 20; thence leaving said eastern right of way line of Bill Kennedy Way and continue along the northern variable right of way line of Interstate Highway 20, North 74 Degrees 05 Minutes 49 Seconds East a distance of 126.95' to a concrete monument; thence along said northern variable right of way line North 84 Degrees 34 Minutes 34 Seconds East a distance of 147.08' to a point; thence along said northern variable right of way line North 79 Degrees 24 Minutes 24 Seconds East a distance of 152.18' to a concrete monument; thence North 75 Degrees 59 Minutes 33 Seconds East a distance of 307.48' to a point; thence leaving the northern variable right of way line of Interstate Highway 20, North 00 Degrees 58 Minutes 22 Seconds East a distance of 542.32' to a 1/2" rebar set at the western 40' right of way line of Gibson Street; thence along the western 40' right of way line of Gibson Street North 00 Degrees 58 Minutes 25 Seconds East a distance of 256.24' to a point at the southern variable right of way line of Memorial Drive; which is the point of beginning, having an area of 6462.936 square feet, 14.835 acres; and being more particularly shown as "Tract A" on survey plat by Georgia Land Surveying Co., bearing the seal of Josh L. Lewis IV, Registered Land Surveyor No. 3028, dated April 17th, 2015.

TRACT B SURVEY LEGAL DESCRIPTION

All that tract of parcel of land lying and being in Land Lot 12 of the 14th District, Fulton County, City of Atlanta, Georgia and being more particularly described as follows:

To find the point of beginning, commence at a point at the western 40' right of way line of Gibson Street and the southern variable right of way line of Memorial Drive; thence along the western 40' right of way line of Gibson Street South 00 Degrees 58 Minutes 25 Seconds West a distance of 256.24' to a 1/2" rebar set at the southern terminus right of way line of Gibson Street, which is the point of beginning;
Thence leaving said right of way line of Gibson Street South 00 Degrees 58 Minutes 22 Seconds West a distance of 542.32' to a point at the northern variable right of way line of Interstate Highway 20; thence along said northern variable right of way line North 71 Degrees 35 Minutes 50 Seconds East a distance of 42.98' to a concrete monument; thence along said northern variable right of way line North 69 Degrees 57 Minutes 39 Seconds East a distance of 154.53' to a concrete monument; thence along said northern variable right of way line North 73 Degrees 59 Minutes 31 Seconds East a distance of 136.97' point; thence along said northern variable right of way line North 64 Degrees 34 Minutes 10 Seconds East a distance of 82.36' to a point at the western 40' right of way line of Stovall Street; thence leaving the northern variable right of way line of Interstate Highway 20 and along the western 40' right of way line of Stovall Street North 01 Degrees 38 Minutes 51 Seconds East a distance of 11.45' to a iron pin found; thence leaving the western 40' right of way line of Stovall Street North 89 Degrees 03 Minutes 44 Seconds West a distance of 168.74' to a 1/2" rebar found at the eastern line of a 16' alley; thence North 88 Degrees 44 Minutes 06 Seconds West a distance of 8.00' to a 1/2" rebar set at the centerline of said alley; thence along the centerline of said alley North 01 Degrees 31 Minutes 03 Seconds East a distance of 383.67' to a 1/2" rebar found; thence leaving the said alley centerline North 88 Degrees 50 Minutes 07 Seconds West a distance of 176.61' to a 1/2" rebar found at the eastern 40' right of way line and the southern terminus right of way line of Gibson Street; thence along the southern terminus line of Gibson Street North 88 Degrees 27 Minutes 13 Seconds West a distance of 40.00' to a 1/2" rebar set at the western 40' right of way line of Gibson Street; which is the point of beginning, having an area of 116385.663 square feet, 2.672 acres; and being more particularly shown as "Tract B" on survey plat by Georgia Land Surveying Co., bearing the seal of Josh L. Lewis IV, Registered Land Surveyor No. 3028, dated April 17th, 2015.

155 CLIFTWOOD DRIVE – ATLANTA, GEORGIA 30328 – TELEPHONE: (404) 255-4671 – FAX: (404) 255-6607 – WWW.GEORGIALANDSURVEYING.COM

JOB NUMBER 19564 DRAWING NUMBER 513

ALTA/ACSM LAND TITLE SURVEY FOR: *905 Memorial Drive, Atlanta Georgia 30316*
- *LEGGETT & PLAT, INCORPORATED, A MISSOURI CORPORATION*
- *DEVELOPMENT AUTHORITY OF FULTON COUNTY*
- *CHICAGO TITLE INSURANCE COMPANY*
- *FUQUA ACQUISITIONS II LLC, A GEORGIA LIMITED LIABILITY COMPANY*
- *T.B.D.*

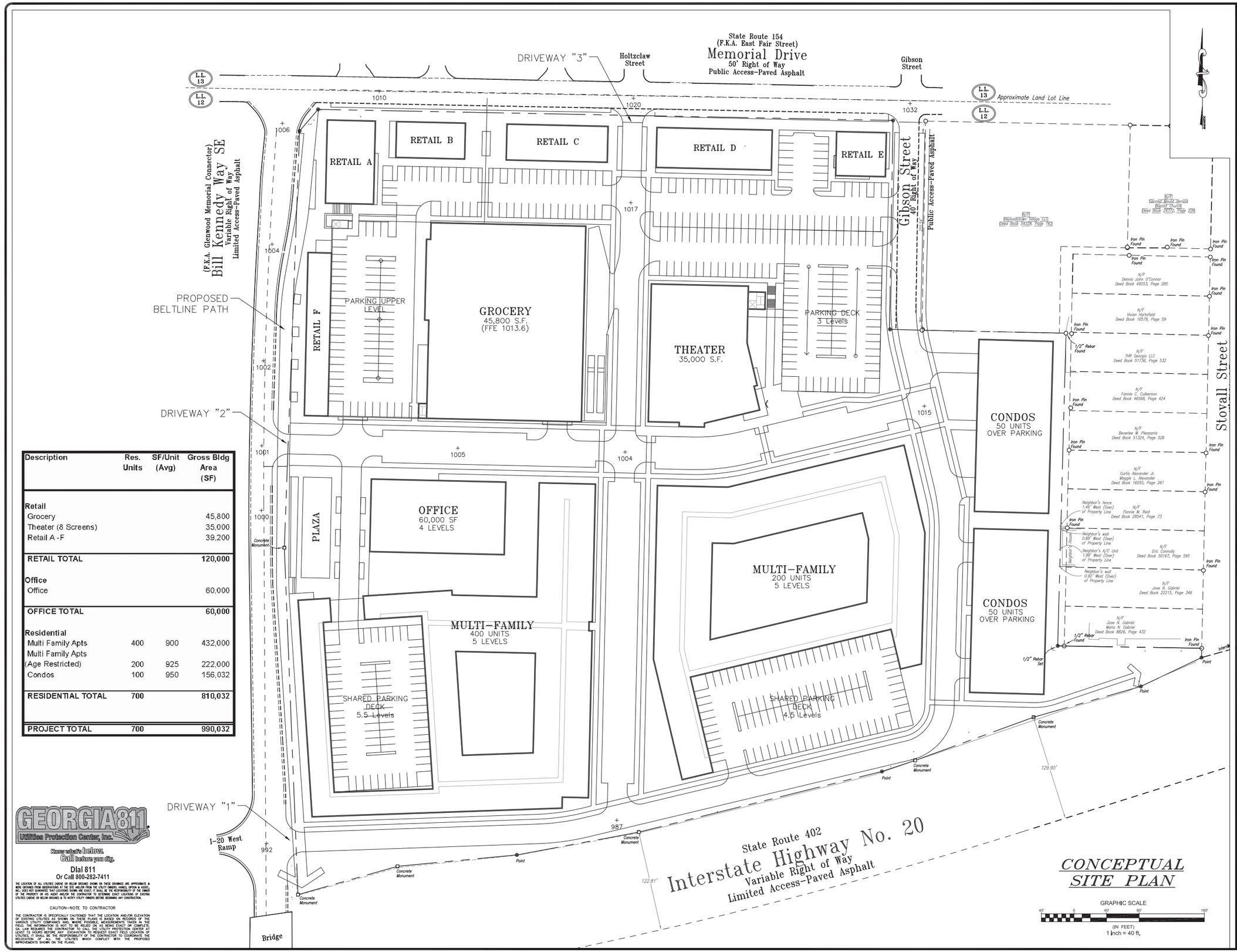
DATE: 11/20/15 SCALE: 60'

REVISION	BY	DATE
Added Underground Utilities	JJ.	12/30/15

LAND LOT: 12	14th DISTRICT	SECTION	Fulton COUNTY, GA		
LOT:	BLOCK:	UNIT:	PHASE:		
SUBDIVISION:					
PLAT BOOK , PAGE	PARTY CHIEF: D.R.	FIELD DATE: 12/8/15	SHEET 1 OF 2		
DEED BOOK , PAGE	DRAFTER: BJC				

GEORGIA LAND SURVEYING CO. EST 1955

THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS OR ENTITY NAMED HEREON. THIS PLAT DOES NOT EXTEND TO ANY UNNAMED PERSON, PERSONS, OR ENTITY WITHOUT EXPRESS RECTIFICATION BY THE SURVEYOR NAMING SAID PERSON, PERSONS, OR ENTITY. ALL MATTERS PERTAINING TO TITLE ARE EXCEPTED



Description	Res. Units	SF/Unit (Avg)	Gross Bldg Area (SF)
Retail			
Grocery			45,800
Theater (8 Screens)			35,000
Retail A -F			39,200
RETAIL TOTAL			**120,000**
Office			
Office			60,000
OFFICE TOTAL			**60,000**
Residential			
Multi Family Apts	400	900	432,000
Multi Family Apts (Age Restricted)	200	925	222,000
Condos	100	950	156,032
RESIDENTIAL TOTAL	**700**		**810,032**
PROJECT TOTAL	**700**		**990,032**

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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 THE PLANS MAY HAVE BEEN OBTAINED FROM 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.

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) 491-7760

SEAL

FIGUROEVELOPMENT

MEMORIAL DRIVE SHOPPING CENTER
CITY OF ATLANTA, GEORGIA
BILL KENNEDY & MEMORIAL DRIVE

NO.	BY	DATE	DESCRIPTION

DRAWN BY	CHECKED BY
SCA	---

DATE
04/06/2016

SHEET TITLE
SITE PLAN

SHEET NUMBER
ARC

HGA JOB No. 2016-041

Figure 5 Site Access

1.4. Project Phasing Schedule

The proposed project is expected to begin the single-phase construction early 2017 with a targeted opening date of mid-2018.

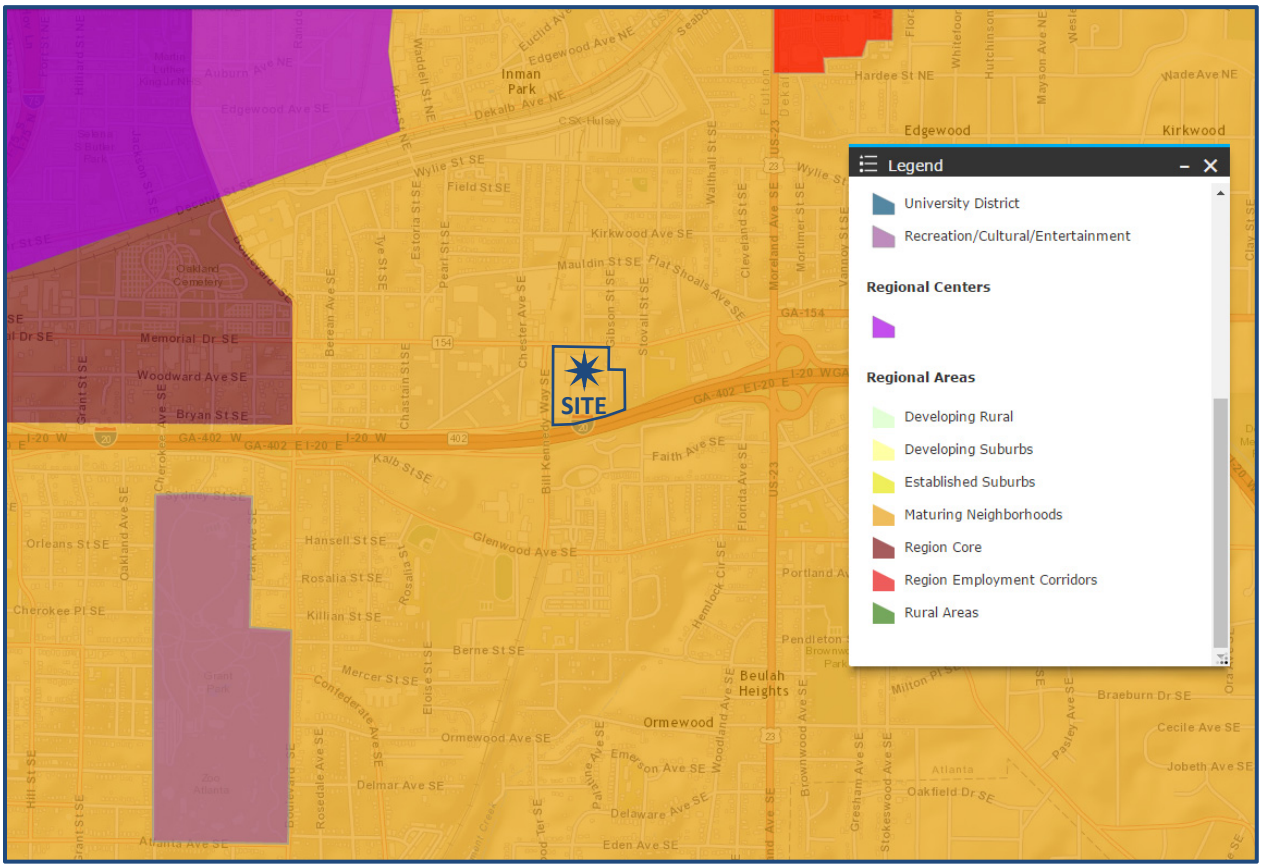
1.5. Zoning and Land Use

The site is currently zoned I-2-C (Heavy Industrial-Conditional) and MR-3 (Multifamily Residential). This area will be rezoned to MRC-3/BLO (Mixed Residential Commercial District-3/Beltline Overlay).

The ARC Unified Growth Policy Map identifies the project site as within 'Maturing Neighborhood' as shown in Figure 6. The Atlanta Regional Commission (ARC) defines a Maturing Neighborhood as:

> *"Areas in the region characterized by older neighborhoods that include both single- and multifamily development, as well as commercial and office uses at connected key locations. Though commercial and office buildings are aging, they nonetheless are often incorporated into neighborhoods, providing an active mix of uses and amenities."*

Figure 6 Unified Growth Policy Map



The following list describes land uses adjacent to the site:

- Adjacent land uses to the North: Mixed Residential and Commercial
- Adjacent land uses to the South: Mixed-Use Planned Development
- Adjacent land uses to the East: Multi-Family Residential
- Adjacent land uses to the West: Light Industrial

2. DRI Review Criteria

The Georgia Department of Community Affairs (DCA) defines a Development of Regional Impact (DRI) as a large-scale development that is likely to have a regional effect beyond the local government jurisdiction where it is located. Per Chapter 110-12-3-.05 of Georgia DCA Rules, for a development to be considered a DRI, it must meet or exceed a total gross square footage of 500,000 SF if it is located in a Maturing Neighborhood. This development will have a total gross square footage of 990,032 SF, therefore meeting DCA's minimum thresholds.

GRTA has established review criteria by which DRI submittals will be evaluated and are set forth in the *Procedures and Principles* Section 3-101, Section 3-102, and Section 3-103. Because this project does not meet any one of the subsections listed in Section 3-102: Criteria for Expedited Review, the DRI is not be eligible for Expedited Review. Information indicating conformance to the criteria established in Section 3-101: General Criteria Applicable to All Proposed DRIs and Section 3-103: Criteria for GRTA DRI Non-Expedited Review are explained in detail throughout this report.

3. Local Plan Summary and Nearby Projects

Eastern Atlanta has experienced a significant increase in growth rate during the last few years that has led to the upsurge of new developments and neighborhoods in the area. These include large shopping districts such as Edgewood Retail District, Krog Street Market, and Ponce City Market. Many residential and mixed-use developments have been built and more are proposed to be constructed in the near future around the area. In particular, an apartment, retail and restaurant development is currently under construction along Glenwood Ave near Bill Kennedy Way just to the south of I-20. Surrounding neighborhoods like the Edgewood, Old Fourth Ward and Inman Park are also being renovated and rehabilitated, making them locations of high interest.

Many miles of paved multi-use trails have been added to the Atlanta Beltline providing abundant stretches of trails and walkways for pedestrians and bikers to relax and enjoy their surroundings in addition to providing interconnectivity between several communities.

A map referencing nearby developments is shown in Appendix A. Improvements to the motorized transportation system are explained in more detail in Section 5.3.

4. Non-Motorized Facilities Description

4.1. Bicycle and Pedestrian Facilities

The Eastside Trail of the Atlanta Beltline is currently under construction to extend from the already built Irwin St NE access point down to the intersection of Memorial Dr SE and Bill Kennedy Way SE. This trail will then run south along the western site frontage providing ample pedestrian and bicycle accessibility to the development. The development will include a small plaza area to the west which will be adjacent to the Beltline. The trail is proposed to continue extension farther south along the old train tracks eventually connecting to the Southwest Connector Trail. Sidewalks will be provided along the circumference of all the blocks in the site. Ample sidewalk networks are provided along Memorial Dr with recent upgrades for compliance with ADA standards. There are existing bike lanes along Bill Kennedy Way extending to the south of I-20 and along Glenwood Ave. A map delineating the existing and proposed pedestrian facilities is presented in Appendix B.

4.2. Transit Facilities

Two (2) MARTA bus stops are located to the north adjacent to the project site along Memorial Dr with many other stops located along the entire corridor. Bus Route 21 connects these two bus stops to Kensington Station, Georgia State Station, and King Memorial Station which all service the Blue Line heavy rail transit. Bus stops are also located along Moreland Ave SE and Memorial Dr and have routes connecting to Inman Park/Reynoldstown Station. Bus route 74 runs along Bill Kennedy Way SE and provides service to Fulton and DeKalb Counties. A new MARTA bus route is proposed to extend from Five Points Station to DeKalb County running along I-20. This route is also proposed to add a bus stop on Bill Kennedy Way SE, along the western site frontage.

The Atlanta Streetcar has approved an expansion plan that aims to add five crosstown routes in addition to 22 miles of rail along the Beltline. One of the crosstown routes will extend to the east, connecting to the Beltline near Krog Street Market. A map outlining the existing and proposed transit facilities is presented in Appendix B.

5. Study Network and Transportation Facilities

5.1. Study Segments and Intersections

Given the existing roadway network and programmed modifications as well as the projected trip generation, roadway links were identified for review by GRTA's 7% rule. The list of intersections to be studied was determined using the results of the GRTA 7% segment calculation, combined with engineering judgment. Additionally, all proposed site driveways are included in this evaluation. The 7% analysis spreadsheet is attached in Appendix C. The segments and intersections proposed for review are listed in Table 3 and Table 4 and shown graphically in Figure 7.

Figure 7: Study Segments and Intersections

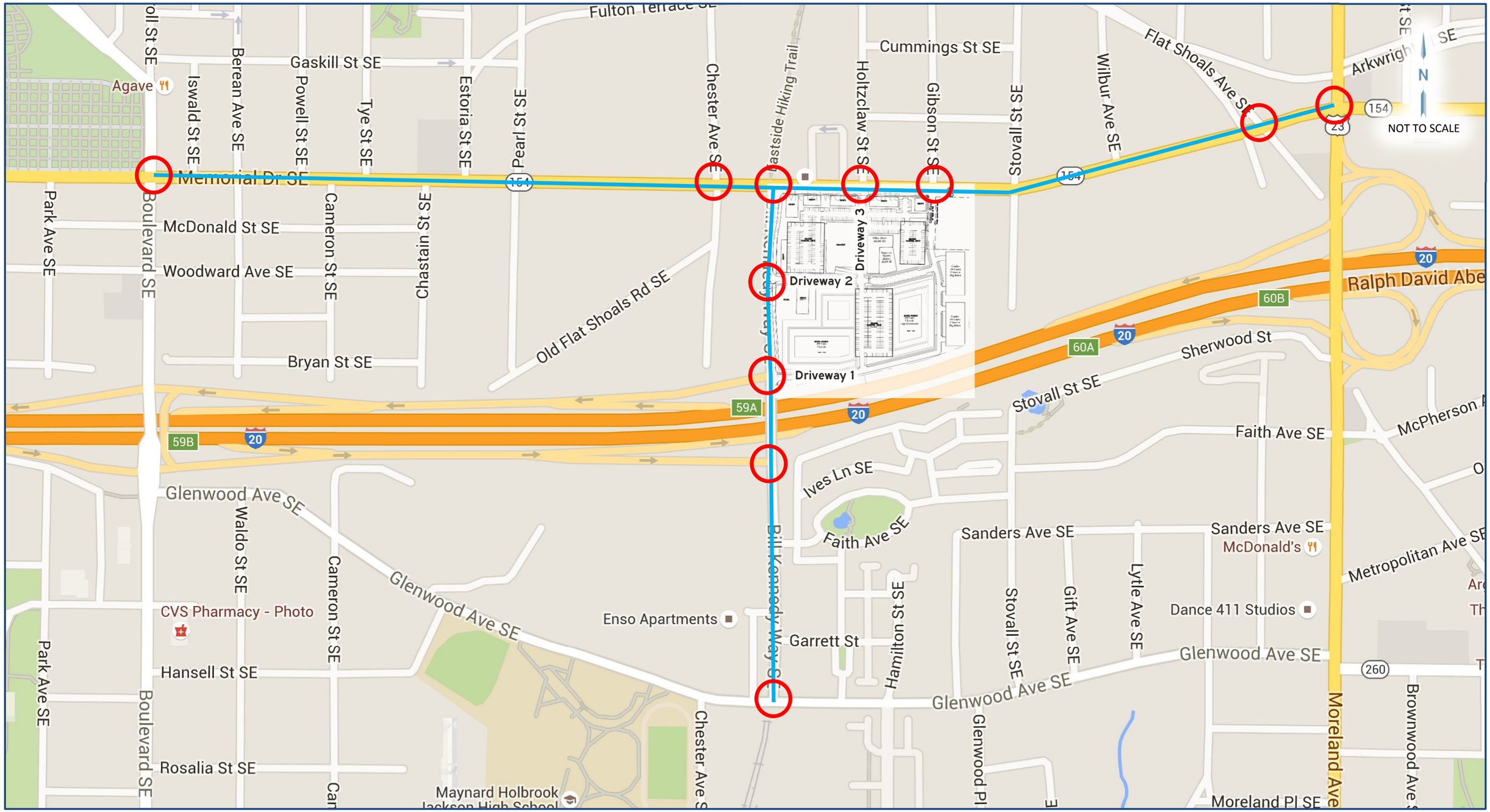


Table 3 7% Study Segments

#	Segment	From	TO
1	Memorial Dr	Boulevard SE	Chester Ave SE
2	Memorial Dr	Chester Ave SE	Bill Kennedy Way SE
3	Memorial Dr	Bill Kennedy Way SE	Holtzclaw St/Driveway 3
4	Memorial Dr	Holtzclaw St/Driveway 3	Gibson St
5	Memorial Dr	Gibson St	Flat Shoals Ave SE
6	Memorial Dr	Flat Shoals Ave SE	Moreland Ave SE
7	Bill Kennedy Way	Memorial Dr SE	Driveway 2
8	Bill Kennedy Way	Driveway 2	WB I-20 On-Ramp/Driveway 1
9	Bill Kennedy Way	WB I-20 On-Ramp/Driveway 1	EB I-20 Off-Ramp
10	Bill Kennedy Way	EB I-20 Off-Ramp	Glenwood Ave

Table 4 Study Intersections

#	Intersections
1	Memorial Dr @ Boulevard SE
2	Memorial Dr @ Chester Ave SE
3	Memorial Dr @ Bill Kennedy Way SE
4	Memorial Dr @ Holtzclaw St/Driveway 3
5	Memorial Dr @ Gibson St
6	Memorial Dr @ Flat Shoals Ave
7	Memorial Dr @ Moreland Ave
8	Bill Kennedy Way @ Driveway 2
9	Bill Kennedy Way @ WB I-20 On-Ramp/Driveway 1
10	Bill Kennedy Way @ EB I-20 Off-Ramp
11	Bill Kennedy Way @ Glenwood Ave

5.2. Description of Transportation Facilities

Memorial Dr SE (SR 154) is a two-lane undivided roadway with a reversible center lane which serves as an additional travel lane in the westbound direction during the AM peak hour and in the eastbound direction during the PM peak hour along the site frontage. It runs primarily east-west and connects the Downtown Atlanta area to the west with DeKalb County to the east. This 35 MPH roadway has several traffic signals along the study network with the closest being at the intersection of Bill Kennedy Way SE to the west and Stovall St to the east. Memorial Drive is functionally classified as a Minor Arterial.

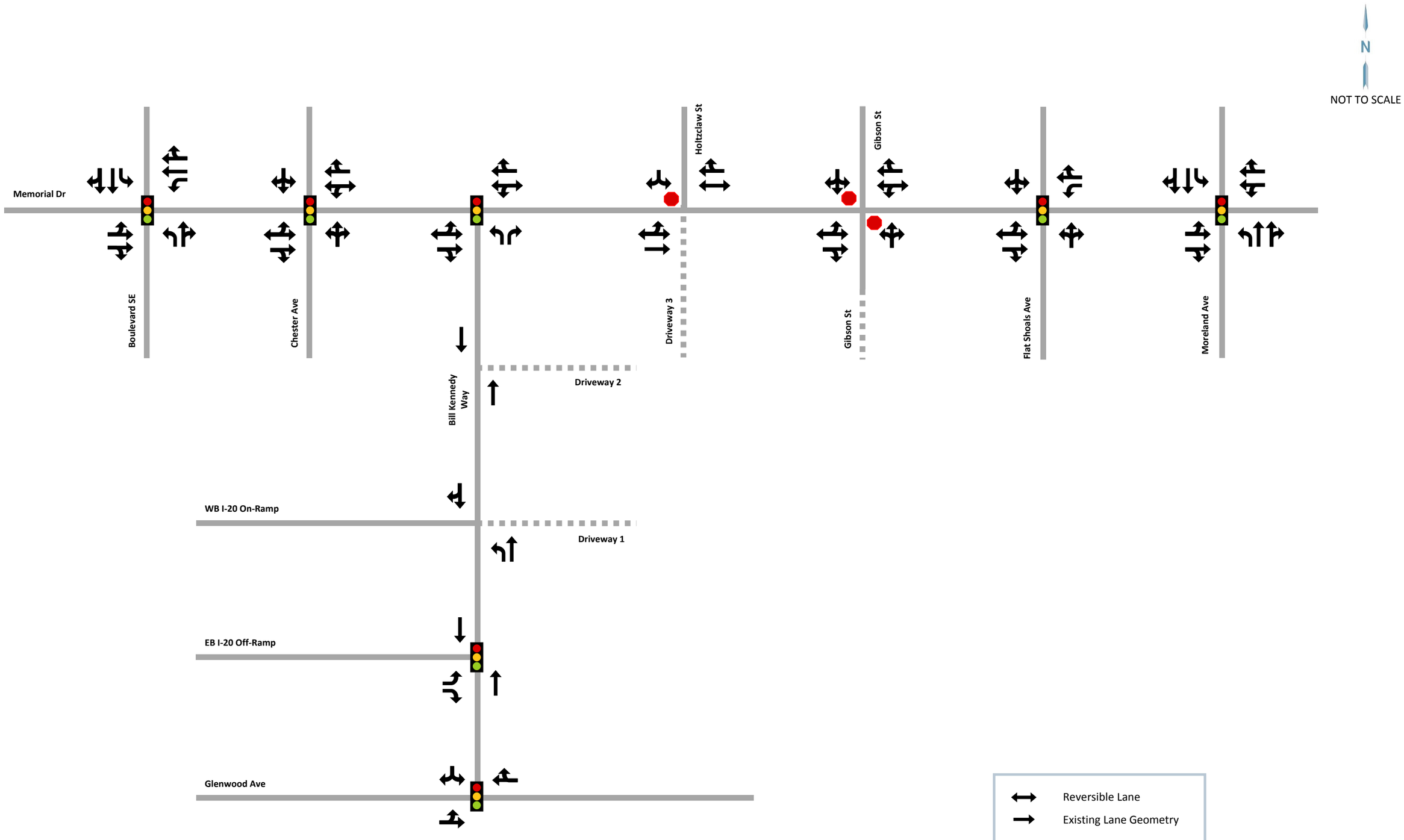
Bill Kennedy Way SE is a two-lane undivided roadway that runs north-south and connects Memorial Dr SE to the north with Glenwood Ave SE to the south. This 35 MPH roadway has WB on-ramp and EB off-ramp terminals connecting to I-20 between Memorial Drive and Glenwood Ave. This roadway also has a bike lanes in each direction to the south of I-20 and is functionally classified as a Major Collector.

Gibson St SE is a two-lane undivided roadway that connects to Flat Shoals Ave SE to the north of Memorial Dr and dead ends into the warehouse entrance located at the project site to the south. This roadway runs primarily north-south, has a speed limit of 25 mph, and is stop controlled at the intersection with Memorial Dr SE.

Interstate-20 is a 12-lane (in this section) major expressway that spans east-west across the Atlanta metropolitan area with a speed limit of 55 MPH in this section of roadway. This interstate has a frontage road on each side that provides off- and on-ramps to the west of Bill Kennedy Way.

Existing lane geometry of the study network is shown graphically in Figure 8.

Figure 8: Existing Lane Geometry



5.3. Planned and Programmed Improvements to Study Network

Roadway and sidewalk improvements are proposed to be implemented in various locations in proximity of the proposed site. These include: sidewalk installations and mid-block crosswalks with ADA compliant ramps along Memorial Dr, traffic and pedestrian upgrades on Bill Kennedy Way, the extension of the Atlanta Beltline towards the south, and many others.

According to ARC's Transportation Improvement Program, Plan 2040 Regional Transportation Plan, and GDOT's Construction Work Program, the following projects are programmed or planned to be completed by the respective years:

Table 5 Projects in the Study Network

Status	Project ID	Project Description
Programmed	0007952	Memorial Drive corridor roadway and safety improvements
Ongoing	0008614	Installation of sidewalks and ADA compliant ramps along the south side of Memorial Dr between Moreland Ave SE and Wilkinson Dr.
Programmed	0009397	Beltline Corridor Extension from Glenwood Ave to University Ave
Programmed	0010323	Improvements at the intersection of Glenwood Ave and Moreland Ave which include realigning the east and west approaches.
Programmed	0012596	Reconstruction of Moreland Ave SE at Arkwright Pl SE. East and west approaches will be converted to right-in/right-out by installing a raised median on Moreland Ave SE.
Programmed	0012597	Construction/installing the recommendations presented in the recently completed Roadway Safety Audit (RSA) conducted by GDOT along Memorial Dr SE. These improvements range from traffic signal upgrades to improved pavement markings and pedestrian upgrades.
Programmed	0012819	Moreland Ave signal upgrades at 12 locations.
Programmed	0012827	Moreland Ave and Memorial Dr signal upgrades at 14 locations.
Construction Work Program	0013196	Signal and pedestrian upgrades on various intersections including I-20 EB Off-Ramp at Bill Kennedy Way SE.

More information regarding each project is attached in Appendix D.

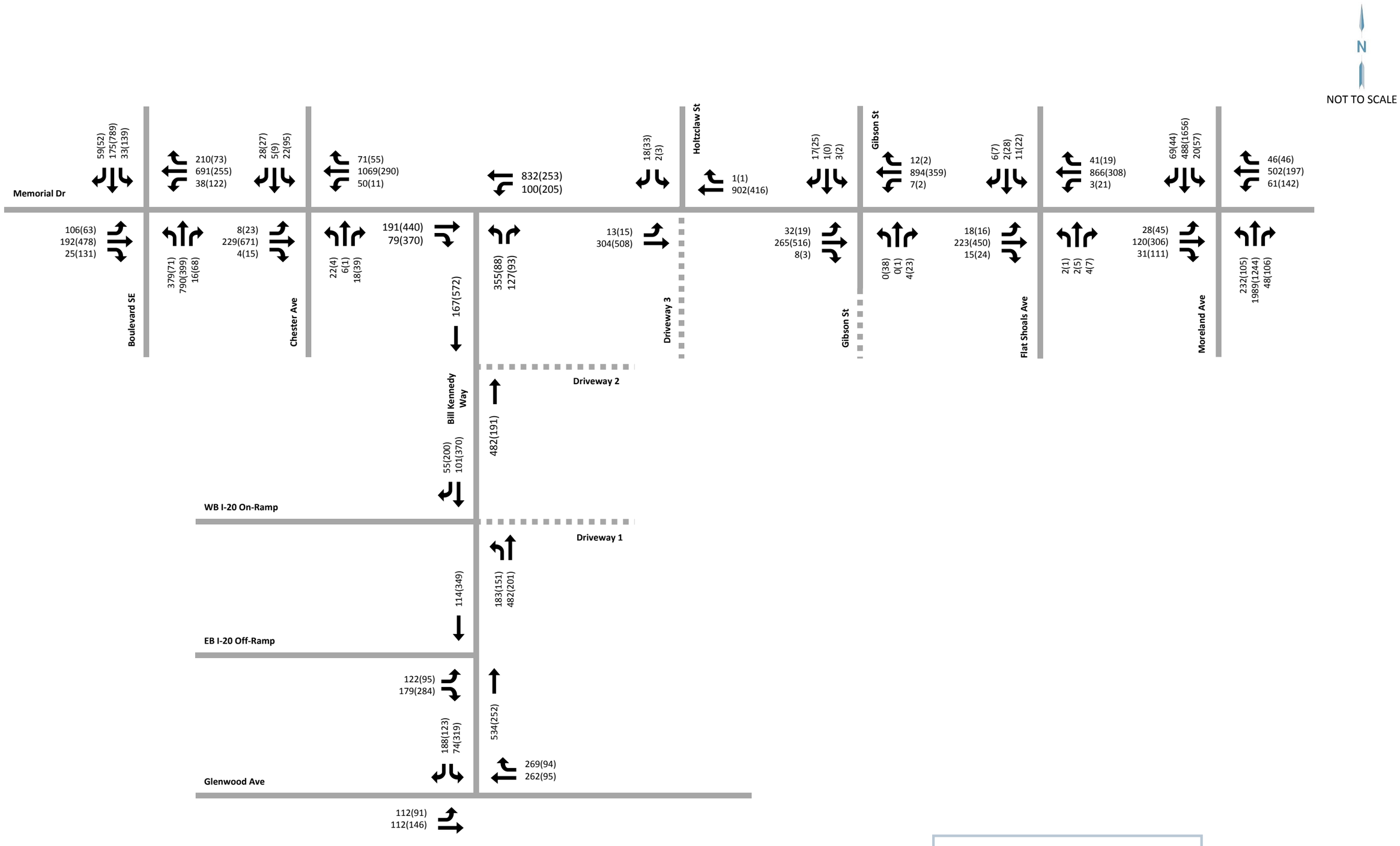
6. Traffic Data

Traffic counts were performed at the study intersections on February 23, 2016. Table 6 summarizes the count locations and peak hours times. AM and PM peak hour traffic volumes are shown graphically in Figure 9. Additional tube counts were collected at Bill Kennedy Way to the south of Memorial Dr and at Memorial Dr to the west of Gibson St. Full traffic counts are attached in Appendix E.

Table 6 Count Locations and Peak Hours

Intersection	Peak Hour	
	AM	PM
Memorial Dr @ Boulevard SE	7:30 – 8:30	5:00 – 6:00
Memorial Dr @ Chester Ave SE	7:30 – 8:30	5:00 – 6:00
Memorial Dr @ Bill Kennedy Way SE	7:30 – 8:30	5:00 – 6:00
Memorial Dr @ Holtzclaw St	7:45 – 8:45	5:00 – 6:00
Memorial Dr @ Gibson St	7:45 – 8:45	5:30 – 6:30
Memorial Dr @ Flat Shoals Ave	7:45 – 8:45	5:00 – 6:00
Memorial Dr @ Moreland Ave	7:00 – 8:00	4:45 – 5:45
Bill Kennedy Way @ WB I-20 On-Ramp	7:15 – 8:15	5:15 – 6:15
Bill Kennedy Way @ EB I-20 Off-Ramp	7:30 – 8:30	5:00 – 6:00
Bill Kennedy Way @ Glenwood Ave	7:30 – 8:30	5:00 – 6:00

Figure 9: Existing Traffic Volumes



7. Background Traffic

7.1. Growth Rate

Background traffic growth is an analysis method to estimate the growth of traffic that will contribute to the total roadway network in and around the study area. The background traffic does not include the proposed project that is being studied. The determined growth rate will be applied to the existing traffic counts to account for the traffic growth that will take place during the construction process.

A growth rate was estimated for the years between the existing volume counts and the future development build out. Several sources, such as the US Census, Georgia 2030 population, historic traffic counts, and comprehensive transportation plans, were examined to determine the appropriate growth rate that will be expected for traffic along the roadways. Results are summarized in Table 7. Growth rate analysis worksheets are shown in Appendix F.

Table 7 Growth Rate Summary

Description	Year Range	Past Growth	Future Projected Growth Rate
GDOT Geocounts Traffic Volume Trend			
Bill Kennedy Way	2004-2014	0.8%	
Bill Kennedy Way	2010-2014	4.6%	
Bill Kennedy Way	2012-2014	5.4%	
Memorial Dr	2004-2014	5.0%	
Memorial Dr	2010-2014	2.4%	
Memorial Dr	2012-2014	-7.6%	
Population Growth - US Census			
Fulton County	1990-2010	1.8%	
Fulton County	2000-2010	1.2%	
City of Atlanta	1990-2010	0.8%	
City of Atlanta	2000-2010	0.1%	
Georgia 2030 Population Projections			
Fulton County	2010-2020		1.3%
Fulton County	2015-2025		1.3%
Fulton County	2020-2030		1.3%
Fulton County	2010-2030		1.3%

From Table 7, it can be observed that the growth rates from various sources range from -7.6% to 5.4%. The average past growth rate is 1.4% while the future projected growth rates are

expected at 1.3%. Given all of the analyzed historic traffic counts, trends, and projections from other sources and factors, a conservative growth rate of 1% per year is expected.

7.2. Nearby Project

Traffic generated by developments in the vicinity of the site that are currently under construction or are proposed to be built in the future, need to be accounted for in the external network traffic volumes. Glenwood Place is a multi-use development being built immediately to the south of I-20 and west of Bill Kennedy Way. This development will include various land uses such as apartments, shopping center supermarket, fast-food, and a gas station.

The study made for this development estimated a total of 889 entering and exiting trips during the AM peak hour and 1,456 entering and exiting trips during the PM peak hour. Trips generated by this site during the peak hours, shown in Figure 10, were added to the background traffic analysis.

Background traffic volumes, which include grown existing volume and tips generated by the nearby development, are shown graphically in Figure 11.

Figure 10: Project Trips – Glenwood Place

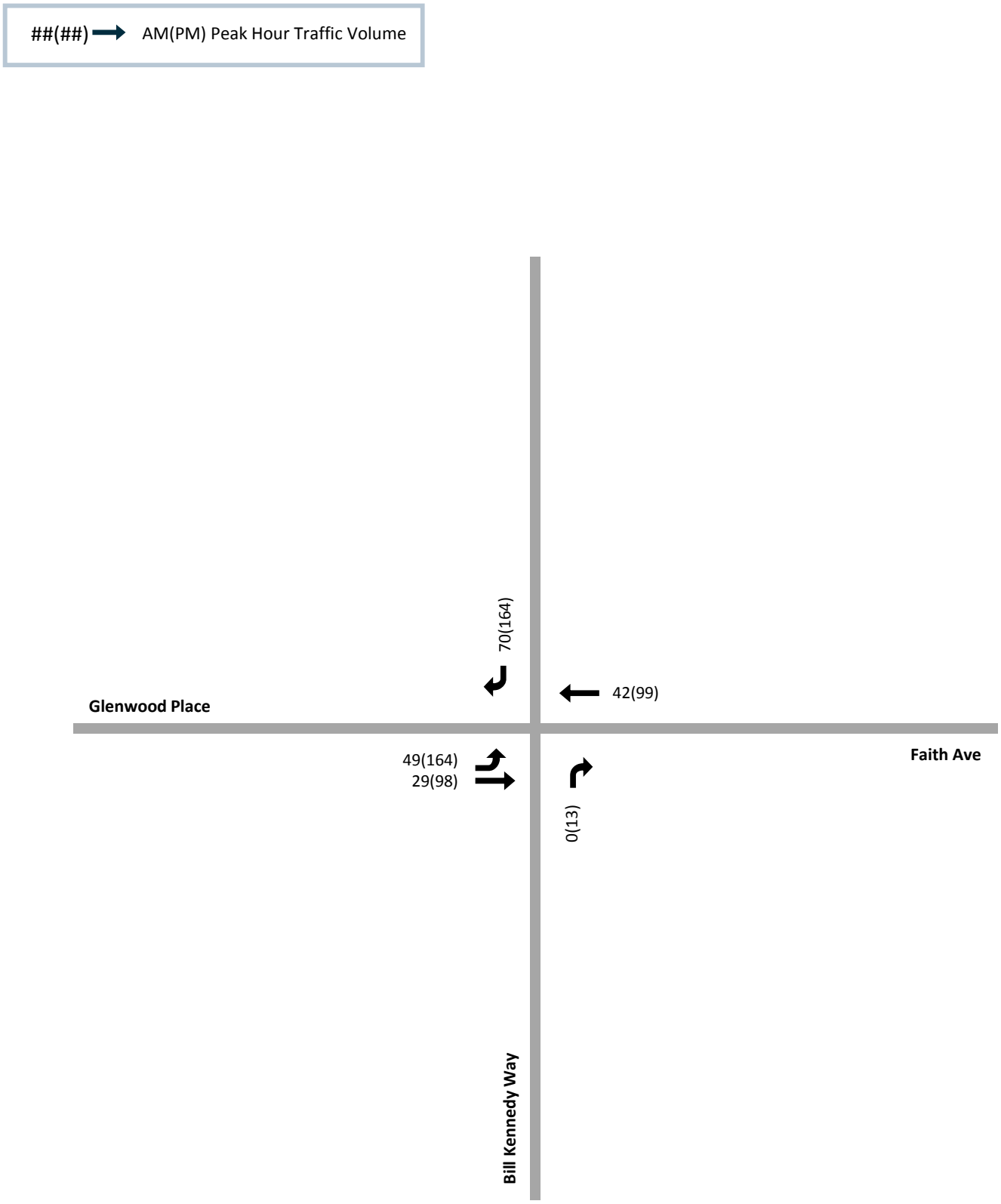
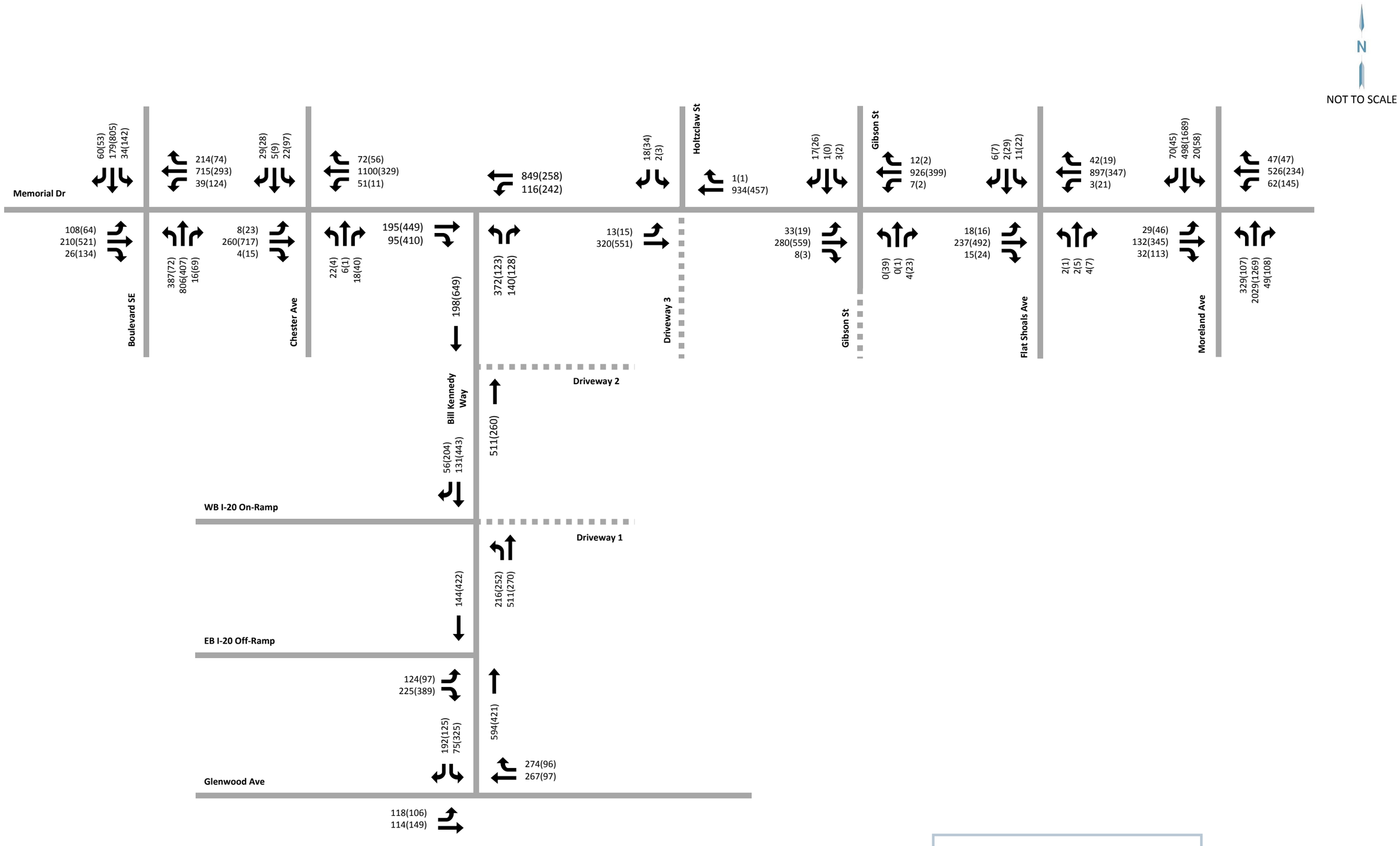


Figure 11: Background (No Build) Traffic Volumes



8. Trip Generation and Distribution

8.1. Proposed Trip Generation

A trip generation was calculated for the land uses in the proposed development using ITE's Trip Generation Manual, 9th Edition, 2012. The summarized trip generation is tabulated in Table 8. Daily trip generation rates for the movie theater were estimated using the ITE's Trip Generation Manual, 8th Edition because no daily trip rates are available for this land use in the latest edition. As stated in the Letter of Understanding, the 'Age-Restricted' residential units were evaluated as a typical condo for purposes of this analysis. Table 8 summarizes the total trips generated by each land use. Full trip generation worksheets are attached in Appendix G.

Table 8 Proposed Trip Generation

Project Land Use	ITE Code	Density	Daily			AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
Supermarket	850	45800 SF	4,458	2,229	2,229	156	97	59	437	223	214
Movie Theater with Matinee	444	8 Screens	1,227	614	613	0	0	0	162	65	97
Specialty Retail Center	826	39200 SF	1,715	857	858	25	17	8	116	51	65
Residential Condominium/Townhouse	230	100 DU	643	322	321	52	9	43	60	40	20
Apartment	220	400 DU	2,548	1,274	1,274	200	40	160	238	155	83
Residential Condominium/Townhouse (Age-Restricted)	230	200 DU	1,176	588	588	90	15	75	106	71	35
General Office	710	60000 SF	890	445	445	127	112	15	146	25	121
		Total Trips	**12,656**	**6,329**	**6,327**	**649**	**290**	**359**	**1,265**	**630**	**635**

8.2. Internal Capture Reductions

Mixed-use developments that contain residential and retail land uses will generate some trips that satisfy the total development's trip generation but will not access the site via the external road network. Internal trip capture for morning and afternoon peak hours as well as daily internal trip capture were calculated to account for the portion of trips generated in the site that both begin and end within the development.

Internal capture was calculated following the standard procedure and rates as specified in the Trip Generation Handbook, 2nd Edition, 2004. Daily rates were used for weekday calculations, as well as weekday AM and PM rates for peak hour calculations. These reductions result in 6% of total trips during the AM peak hour and 16% during the PM peak hour. The overall internal capture reduction worksheets are shown in Appendix G. Trip reductions are shown in Table 10.

8.3. Alternative Modes of Transportation

It is expected that the existing and new MARTA Bus routes, in addition to the Beltline extension, will yield a high number of trips to this site that will not be accounted for in the external road network. Close proximity to two transit stations to the north will also provide high accessibility to the site. As agreed upon in the Methodology Meeting, a conservative split of non-motorized traffic and local transit of 10% of the total trips generated by the site was used in the analysis.

The remaining trips are expected to arrive on-site via passenger vehicles. Trip reductions are shown in Table 10.

8.4. Pass-By Trips

Since the proposed land uses include a supermarket, pass-by trips are applicable to the development. The supermarket is expected to attract trips as intermediate stops on the way from an origin to a primary trip destination without a route diversion. The pass-by trip generation rate is based on the Institute of Transportation Engineer's (ITE) Trip Generation Handbook, 2nd Edition. During the morning peak hour, this development is not expected to attract any pass-by trips because the proposed land uses do not generate any. On the other hand, the supermarket will generate pass-by trips during the PM peak hour totaling 36% of the total PM trips expected for this land use alone. This equals a total of 124 trips 63 inbound and 61 outbound) that are already accounted for in the system. No pass-by trips are expected for any of the other land uses. The distribution of Pass-By Trips for the afternoon peak hour is presented in Figure 18. Trip reductions are shown in Table 10.

8.5. Existing Trip Generation

In order to reduce existing trips from the system, counts were performed at the warehouse entrance. A total of 20 and 67, AM and PM peak hour trips were counted, respectively. The existing warehouse trip generation is shown in Table 9.

Table 9 Existing Trip Generation

Project Land Use	Density	Daily			AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out	Total	In	Out
General Light Industrial	160 Employees	503	251	252	20	16	4	67	5	62

8.6. Total Net New Trips

The total net new external trips expected at this site will be total trips generated by the proposed land uses then reducing internal capture, modal split, and pass-by trips, respectively. Table 10 shows the total net new external trip calculations.

Table 10 Total Net New Proposed Trips

	Daily			AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out	Total	In	Out
Total Proposed Trips	12,656	6,329	6,327	649	290	359	1,265	630	635
Reductions for Internal Capture	1,828	914	914	40	20	21	186	93	93
Reductions for Modal Split	1,083	542	541	61	27	34	108	54	54
Reductions for Pass-By Trips	0	0	0	0	0	0	124	63	61
Total Net New Propsoed Trips	**9,746**	**4,874**	**4,872**	**548**	**243**	**305**	**847**	**420**	**427**

8.7. Trip Distribution

The trip distribution for the proposed development was based on field observations, existing traffic counts and patterns, a review of land use densities in the area (aerial mapping) and engineering judgment. The residential distribution was based primarily on the locations of regional employment within a 5-mile radius, while the distributions for remaining land uses were based primarily on the housing and population densities and totals within a smaller region. Ten (10) minute drive-time zones and competitor locations and proximity were all also taken into account when developing the distribution for the proposed land uses. The overall distribution is specified below:

Residential

- To / from the south via Bill Kennedy Way – 40%
- To / from the east via Memorial Dr – 20%
- To / from the west via Memorial Dr – 40%

Retail /Theater/Grocery

- To / from the south via Bill Kennedy Way – 20%
- To / from the east via Memorial Dr – 45%
- To / from the west via Memorial Dr– 35%

Office

- To / from the south via Bill Kennedy Way – 35%
- To / from the east via Memorial Dr – 40%
- To / from the west via Memorial Dr– 25%

The traffic assignment to the roadways 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.

Two different scenarios were modeled in this analysis: One Way Driveway 1 and Two Way Driveway 1, which is referred to as One Way Scenario and Two Way Scenario throughout this report. In the first scenario, an exit only on Driveway 1 was modeled due to geometric constraints and the close proximity to the interstate bridge. A full access Driveway 1 was modeled in the Two Way Scenario.

Individual trip distributions for retail, residential, and office land uses for the One Way Scenario are shown graphically in Figure 12, Figure 13, and Figure 14. In the same manner, distributions for the Two Way Scenario are shown in Figure 15, Figure 16, and Figure 17.

8.8. Project Trips

Project trips for the One Way Scenario and Two Way Scenario are shown graphically in Figure 19 and Figure 20.

8.9. Future Traffic Volumes

Future traffic volumes include background volumes and project trips that will be generated by the proposed development with reduced existing land use trips. Total volumes are summarized in Table 11 and shown graphically for each scenario in Figure 21 and Figure 22.

Table 11 Total Net New External Trips

	Daily			AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out	Total	In	Out
Total Net New Proposed Trips	9,746	4,874	4,872	548	243	305	847	420	427
Reductions for Existing Land Use Trips	503	251	252	20	16	4	67	5	62
Total Net New External Trips	9,243	4,623	4,621	528	227	301	780	415	365

Figure 12: Trip Generation – Retail [One Way Scenario]

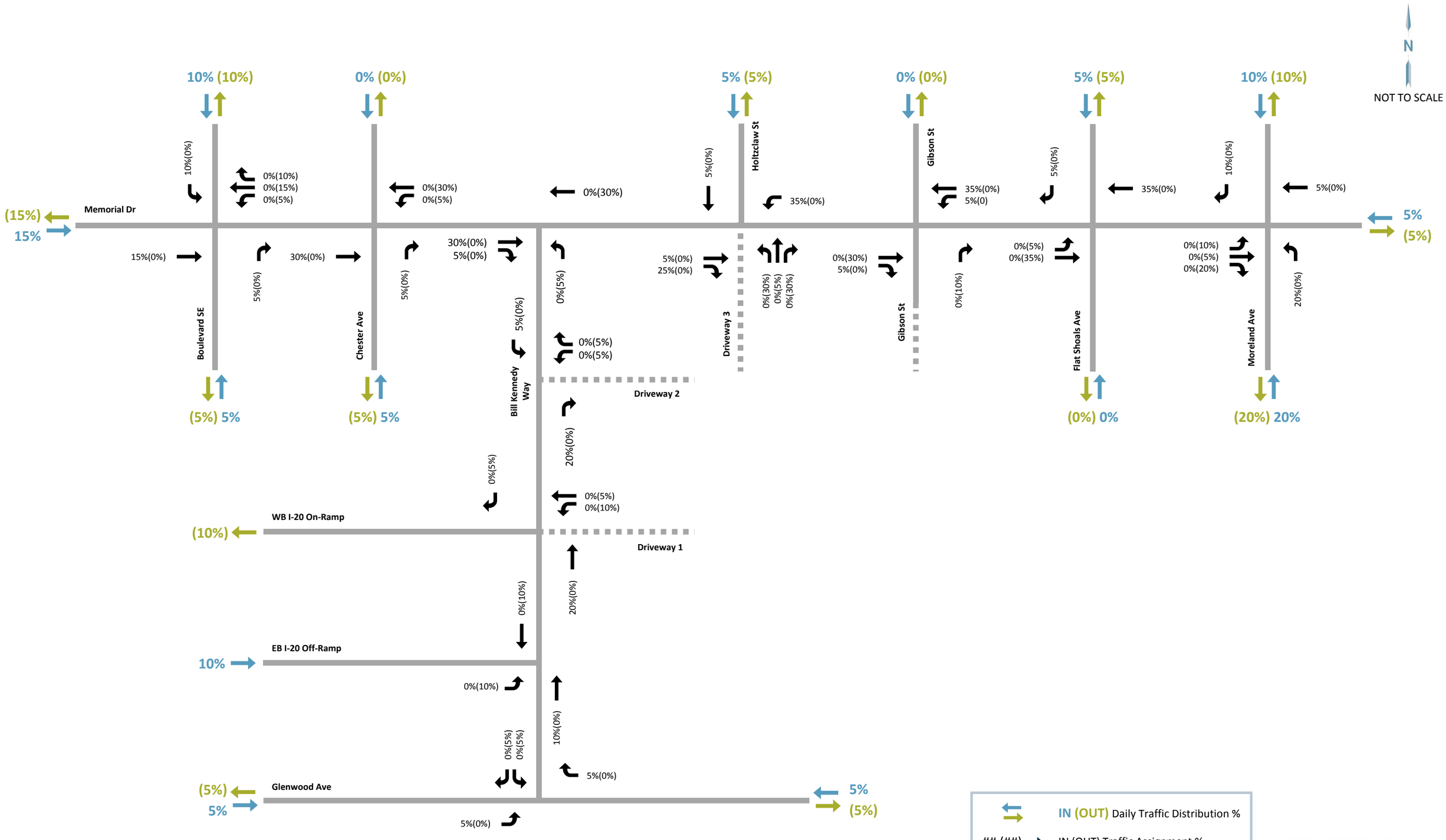


Figure 13: Trip Generation – Residential [One Way Scenario]

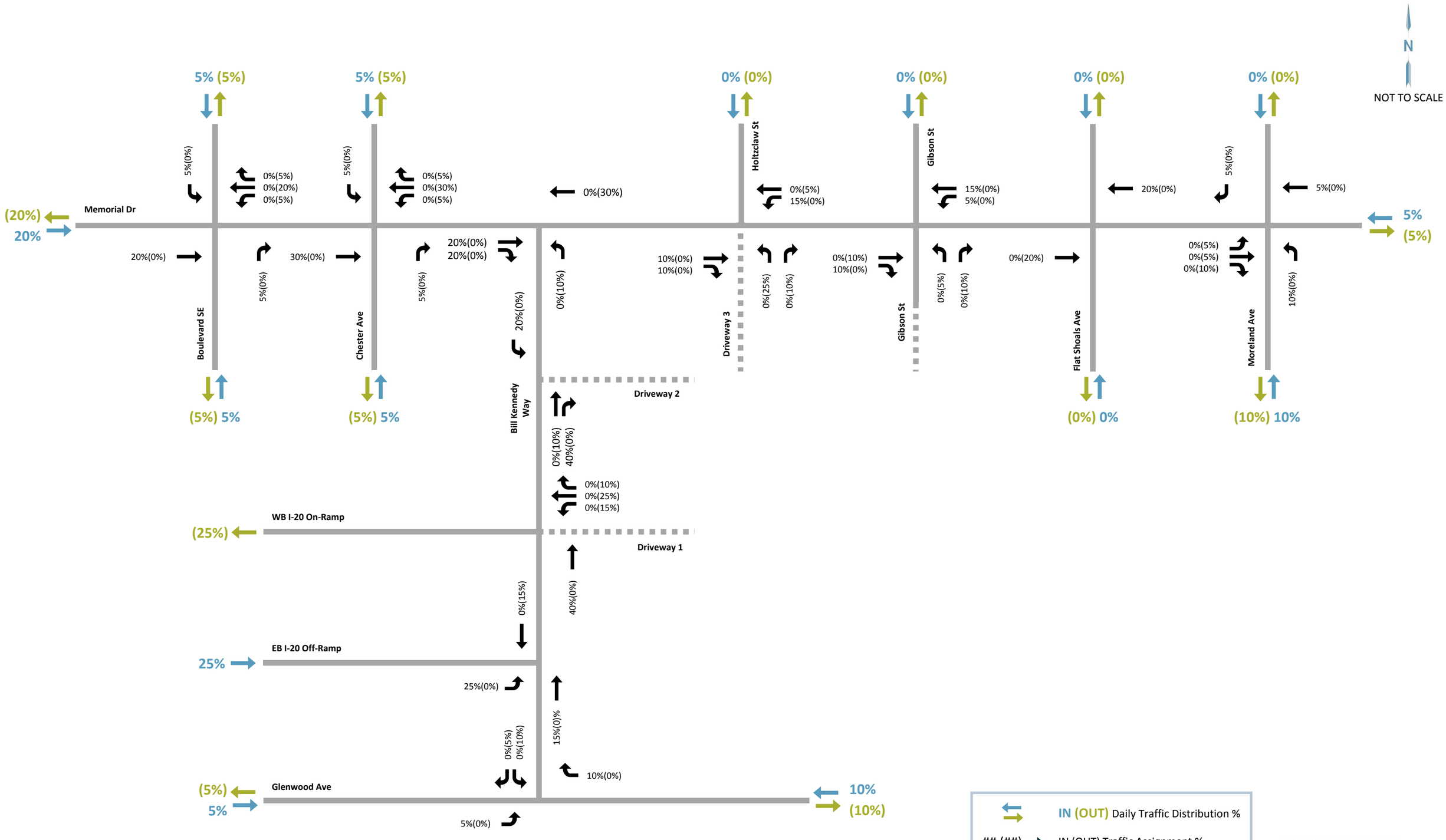


Figure 14: Trip Generation – Office [One Way Scenario]

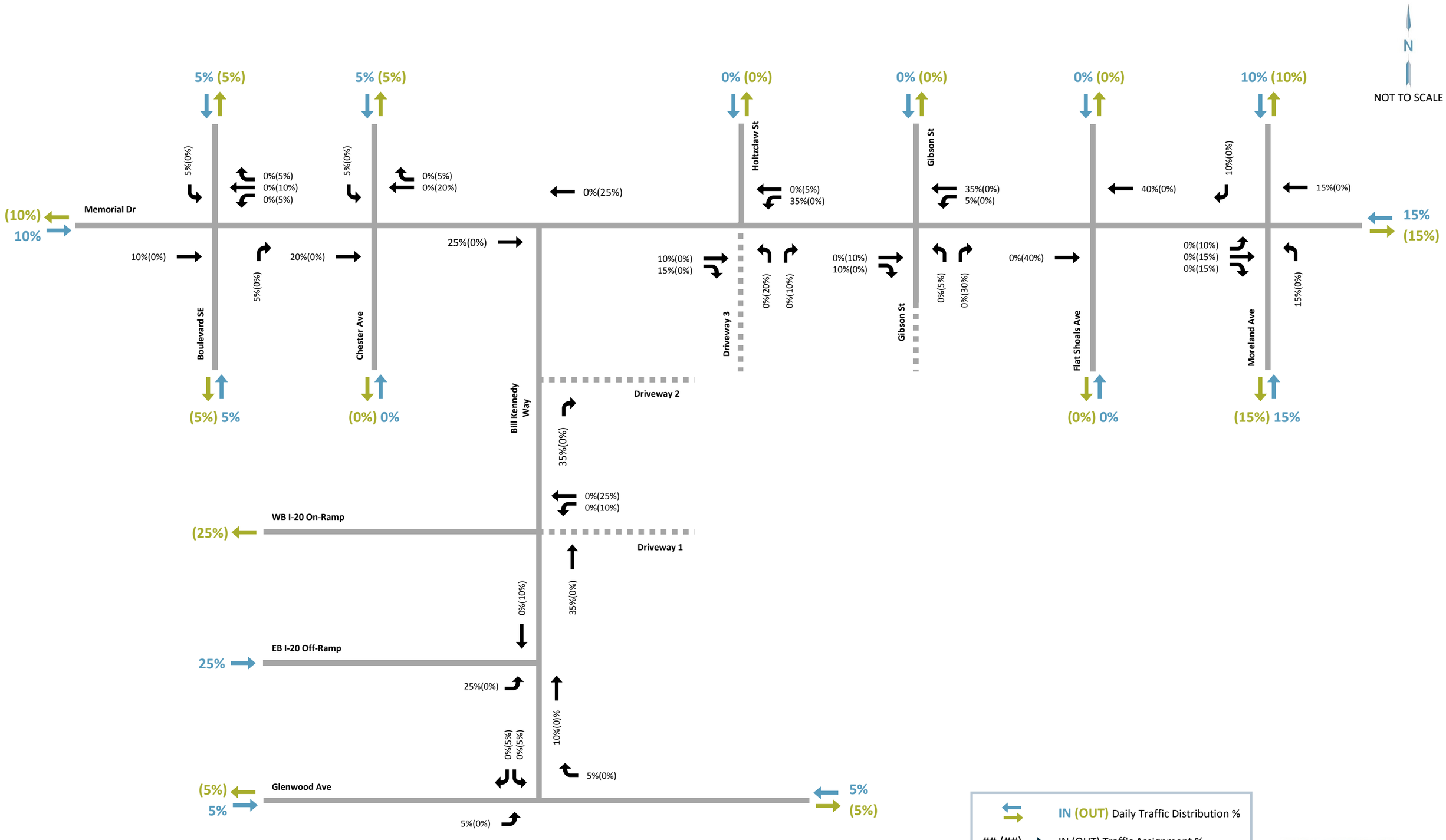


Figure 15: Trip Generation – Retail [Two Way Scenario]

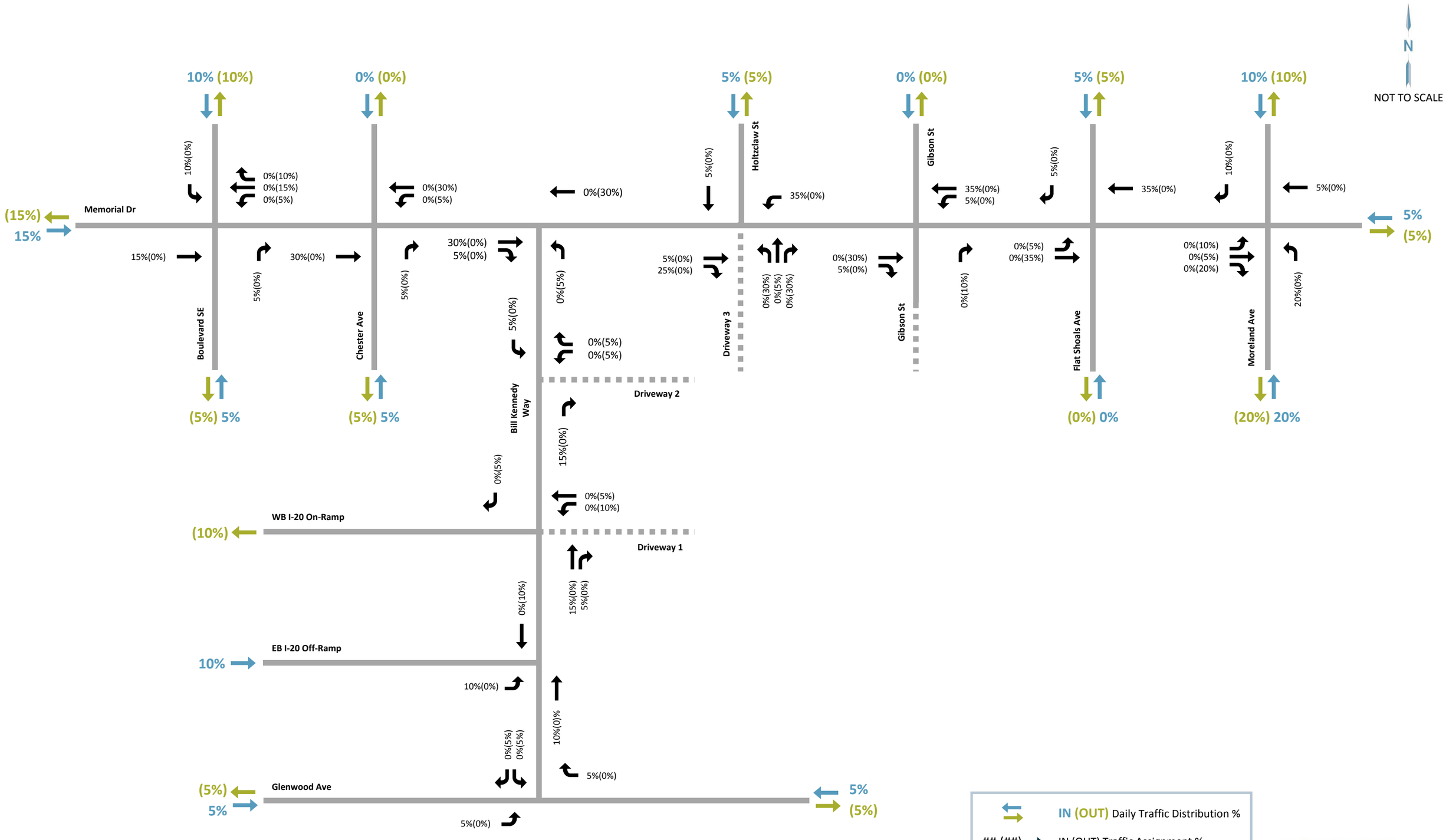


Figure 16: Trip Generation – Residential [Two Way Scenario]

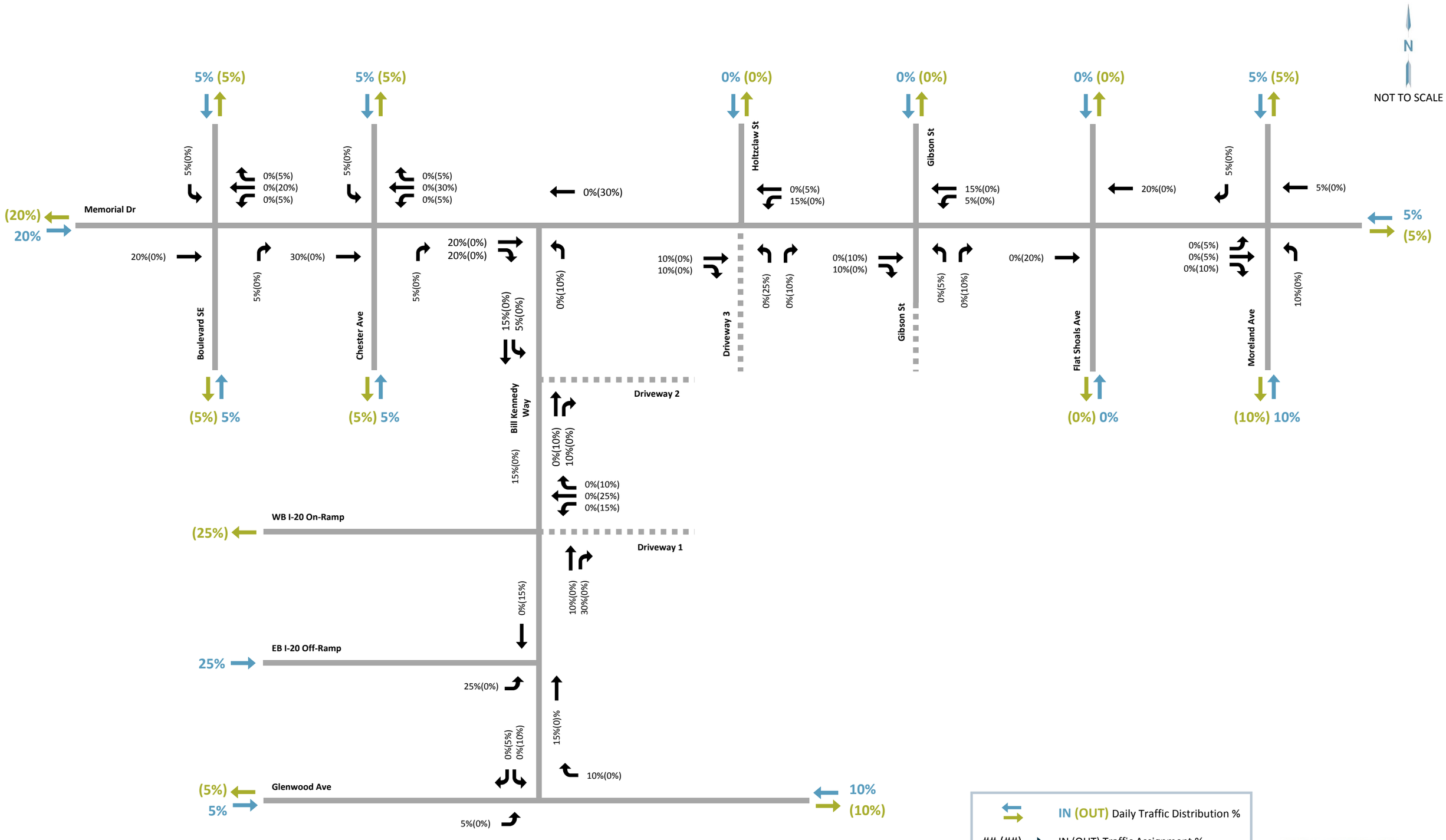


Figure 17: Trip Generation – Office [Two Way Scenario]

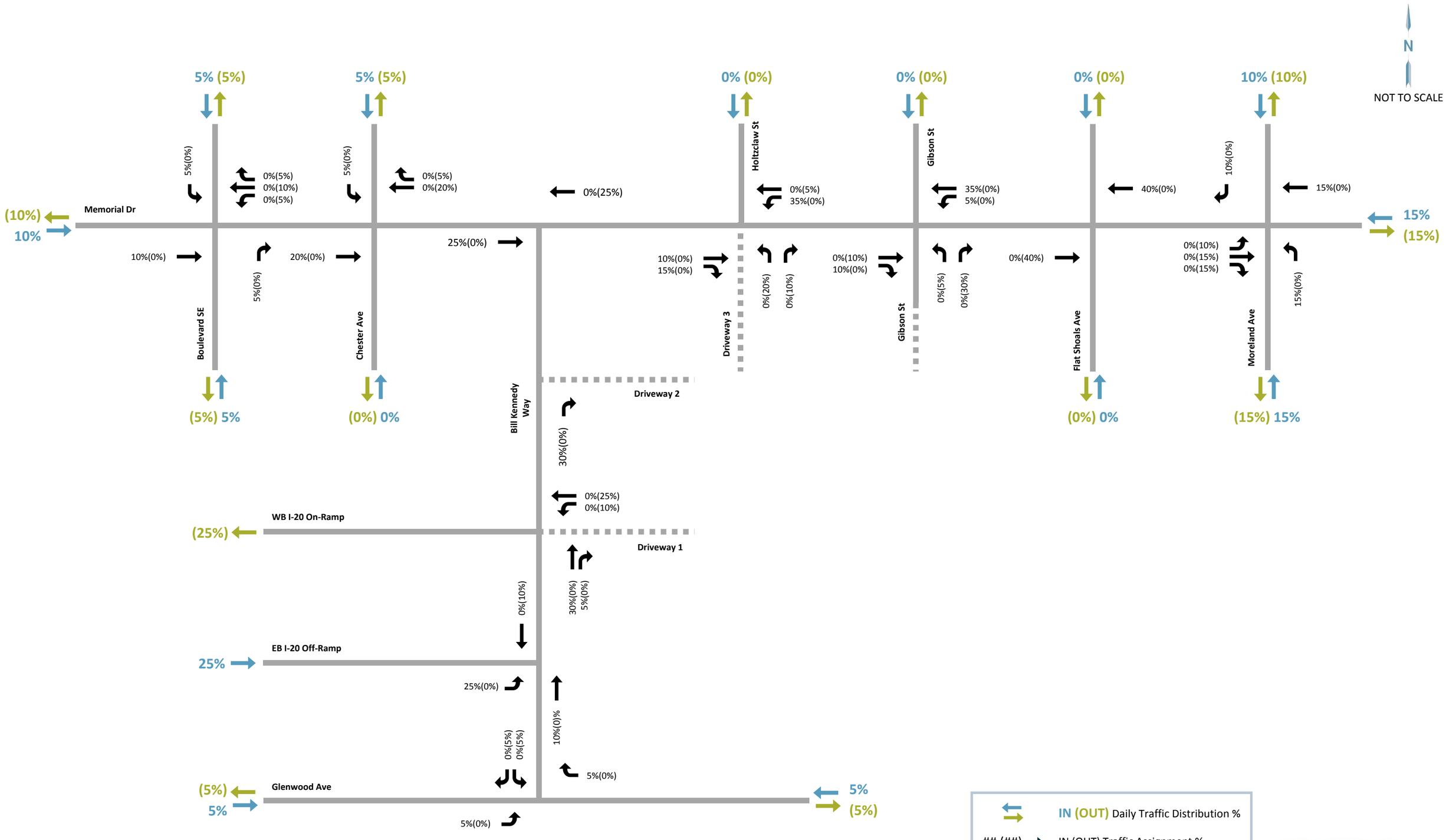


Figure 18: PM Pass-By Trips – Retail

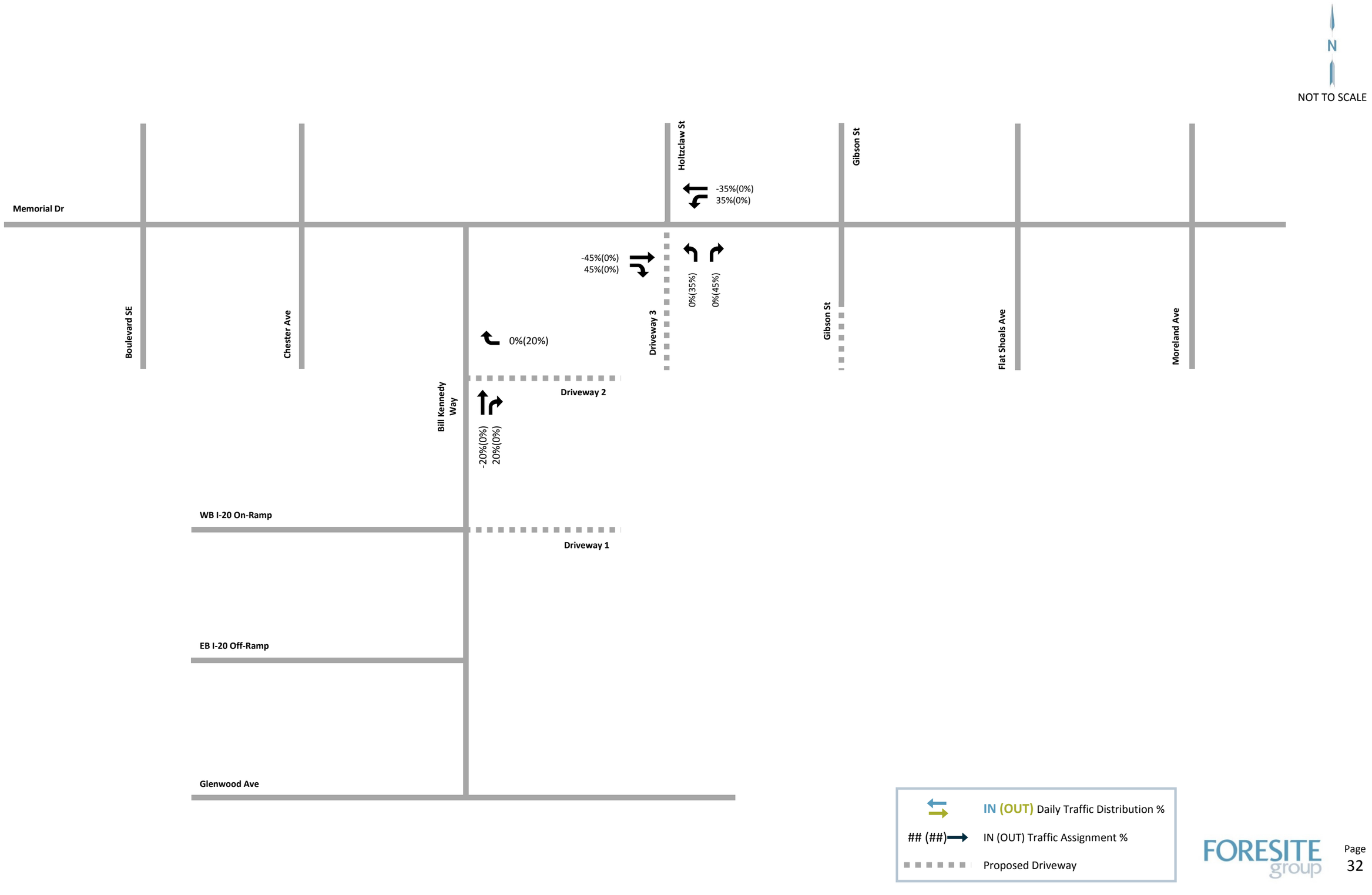


Figure 19: Project Trips [One Way Scenario]

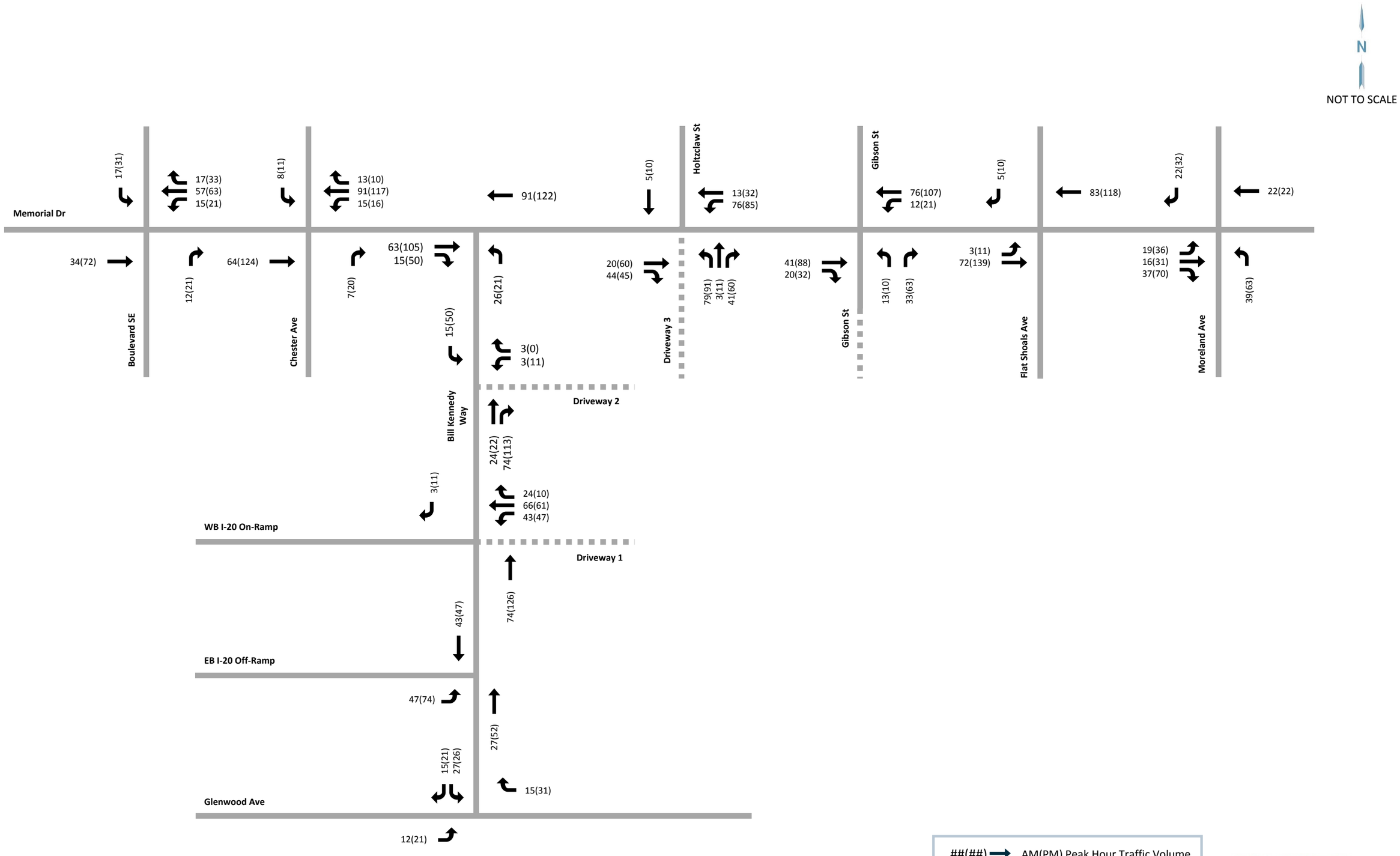


Figure 20: Project Trips [Two Way Scenario]

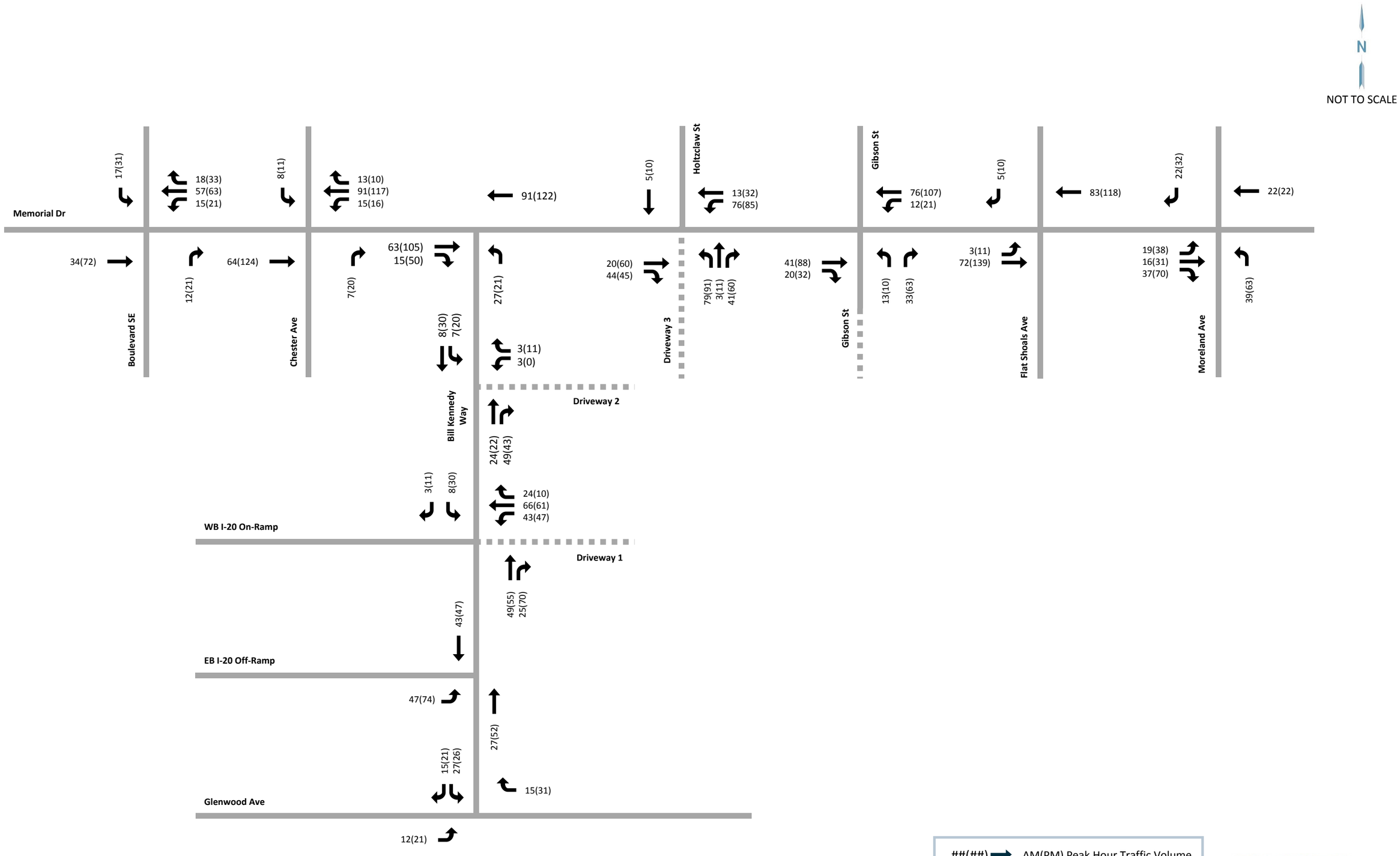


Figure 21: Future (Build) Traffic Volumes [One Way Scenario]

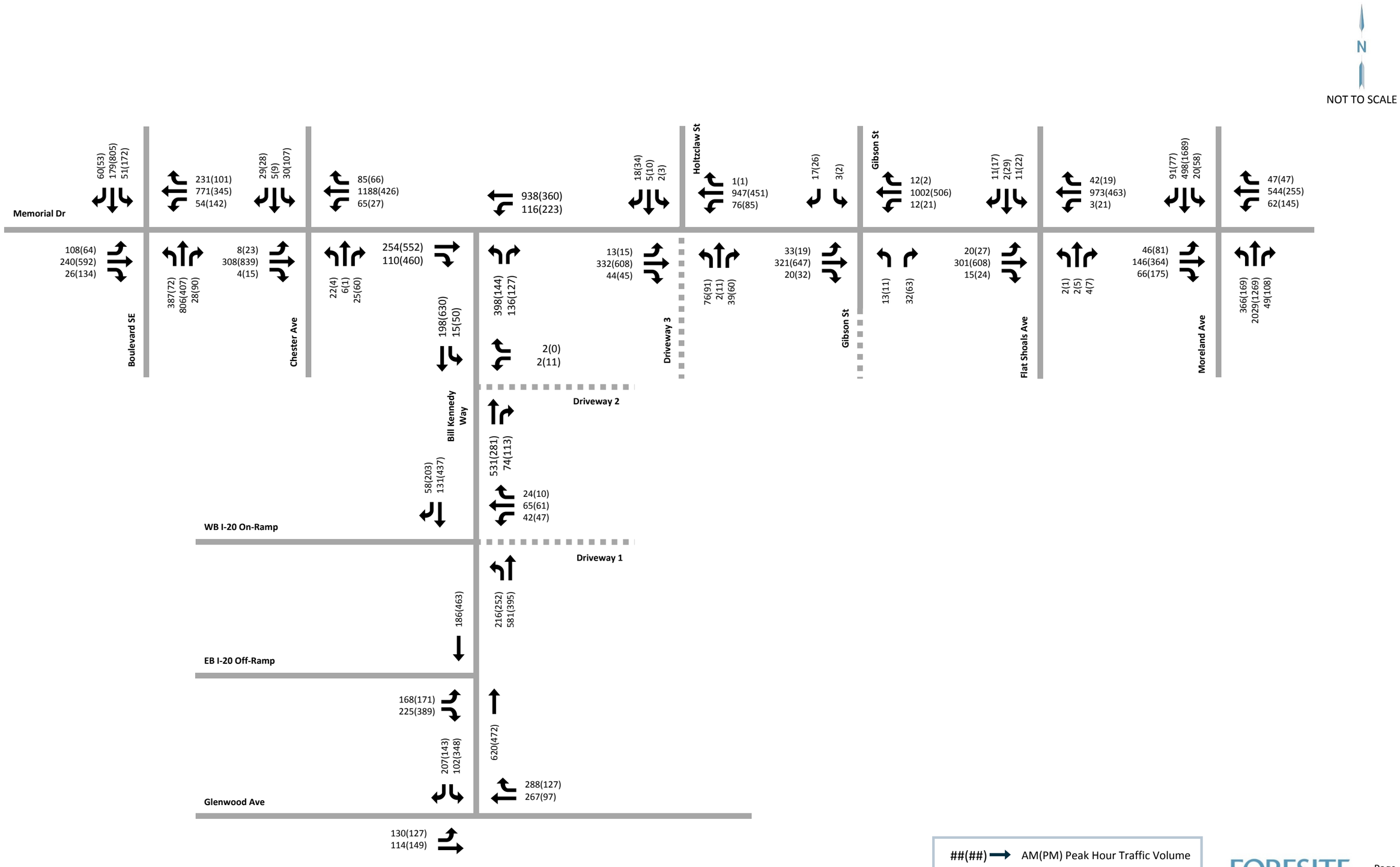
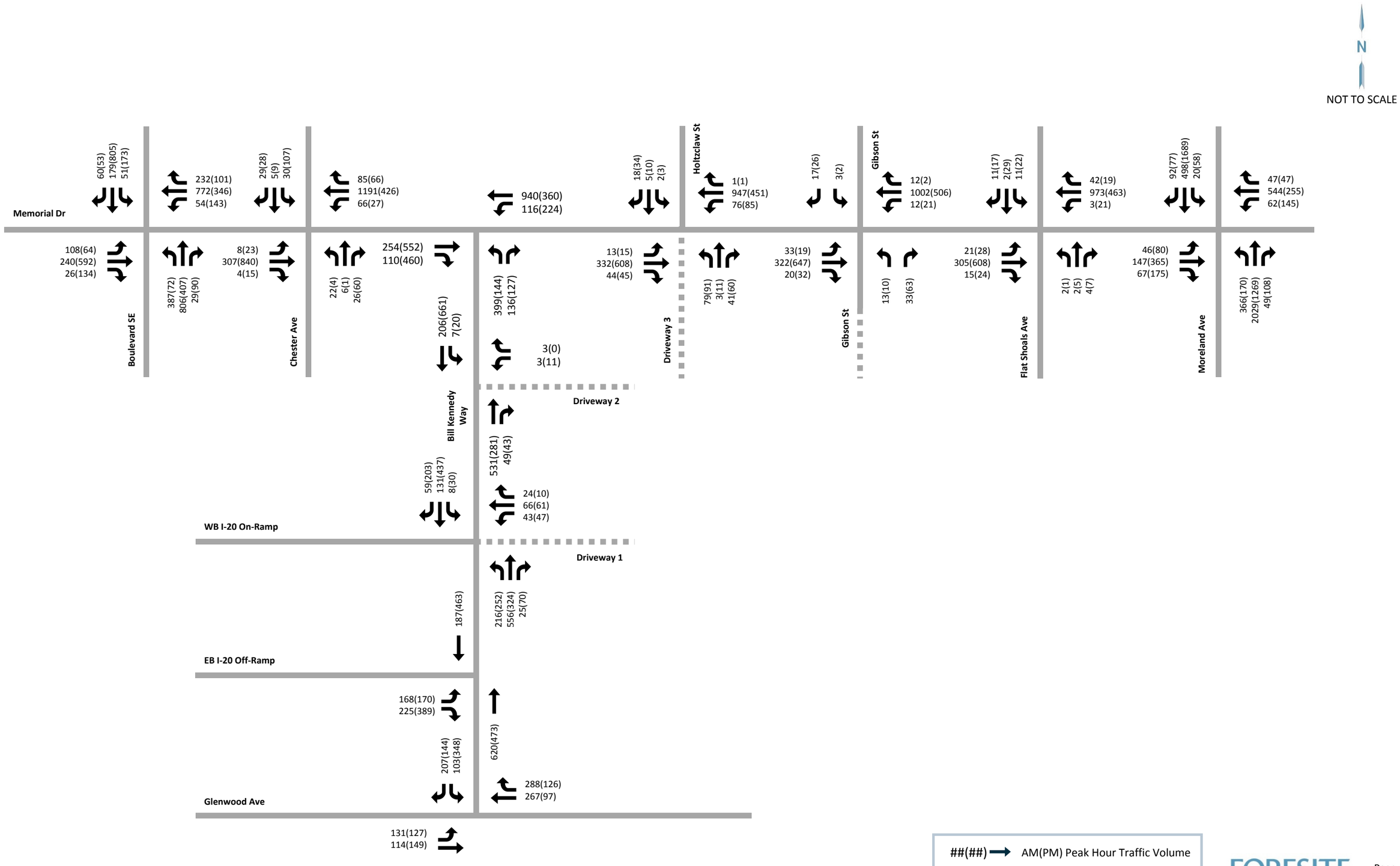


Figure 22: Future (Build) Traffic Volumes [Two Way Scenario]



9. Traffic Analysis

The AM and PM peak hour capacity analyses for the intersections and segments were performed using Synchro 9.1 software utilizing the HCM 2010 equations. Where limitations of HCM 2010 exist, HCM 2000 calculations were used. For the purposes of this traffic analysis, the level of service (LOS) standard for all analyses is LOS D or E (in cases where intersections/segments operate at LOS E in existing conditions). SimTraffic 9.1 software was used to determine the 95th percentile queue lengths at the intersections.

9.1. Existing Conditions

9.1.1. Description of Scenario

This scenario was modeled with the existing lane geometry and traffic operations in the study network. In order to obtain the existing conditions intersection and segment capacity analysis. Signal timings as provided by the City of Atlanta and GDOT were used accordingly, and are attached in Appendix H. Lane geometry configurations and intersection control types are presented in Figure 8.

9.1.2. Intersection and Segment Capacity Analysis

The results of the intersection capacity analysis including delays and queue lengths are shown by lane group movement in Table 12. Segment analysis for this scenario is presented in Table 13. Full *Synchro* output reports are included Appendix I.

Table 12 Existing Conditions Intersection Capacity Analysis

#	Intersection	Control	Lane Group Movement	AM Peak Hour			PM Peak Hour		
				Delay (s/veh)	LOS	95th% Queue (ft)	Delay (s/veh)	LOS	95th% Queue (ft)
1	Memorial Dr @ Boulevard SE	Signal Control	EBL/T	43.0	D	232	97.7	F	1427
			EBT/R	43.0	D	223	97.7	F	1395
			WBL	43.9	D	82	55.2	E	159
			WBT	43.8	D	1705	35.5	D	289
			WBT/R	44.1	D	1724	35.8	D	272
			NBL	24.9	C	323	21.7	C	84
			NBT/R	70.0	E	694	34.4	C	324
			SBL	40.5	D	63	23.4	C	199
			SBT	37.2	D	142	28.4	C	327
			SBT/R	37.5	D	117	28.3	C	299
2	Memorial Dr @ Chester Ave	Signal Control	EBL/T/R	5.5	A	193	8.3	A	100
			WBL/T/R	1.5	A	212	8.5	A	213
			NBL/T/R	24.5	C	52	21.2	C	63
			SBL/T/R	25.3	C	64	23.7	C	102
3	Memorial Dr @ Bill Kennedy Way	Signal Control	EBT/R	0.5	A	190	0.5	A	93
			WBL/T	11.2	B	346	5.0	A	357
			NBL	73.2	E	584	72.0	E	200
			NBR	48.6	D	117	77.4	E	63
4	Memorial Dr @ Holtzclaw St	Side Street Stop Control	EBL/T	10.3	B	59	8.3	A	23
			WBT	0.0	A	18	0.1	A	71
			SBL/R	14.3	B	43	12.6	B	44
5	Memorial Dr @ Gibson St	Side Street Stop Control	NBL/T/R	10.0	B	26	36.9	E	52
			EBL/T/R	10.4	B	67	8.2	A	17
			WBL/T/R	7.9	A	15	8.6	A	0
			SBL/T/R	18.4	C	40	11.5	B	46
6	Memorial Dr @ Flat Shoals Ave	Signal Control	EBL/T/R	8.3	A	164	8.3	A	169
			WBL	16.4	B	302	0.4	A	21
			WBT/R	16.5	B	305	0.4	A	155
			NBL/T/R	23.8	C	20	24.4	C	27
			SBL/T/R	24.1	C	36	24.9	C	64
7	Memorial Dr @ Moreland Ave	Signal Control	EBL/T	102.8	F	129	125.7	F	326
			EBT/R	71.0	E	166	81.4	F	326
			WBL/T	79.1	E	517	69.0	E	350
			WBT/R	79.1	E	495	69.0	E	391
			NBL	15.9	B	294	31.5	C	133
			NBT	44.9	D	763	23.4	C	445
			NBT/R	45.8	D	734	23.5	C	404
			SBL	40.3	D	54	17.6	B	239
			SBT	21.7	C	247	30.8	C	653
			SBT/R	21.7	C	220	30.9	C	569
9	Bill Kennedy Way @ WB I-20 On-Ramp	Side Street Stop Control	NBL	8.1	A	65	9.6	A	97
			NBT	0.0	A	10	0.0	A	0
			SBT/R	0.0	A	0	0.0	A	13
10	Bill Kennedy Way @ EB I-20 Off-Ramp	Signal Control	EBL	13.1	B	99	12.2	B	75
			EBR	14.0	B	64	14.8	B	108
			NBT	15.3	B	275	10.7	B	153
			SBT	10.0	B	79	11.3	B	163
12	Bill Kennedy Way @ Glenwood Ave	Signal Control	EBL/T	48.4	D	158	10.2	B	131
			WBT/R	53.9	D	351	19.3	B	119
			SBL/R	23.2	C	165	40.4	D	336

Memorial Dr at Boulevard SE

- The intersection operate at an overall LOS D during AM and PM peak hours.
- The EB approach and WBL turning movements experience LOS F and E during the PM peak hours.
- The NBT/R movement has a LOS E during the AM peak hour due to the very high turning volumes.
- Long queues are expected in the WB approach during the AM peak hour and EB approach during the PM peak hour.

Memorial Dr at Chester Ave

- All turning movements at this intersection operate at LOS C or better during both peak hours.
- The intersection as a whole operate at LOS A during both peak hours.

Memorial Dr at Bill Kennedy Way

- The northbound approach will experience slightly higher delays with LOS E due to the heavy volumes at Memorial Dr and the heavy turning volumes during the AM peak hour.
- The intersection operates at LOS C during the AM peak hour and B during the PM peak hour.

Memorial Dr at Holtzclaw St

- This intersection currently operates at LOS B or better with minimal delays and queues.

Memorial Dr at Gibson St

- All approaches will operate at an acceptable level of service during the AM peak hour with a LOS of C or better.
- During the PM peak hour, the NB approach has a LOS E because it is stop controlled and there are heavy volumes on Memorial Dr in the eastbound direction.

Memorial Dr at Flat Shoals Ave

- Overall, this intersection operates at LOS B during the AM peak hour and LOS A during the PM peak hour.
- All turning movements operate at a LOS C or better during both peak hours.

Memorial Dr at Moreland Ave

- EB and WB movements experience delays and unacceptable LOS E and F during both peak hours due to the high volumes on both roadways and limited lane geometry on Memorial Dr.
- However, the intersection as a whole operate at LOS D during both peak hours.

Bill Kennedy Way at WB I-20 On-Ramp

- All approaches and the intersection as a whole operate at LOS A during both peak hours.

Bill Kennedy Way at EB I-20 Off-Ramp

- All approaches, as well as the intersection altogether, operate at LOS B during both peak hours.

Bill Kennedy Way at Glenwood Ave

- All approaches operate at LOS D or better during both peak hours.
- The intersection as a whole operates at LOS D during the AM peak hour and LOS C during the PM peak hour.

Table 13 Existing Conditions Segment Analysis

Arterial	Cross Street	AM Peak Hour		PM Peak Hour	
		Arterial LOS	Total LOS	Arterial LOS	Total LOS
NB Bill Kennedy Way	EB I-20 Off Ramp	D	E	C	E
	Memorial Dr	F		F	
SB Bill Kennedy Way	EB I-20 Off Ramp	C	C	C	D
	Glenwood Ave	C		E	
EB Memorial Dr	Boulevard SE	D	D	E	D
	Chester Ave	B		B	
	Bill Kennedy Way	F		C	
	Flat Shoals Ave	B		B	
	Moreland Ave	F		F	
WB Memorial Dr	Moreland Ave	F	E	F	D
	Flat Shoals Ave	F		D	
	Bill Kennedy Way	B		B	
	Chester Ave	E		E	
	Boulevard SE	D		D	

NB Bill Kennedy Way

- Overall, this direction operates at a LOS E during both peak hours.
- The segment of Bill Kennedy Way between EB I-20 Off-Ramp and Memorial Dr will operate at LOS F due to the delays caused by the NB approach at the intersection of Memorial Dr and Bill Kennedy Way.

SB Bill Kennedy Way

- These segments operate at a LOS C and D during the AM and PM peak hours respectively.
- Delays in the SB approach at the intersection of Bill Kennedy Way at Glenwood Ave will cause the segment between the EB I-20 Off-Ramp and Glenwood Ave to operate at LOS E.

EB Memorial Dr

- Overall, this roadway direction operates at LOS D during both peak hours.
- EB delays at the Memorial Dr at Moreland Ave intersection will cause the segment between Flat Shoals Ave and Moreland Ave to operate at LOS F during both peak hours.

WB Memorial Dr

- WB delays will cause the segment between Flat Shoals Ave and Moreland Ave to operate at LOS F during both peak hours.
- Overall, this direction will operate at LOS E during the AM peak hour and D during the PM peak hour.

9.1.3. LOS Standards

Since existing conditions have turning movements with LOS E or F, the standard for background and future conditions for the same movement during the same peak hour, will have a LOS standard of E. LOS standards for the No Build and Build conditions are presented in Table 14. All other turning movements will have a LOS standard of D.

Table 14 LOS Standards for Background and Future Conditions

Intersection	Lane Group Movement	LOS Standard
AM Peak Hour		
Memorial Dr @ Boulevard SE	NBT/R	E
Memorial Dr @ Bill Kennedy Way	NBL	E
Memorial Dr @ Moreland Ave	EBL/T	E
	EBT/R	E
	WBL/T	E
	WBT/R	E
PM Peak Hour		
Memorial Dr @ Boulevard SE	EBL/T	E
	EBT/R	E
	WBL	E
Memorial Dr @ Bill Kennedy Way	NBL	E
	NBT/R	E
Memorial Dr @ Gibson St	NBL/T/R	E
Memorial Dr @ Moreland Ave	EBL/T	E
	ENT/R	E
	WBL/T	E
	WBT/R	E

9.1.4. Existing Conditions Required Improvements

Various levels of service at the intersections are below the LOS standard; hence, mitigation is necessary to improve these LOS. Timing improvements were made at intersections 1 and 3. Cycle lengths were kept the same while maintaining mainline green time as close to the existing conditions as possible. At the intersection of Memorial Dr at Moreland Ave, a protected/permissive EB left turn phase was added to help reduce delays. Signal timings were adjusted at this intersection as well but cycle length was kept at 180 seconds. Improvements for this scenario are shown graphically in Figure 23. Capacity analysis and segment analysis for existing conditions with improvements are presented in Table 15 and Table 16.

Figure 23: Existing Conditions with Improvements Lane Geometry

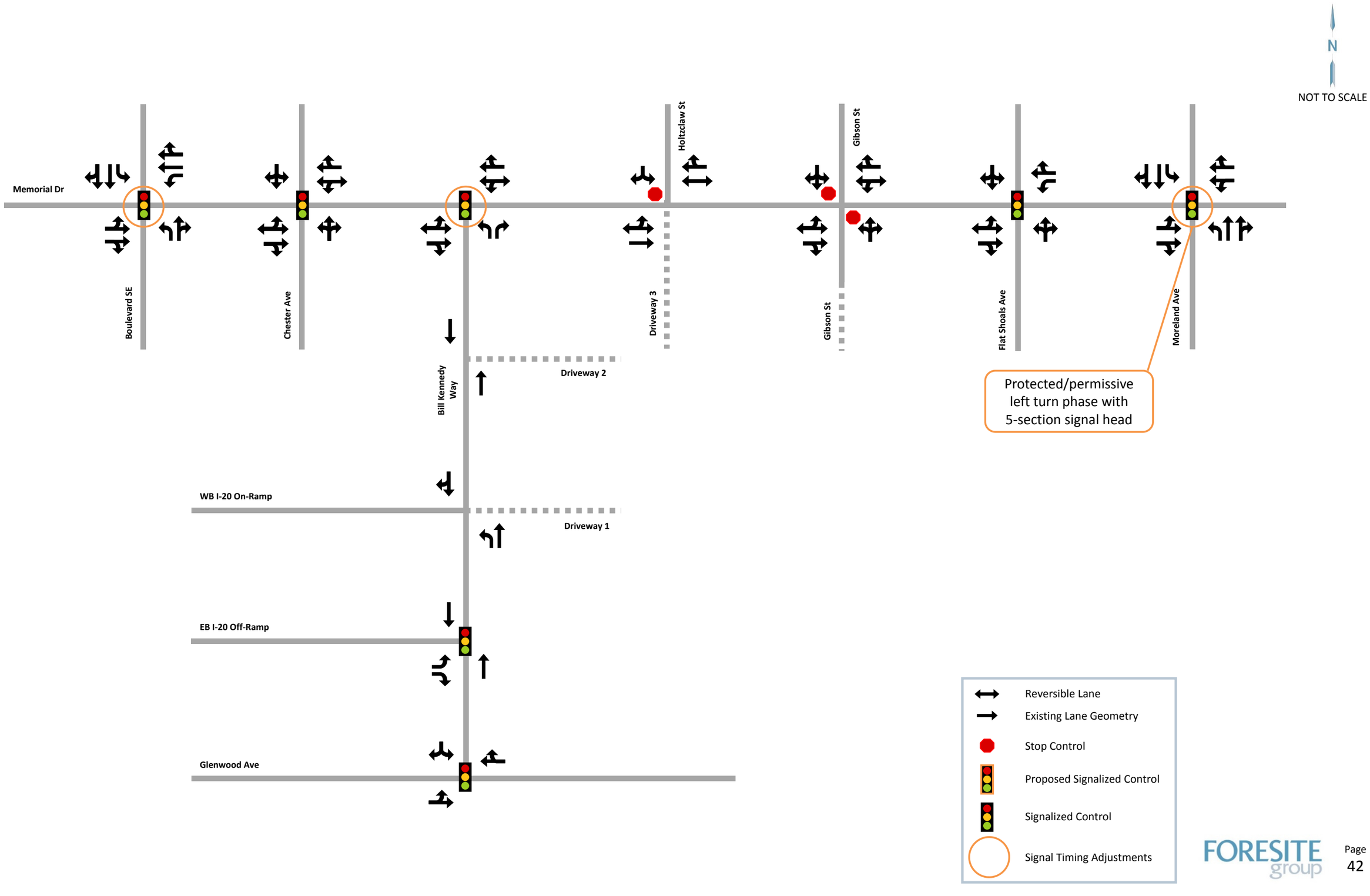


Table 15 Existing Conditions with Improvements Capacity Analysis

#	Intersection	Control	Lane Group Movement	AM Peak Hour			PM Peak Hour		
				Delay (s/veh)	LOS	95th% Queue (ft)	Delay (s/veh)	LOS	95th% Queue (ft)
1	Memorial Dr @ Boulevard SE	Signal Control	EBL/T	45.9	D	290	62.6	E	308
			EBT/R	45.9	D	267	62.6	E	314
			WBL	44.4	D	47	58.1	E	160
			WBT	47.7	D	2148	30.8	C	207
			WBT/R	48.1	D	2163	31.0	C	216
			NBL	22.9	C	296	24.4	C	117
			NBT/R	58.2	E	680	37.4	D	422
			SBL	37.4	D	59	32.3	C	185
			SBT	34.4	C	138	33.7	C	300
			SBT/R	34.6	C	102	33.6	C	277
2	Memorial Dr @ Chester Ave	Signal Control	EBL/T/R	5.5	A	171	8.5	A	119
			WBL/T/R	1.5	A	188	0.6	A	216
			NBL/T/R	24.5	C	56	21.2	C	52
			SBL/T/R	25.3	C	67	23.7	C	115
3	Memorial Dr @ Bill Kennedy Way	Signal Control	EBT/R	0.5	A	230	0.5	A	183
			WBL/T	11.2	B	337	5.1	A	373
			NBL	73.2	E	517	71.7	E	131
			NBR	48.6	D	105	76.9	E	73
4	Memorial Dr @ Holtzclaw St	Side Street Stop Control	EBL/T	10.3	B	101	8.3	A	30
			WBT	0.0	A	0	0.1	A	47
			SBL/R	14.3	B	53	12.6	B	54
5	Memorial Dr @ Gibson St	Side Street Stop Control	NBL/T/R	10.0	B	107	36.9	E	67
			EBL/T/R	10.4	B	8	8.2	A	33
			WBL/T/R	7.9	A	29	8.6	A	24
			SBL/T/R	18.4	C	33	11.5	B	47
6	Memorial Dr @ Flat Shoals Ave	Signal Control	EBL/T/R	8.3	A	182	8.3	A	130
			WBL	16.7	B	304	0.4	A	19
			WBT/R	16.9	B	302	0.6	A	151
			NBL/T/R	23.8	C	19	24.4	C	24
			SBL/T/R	24.1	C	29	24.9	C	83
7	Memorial Dr @ Moreland Ave	Signal Control	EBL/T	70.5	E	151	49.0	D	277
			EBT/R	70.5	E	166	49.0	D	295
			WBL/T	74.4	E	451	70.6	E	272
			WBT/R	74.4	E	419	70.6	E	332
			NBL	17.0	B	1334	30.5	C	153
			NBT	49.3	D	1085	22.7	C	524
			NBT/R	50.4	D	1114	22.8	C	497
			SBL	43.0	D	50	17.1	B	848
			SBT	22.3	C	255	29.8	C	861
			SBT/R	22.4	C	229	29.9	C	839
9	Bill Kennedy Way @ WB I-20 On-Ramp	Side Street Stop Control	NBL	8.1	A	74	9.6	A	80
			NBT	0.0	A	0	0.0	A	0
			SBT/R	0.0	A	0	0.0	A	12
10	Bill Kennedy Way @ EB I-20 Off-Ramp	Signal Control	EBL	13.1	B	87	12.2	B	86
			EBR	14.0	B	66	14.8	B	94
			NBT	15.3	B	266	10.7	B	129
			SBT	10.0	B	81	11.3	B	187
12	Bill Kennedy Way @ Glenwood Ave	Signal Control	EBL/T	24.5	C	149	10.2	B	148
			WBT/R	36.8	D	371	19.3	B	139
			SBL/R	26.6	C	203	40.4	D	392

Memorial Dr at Boulevard SE

- The intersection operate at an overall LOS D during AM peak hour and C during the PM peak hour.
- The EB approach and WBL turning movements are expected to operate at LOS E during the PM peak hour with delays reduced by as much as 30 seconds for the EB approach.
- The NBT/R movement will continue to operate at LOS E during the AM peak hour due to the very high turning volumes but will have lower delays.
- Long queues are expected in the WB approach during the AM peak hour and EB approach during the PM peak hour.

Memorial Dr at Chester Ave

- All turning movements at this intersection will operate at LOS C or better during both peak hours.
- The intersection as a whole operate at LOS A during both peak hours.

Memorial Dr at Bill Kennedy Way

- The northbound approach will experience delays with LOS E due to the heavy volumes at Memorial Dr and the heavy turning volumes during the AM peak hour.
- The intersection operates at LOS C during the AM peak hour and B during the PM peak hour.

Memorial Dr at Holtzclaw St

- This intersection currently operates at LOS B or better with minimal delays and queues.

Memorial Dr at Gibson St

- All approaches will operate at an acceptable level of service during the AM peak hour with a LOS of C or better.
- During the PM peak hour, the NB approach has a LOS E because it is stop controlled and there are heavy volumes on Memorial Dr in the eastbound direction which will not allow sufficient gaps for NBL movements.

Memorial Dr at Flat Shoals Ave

- Overall, this intersection will operate at LOS B during the AM peak hour and LOS A during the PM peak hour.
- All turning movements will operate at a LOS C or better during both peak hours.

Memorial Dr at Moreland Ave

- A left turn phase was added to the EBL movement in order to reduce delays and queues.
- EB and WB movements will experience some delays because of the high volumes along Memorial Dr during the AM peak hour.
- During the PM peak hours, LOS dropped from F to D with significantly reduced delays.
- The intersection as a whole operate at LOS D during the AM peak hour and C during the PM peak hour.

Bill Kennedy Way at WB I-20 On-Ramp

- All approaches are expected to operate at LOS A during both peak hours.

Bill Kennedy Way at EB I-20 Off-Ramp

- All approaches, as well as the intersection altogether, will operate at LOS B during both peak hours.

Bill Kennedy Way at Glenwood Ave

- All approaches will operate at LOS D or better during both peak hours.
- The intersection as a whole will operate at LOS D during the AM peak hour and LOS C during the PM peak hour.

Table 16 Existing Conditions with Improvements Segment Analysis

Arterial	Cross Street	AM Peak Hour		PM Peak Hour	
		Arterial LOS	Total LOS	Arterial LOS	Total LOS
NB Bill Kennedy Way	EB I-20 Off Ramp	D	E	C	E
	Memorial Dr	F		F	
SB Bill Kennedy Way	EB I-20 Off Ramp	C	C	C	D
	Glenwood Ave	C		E	
EB Memorial Dr	Boulevard SE	D	D	D	C
	Chester Ave	B		B	
	Bill Kennedy Way	F		C	
	Flat Shoals Ave	B		B	
	Moreland Ave	F		F	
WB Memorial Dr	Moreland Ave	F	D	F	D
	Flat Shoals Ave	E		E	
	Bill Kennedy Way	B		B	
	Chester Ave	E		E	
	Boulevard SE	E		D	

NB Bill Kennedy Way

- Overall, this direction will operate at a LOS E during both peak hours.
- The segment of Bill Kennedy Way between EB I-20 Off-Ramp and Memorial Dr will operate at LOS F due to the delays caused by the NB approach at the intersection of Memorial Dr and Bill Kennedy Way.

SB Bill Kennedy Way

- These segments operate at a LOS C and D during the AM and PM peak hours respectively.
- Delays in the SB approach at the intersection of Bill Kennedy Way at Glenwood Ave will cause the segment between the EB I-20 Off-Ramp and Glenwood Ave to operate at LOS E.

EB Memorial Dr

- Overall, this roadway direction operates at LOS D during both peak hours.

- EB delays at the Memorial Dr at Moreland Ave intersection will cause the segment between Flat Shoals Ave and Moreland Ave to operate at LOS F during both peak hours.

WB Memorial Dr

- WB delays will cause the segment between Flat Shoals Ave and Moreland Ave to operate at LOS F during both peak hours.
- Overall, this direction will operate at LOS D during both peak hours.

9.2. Future Year Background (No-Build) Traffic

9.2.1. Description of Scenario

All transportation facilities in the Background (No Build) conditions will remain the same as in existing conditions except for the intersection at Bill Kennedy Way and I-20 WB On-Ramp. A traffic control signal warrant analysis was conducted at this intersection using background traffic volumes, as presented in Figure 11. The summary of warrants is shown in Table 17. A detailed warrant analysis is attached in Appendix J.

Table 17 Signal Warrant Summary – Bill Kennedy Way at I-20 WB On-Ramp

Warrant	Warrant Name	Warrant Condition
1	Eight-Hour Volume	Met
2	Four-Hour Volume	Met
3	Peak Hour Volume	Met

A traffic signal was warranted at this intersection per Chapter 4C of the MUTCD. NB left turn volumes were used as the minor street approach per section 4C.01:

> *"At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher of the major-street left-turn volumes as the "minor-street" volume and the corresponding single direction of opposing traffic on the major street as the "major-street" volume."*

A traffic signal coordinated the intersection of Memorial Dr at Bill Kennedy Way was modeled with a cycle length of 75 seconds with optimized splits. A protected/permissive left turn phase for NBL turning movements was used since this volume exceeds 125 vehicles per hour, which meets Criteria #2 of GDOT's Policy 6785: Left Turn Phasing. Lane geometry for Background (No Build) conditions is shown graphically in Figure 24.

9.2.2. Intersection and Segment Capacity Analysis

Capacity analysis for No Build conditions is presented in Table 18 and segment analysis is presented in Table 19.

Figure 24: Background (No Build) Lane Geometry

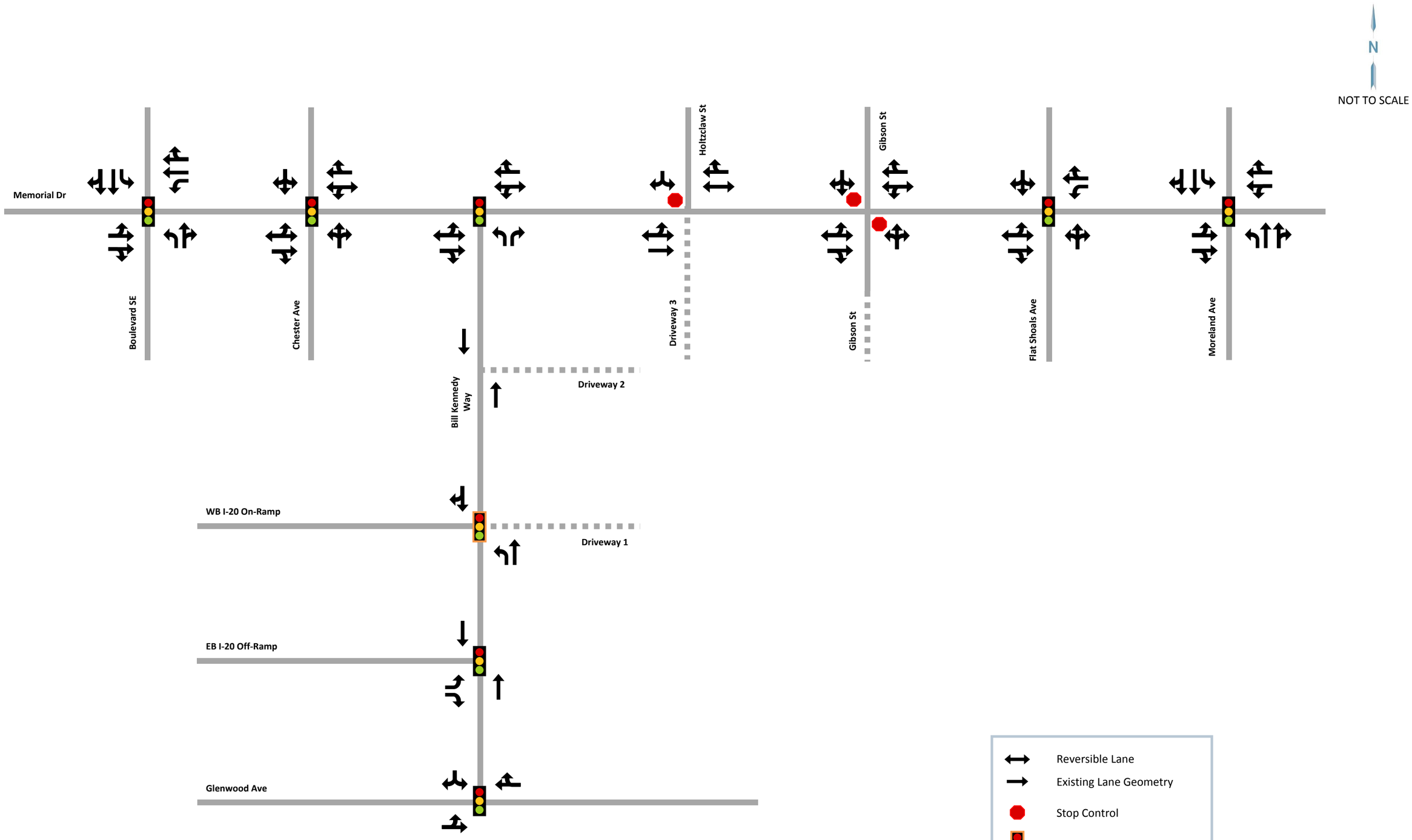


Table 18 No Build Conditions Intersection Capacity Analysis

#	Intersection	Control	Lane Group Movement	AM Peak Hour			PM Peak Hour		
				Delay (s/veh)	LOS	95th% Queue (ft)	Delay (s/veh)	LOS	95th% Queue (ft)
1	Memorial Dr @ Boulevard SE	Signal Control	EBL/T	44.0	D	271	116.5	F	2196
			EBT/R	44.0	D	246	116.5	F	2182
			WBL	44.9	D	85	55.9	E	182
			WBT	45.2	D	2153	36.3	D	275
			WBT/R	25.3	D	2154	36.6	D	259
			NBL	25.3	C	865	21.8	C	80
			NBT/R	75.0	F	1142	34.8	C	376
			SBL	40.7	D	58	23.7	C	230
			SBT	37.7	D	158	28.5	C	338
			SBT/R	38.0	D	124	28.5	C	289
2	Memorial Dr @ Chester Ave	Signal Control	EBL/T/R	5.6	A	193	8.7	A	92
			WBL/T/R	1.5	A	214	0.5	A	193
			NBL/T/R	24.5	C	69	21.3	C	57
			SBL/T/R	25.4	C	75	23.8	C	103
3	Memorial Dr @ Bill Kennedy Way	Signal Control	EBT/R	0.6	A	238	0.6	A	107
			WBTL/T	12.3	B	53	9.0	A	374
			NBL	73.7	E	552	71.7	E	177
			NBR	47.8	D	109	85.3	F	103
4	Memorial Dr @ Holtzclaw St	Side Street Stop Control	EBL/T	10.5	B	87	8.4	A	47
			WBT/R	0.0	A	17	0.1	A	17
			SBL/R	14.7	B	42	13.2	B	53
5	Memorial Dr @ Gibson St	Side Street Stop Control	NBL/T/R	10.1	B	15	50.0	F	70
			EBL/T/R	10.6	B	126	8.3	A	0
			WBL/T/R	7.9	A	0	8.7	A	10
			SBL/T/R	19.4	C	46	12.0	B	45
6	Memorial Dr @ Flat Shoals Ave	Signal Control	EBL/T/R	8.5	A	185	8.5	A	120
			WBL	16.6	B	334	0.5	A	22
			WBT/R	16.7	B	335	0.4	A	120
			NBL/T/R	23.8	C	23	24.4	C	26
			SBL/T/R	24.1	C	32	24.9	C	77
7	Memorial Dr @ Moreland Ave	Signal Control	EBL/T	114.1	F	201	201.4	F	307
			EBT/R	71.8	E	200	84.3	F	325
			WBL/T	81.9	F	500	73.4	E	286
			WBT/R	81.9	F	444	73.4	E	287
			NBL	16.3	B	224	34.3	C	153
			NBT	48.5	D	794	23.8	C	394
			NBT/R	49.7	D	785	23.9	C	348
			SBL	43.4	D	46	18.1	B	60
			SBT	21.9	C	248	31.8	C	660
			SBT/R	21.9	C	216	31.9	C	579
9	Bill Kennedy Way @ WB I-20 On-Ramp	Signal Control	NBL	0.6	A	76	4.3	A	110
			NBT	0.5	A	0	0.4	A	0
			SBT/R	1.8	A	9	5.5	A	124
10	Bill Kennedy Way @ EB I-20 Off-Ramp	Signal Control	EBL	13.1	B	101	12.2	B	62
			EBR	14.6	B	68	18.5	B	145
			NBT	17.8	B	255	12.9	B	196
			SBT	10.3	B	109	12.1	B	208
12	Bill Kennedy Way @ Glenwood Ave	Signal Control	EBL/T	68.9	E	213	10.6	B	129
			WBT/R	57.1	E	601	19.8	B	160
			SBL/R	23.3	C	148	41.5	D	306

Memorial Dr at Boulevard SE

- The EB approach and WBL turning movements will experience LOS F and E during the PM peak hours respectively due to the lack of turn lanes on the EB approach and heavy EBT volumes.
- The NBT/R movement will operate at LOS F during the AM peak hour because of the heavy volumes.
- Long queues are expected in the WB approach during the AM peak hour.
- However, the intersection will operate at an overall LOS D during both peak hours.

Memorial Dr at Chester Ave

- All turning movements at this intersection operates at LOS C or better during both peak hours with an overall LOS A.

Memorial Dr at Bill Kennedy Way

- The northbound approach will experience higher delays with LOS E during the AM peak hour and LOS F during the PM peak hour due to the heavy volumes at Memorial Dr.
- Long queues are expected in the NB approach.
- The intersection as a whole will operate at LOS C during the AM peak hour and LOS B during the PM peak hour.

Memorial Dr at Holtzclaw St

- All turning movements at the intersection will operate at LOS B or better during both peak hours.

Memorial Dr at Gibson St

- During the PM peak hour, the NB approach will have a LOS F because it is stop controlled and there will be heavy volumes along Memorial Dr in the EB direction.

Memorial Dr at Flat Shoals Ave

- All turning movements at this intersection will operate at a LOS of C or better during both peak hours.
- Overall, the intersection will operate at LOS B during the AM peak hour and LOS A during the PM peak hour.

Memorial Dr at Moreland Ave

- EB and WB movements will experience delays and unacceptable LOS during both peak hours due to the high volumes and lack of turn lanes on Memorial Dr.
- Delays on the EBL/T lane will be over 115 seconds during both peak hours.
- However, the intersection will operate at LOS D during both peak hours.

Bill Kennedy Way at WB I-20 On-Ramp

- A traffic signal is expected to be warranted at this intersection with background traffic volumes.

- All approaches will operate at LOS A during both peak hours.

Bill Kennedy Way at EB I-20 Off-Ramp

- All turning movements and the operation as a whole will operate at LOS B.

Bill Kennedy Way at Glenwood Ave

- EB and WB approaches will operate at LOS E due to heavy turning volumes during the AM peak hour.
- The intersection LOS will be D during the AM peak hour and C during the PM peak hour.

Table 19 No Build Conditions Segment Analysis

Arterial	Cross Street	AM Peak Hour		PM Peak Hour	
		Arterial LOS	Total LOS	Arterial LOS	Total LOS
NB Bill Kennedy Way	WB I-20 On Ramp	D	E	C	E
	EB I-20 Off Ramp	B		B	
	Memorial Dr	F		F	
SB Bill Kennedy Way	WB I-20 On Ramp	B	C	D	E
	EB I-20 Off Ramp	E		E	
	Glenwood Ave	C		E	
EB Memorial Dr	Boulevard SE	D	D	E	E
	Chester Ave	B		B	
	Bill Kennedy Way	F		C	
	Flat Shoals Ave	B		B	
	Moreland Ave	F		F	
WB Memorial Dr	Moreland Ave	F	E	F	E
	Flat Shoals Ave	F		D	
	Bill Kennedy Way	C		C	
	Chester Ave	E		E	
	Boulevard SE	E		D	

NB Bill Kennedy Way

- Delays in the NB approach at the intersection of Bill Kennedy Way at Memorial Dr will cause the adjacent segment to operate at LOS F.
- This direction will continue to operate at a LOS E during both peak hours.

SB Bill Kennedy Way

- During the AM peak hour, the SB direction of Bill Kennedy Way will continue to operate at LOS C but will deteriorate to LOS E during the PM peak hour.

EB Memorial Dr

- EB and WB delays at the intersection of Memorial Dr and Moreland Ave will cause the adjacent segment to operate at LOS F.
- This roadway direction will continue to operate at LOS D during the AM peak hour but will deteriorate to LOS E during the PM peak hour.

WB Memorial Dr

- Delays at the Memorial Dr at Moreland Ave direction will cause the adjacent segments to operate at LOS F during both peak hours.
- Overall, in this direction the roadway will operate at LOS E during both peak hours.

9.2.3. Future Year Background (No Build) Required Improvements

Improvements are required in this scenario to bring unacceptable levels of service up to meet the minimum standards established. These improvements include minor timing adjustments at intersections 1, 3, 12, and the addition of a protected/permissive left turn phase to the EB approach at the intersection of Memorial Dr at Moreland Ave. Cycle lengths at all intersections were kept the same as in existing conditions.

Lane geometry and improvements are shown in Figure 25. Intersection and segment capacity analysis are shown in Table 20 and Table 21 respectively.

Figure 25: Background (No Build) with Improvements Lane Geometry

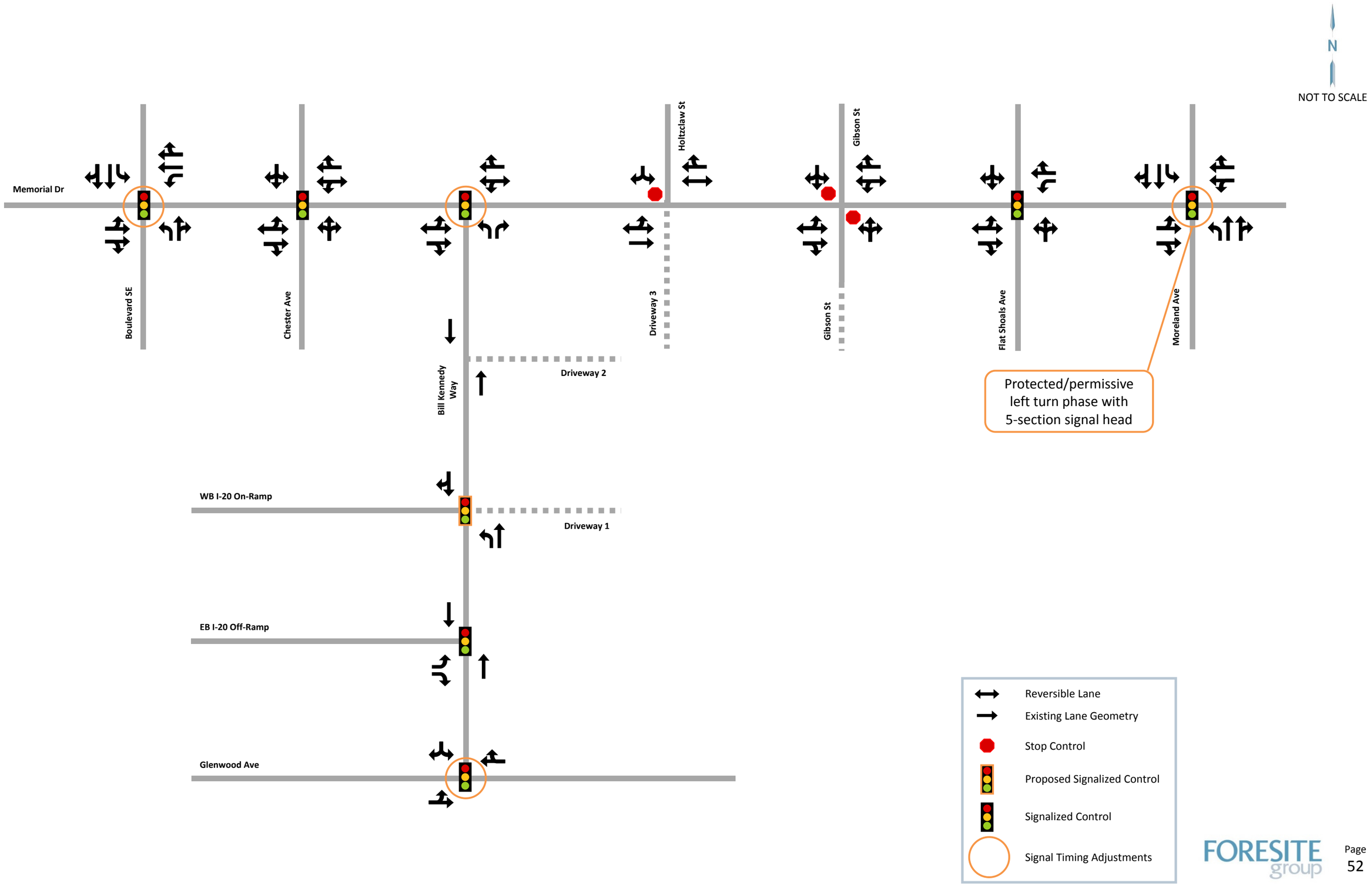


Table 20 No Build Conditions with Improvements Intersection Capacity Analysis

#	Intersection	Control	Lane Group Movement	AM Peak Hour			PM Peak Hour		
				Delay (s/veh)	LOS	95th% Queue (ft)	Delay (s/veh)	LOS	95th% Queue (ft)
1	Memorial Dr @ Boulevard SE	Signal Control	EBL/T	47.1	D	276	68.0	E	381
			EBT/R	47.1	D	248	68.0	E	382
			WBL	44.4	D	53	59.5	E	170
			WBT	49.1	D	1965	31.4	C	203
			WBT/R	49.4	D	1970	31.6	C	236
			NBL	23.1	C	330	24.6	C	82
			NBT/R	62.2	E	763	37.9	D	400
			SBL	38.6	D	61	33.5	C	249
			SBT	34.8	C	146	34.0	C	316
			SBT/R	35.1	D	127	33.9	C	294
2	Memorial Dr @ Chester Ave	Signal Control	EBL/T/R	5.6	A	187	8.7	A	131
			WBL/T/R	1.5	A	201	0.5	A	232
			NBL/T/R	24.5	C	60	21.3	C	63
			SBL/T/R	25.4	C	65	23.8	C	134
3	Memorial Dr @ Bill Kennedy Way	Signal Control	EBT/R	0.6	A	243	0.6	A	166
			WBTL/T	12.3	B	335	9.1	A	467
			NBL	73.7	E	517	69.3	E	189
			NBR	47.8	D	114	76.7	E	125
4	Memorial Dr @ Holtzclaw St	Side Street Stop Control	EBL/T	10.5	B	76	8.4	A	23
			WBT/R	0.0	A	10	0.0	A	210
			SBL/R	14.7	B	41	13.2	B	97
5	Memorial Dr @ Gibson St	Side Street Stop Control	NBL/T/R	10.1	B	23	50.0	F	58
			EBL/T/R	10.6	B	120	8.3	A	32
			WBL/T/R	7.9	A	17	8.7	A	32
			SBL/T/R	19.4	C	44	12.0	B	50
6	Memorial Dr @ Flat Shoals Ave	Signal Control	EBL/T/R	8.5	A	185	8.5	A	109
			WBL	16.9	B	306	0.5	A	30
			WBT/R	17.1	B	306	0.6	A	112
			NBL/T/R	23.8	C	27	24.4	C	26
			SBL/T/R	24.1	C	50	24.9	C	75
7	Memorial Dr @ Moreland Ave	Signal Control	EBL/T	71.2	E	156	51.4	D	228
			EBT/R	71.2	E	175	51.4	D	245
			WBL/T	76.6	E	466	75.4	E	361
			WBT/R	76.6	E	392	75.4	E	340
			NBL	17.6	B	1295	32.9	C	120
			NBT	53.6	D	1178	23.1	C	465
			NBT/R	55.0	D	1165	23.2	C	457
			SBL	45.2	D	43	17.5	B	673
			SBT	22.4	C	252	30.8	C	826
			SBT/R	22.5	C	236	30.9	C	781
9	Bill Kennedy Way @ WB I-20 On-Ramp	Signal Control	NBL	0.6	A	66	2.1	A	111
			NBT	0.5	A	0	0.3	A	0
			SBT/R	1.8	A	22	3.4	A	139
10	Bill Kennedy Way @ EB I-20 Off-Ramp	Signal Control	EBL	13.1	B	74	12.2	B	89
			EBR	14.6	B	77	18.5	B	168
			NBT	17.8	B	250	12.9	B	162
			SBT	10.3	B	93	12.1	B	150
12	Bill Kennedy Way @ Glenwood Ave	Signal Control	EBL/T	30.5	C	152	10.6	B	124
			WBT/R	39.1	D	340	19.8	B	124
			SBL/R	26.7	C	191	41.5	D	421

Memorial Dr at Boulevard SE

- Signal timings were adjusted at this intersection to improve LOS.
- The EB approach and WBL turning movements will operate LOS E during the PM peak hours.
- Delays were reduced by more than 45 seconds for the EB approach during the PM peak hour.
- The NBT/R movement will operate at a LOS E during the AM peak hour with delays reduced by more than 12 seconds.
- EB approach queues were drastically improved during the PM peak hour.
- Overall, the intersection will maintain a LOS D during both peak hours.

Memorial Dr at Chester Ave

- This intersection will maintain a LOS of C or better during both peak hours in all its turning movements.
- The intersection will continue to operate at a LOS A.

Memorial Dr at Bill Kennedy Way

- The northbound approach will maintain the same LOS as in existing conditions with lower delays in the NBR turning movement.
- Altogether, the intersection will operate at LOS C during the AM peak hour and B during the PM peak hour.

Memorial Dr at Holtzclaw St

- All the approaches at this intersection will continue to operate at LOS B or better.

Memorial Dr at Gibson St

- The NB approach at this intersection will operate at LOS F during the PM peak hour because of the heavy volumes on EB Memorial Dr which will not allow sufficient gaps for vehicles to cross over.

Memorial Dr at Flat Shoals Ave

- Turning movements will maintain the same LOS as in existing conditions.
- The intersection will continue to operate at LOS B during the AM peak hour and A during the PM peak hour.

Memorial Dr at Moreland Ave

- Improvements at this intersection include a protected permissive left turn phase added to the EB left turning movements in order to reduce delays and improve LOS.
- The EBL delays reduced from 114 to 71 seconds during the AM peak hour and 201 to 51 seconds during the PM peak hour.
- All other turning movements will operate under acceptable levels of service.
- Overall, the intersection is expected to operate at LOS D and C during the AM and PM peak hours respectively.

Bill Kennedy Way at WB I-20 On-Ramp

- A traffic signal is expected to be warranted at this intersection with a protected/permissive left turn phase for the NB approach.
- All approaches will maintain a LOS A during both peak hours.

Bill Kennedy Way at EB I-20 Off-Ramp

- All approaches and the intersection as a whole will maintain LOS B during both peak hours.

Bill Kennedy Way at Glenwood Ave

- Slight timing adjustments will reduce EB and WB delays and improve the LOS from E to D and C during the AM peak hour.
- Overall, the intersection will operate at LOS D during the AM peak hour and C during the PM peak hour.

Table 21 No Build Conditions with Improvements Segment Analysis

Arterial	Cross Street	AM Peak Hour		PM Peak Hour	
		Arterial LOS	Total LOS	Arterial LOS	Total LOS
NB Bill Kennedy Way	WB I-20 On Ramp	D	E	C	E
	EB I-20 Off Ramp	B		B	
	Memorial Dr	F		F	
SB Bill Kennedy Way	WB I-20 On Ramp	B	C	B	D
	EB I-20 Off Ramp	E		E	
	Glenwood Ave	C		E	
EB Memorial Dr	Boulevard SE	D	D	D	D
	Chester Ave	B		B	
	Bill Kennedy Way	F		C	
	Flat Shoals Ave	B		B	
	Moreland Ave	F		F	
WB Memorial Dr	Moreland Ave	F	E	F	D
	Flat Shoals Ave	E		E	
	Bill Kennedy Way	C		C	
	Chester Ave	E		F	
	Boulevard SE	E		D	

NB Bill Kennedy Way

- NB delays at the intersection with Memorial Dr will cause the adjacent segment to operate at LOS F during both peak hours.
- This direction will continue to operate at a LOS E during both peak hours.

SB Bill Kennedy Way

- During the AM peak hour, the segment will continue to operate at LOS C. In the PM peak hour, the segment will improve from LOS E to D.

EB Memorial Dr

- Delays on EB Memorial Dr at the intersection with Moreland Ave will cause delays the

adjacent segment to operate at LOS F.

- This roadway direction will continue to operate at LOS D during the AM peak hour and improve from LOS E to D during the PM peak hour.

WB Memorial Dr

- Because during the AM peak hour there is only one lane in the EB direction, delays will cause the WB direction to operate at LOS E at the adjacent segments to Boulevard SE and Moreland Ave.
- The AM peak hour will continue to operate at LOS E but will improve to LOS D during the PM peak hour.

9.3. Future Year Total (Build) Traffic [One Way Scenario]

9.3.1. Description of Scenario

This scenario models full accesses at Driveways 2, 3 and Gibson St with an exit only at the signalized intersection of Bill Kennedy Way at I-20 WB On-Ramp. Future traffic volumes for this scenario will include background traffic and project trips expected at the site. A traffic control signal warrant analysis was conducted at the intersection of Memorial Dr and Holtzclaw St/Driveway 3 using the future traffic volumes presented in Figure 21. The summary of signal warrants is shown in Table 22. A detailed warrant analysis is attached in Appendix J.

Table 22 Signal Warrant Summary – Memorial Dr at Holtzclaw St/Driveway 3

Warrant	Warrant Name	Warrant Condition
1	Eight-Hour Volume	Met
2	Four-Hour Volume	Met
3	Peak Hour Volume	Not Met

Traffic signal Warrants 1B and 2 were met at this intersection. A signal warrant coordinated in the EB/WB direction was modeled with a cycle length of 75 seconds including optimized splits. Permissive left turn movements were used in all approaches. Lane geometry for this scenario is shown in Figure 26.

9.3.2. Intersection and Segment Capacity Analysis

Intersection and segment capacity analysis for this scenario, including the signalized intersection at Memorial Dr and Holtzclaw St/Driveway 3, is presented in Table 23 and Table 24 respectively.

Figure 26: Future (Build) Lane Geometry [One Way Scenario]

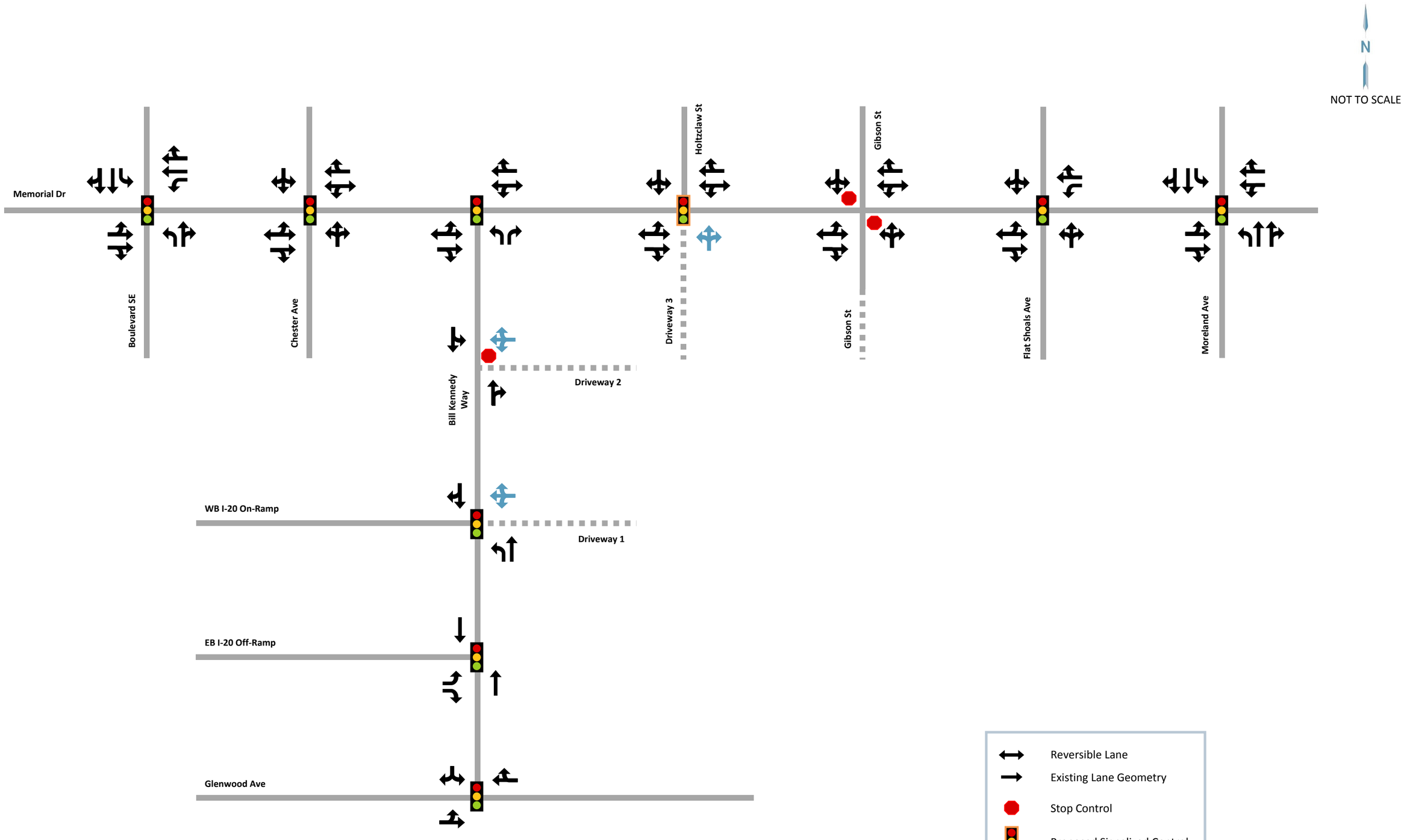


Table 23 Build Conditions Intersection Capacity Analysis [One Way Scenario]

#	Intersection	Control	Lane Group Movement	AM Peak Hour			PM Peak Hour		
				Delay (s/veh)	LOS	95th% Queue (ft)	Delay (s/veh)	LOS	95th% Queue (ft)
1	Memorial Dr @ Boulevard SE	Signal Control	EBL/T	47.4	D	274	186.5	F	2392
			EBT/R	47.4	D	243	186.5	F	2388
			WBL	44.1	D	83	61.1	E	183
			WBT	49.1	D	2100	39.1	D	314
			WBT/R	49.5	D	2089	39.4	D	308
			NBL	24.8	C	319	21.4	C	79
			NBT/R	80.0	F	822	36.1	D	330
			SBL	40.9	D	97	24.4	C	269
			SBT	37.1	D	173	27.5	C	373
			SBT/R	37.4	D	135	27.5	C	338
2	Memorial Dr @ Chester Ave	Signal Control	EBL/T/R	5.9	A	197	9.5	A	117
			WBL/T/R	1.7	A	256	0.4	A	255
			NBL/T/R	24.7	C	65	22.0	C	21
			SBL/T/R	25.9	C	81	24.1	C	136
3	Memorial Dr @ Bill Kennedy Way	Signal Control	EBT/R	0.8	A	212	0.7	A	146
			WBTL/T	1.7	A	405	5.6	A	439
			NBL	74.8	E	494	83.3	F	205
			NBR	45.7	D	242	84.2	F	144
4	Memorial Dr @ Holtzclaw St	Signal Control	EBL/T/R	0.5	A	117	0.5	A	61
			WBL/T/R	4.2	A	159	5.0	A	237
			NBL/T/R	33.6	C	116	32.8	C	162
			SBL/T/R	30.1	C	44	30.5	C	88
5	Memorial Dr @ Gibson St	Side Street Stop Control	NBL/T/R	20.2	C	64	25.8	D	81
			EBL/T/R	11.1	B	131	8.7	D	133
			WBL/T/R	8.1	A	10	9.3	D	104
			SBL/T/R	23.3	C	40	13.9	B	49
6	Memorial Dr @ Flat Shoals Ave	Signal Control	EBL/T/R	9.1	A	210	9.1	A	1565
			WBL	17.0	B	319	5.4	A	16
			WBT/R	17.1	B	327	4.2	A	239
			NBL/T/R	23.8	C	24	24.4	C	26
			SBL/T/R	24.3	C	50	25.2	C	83
7	Memorial Dr @ Moreland Ave	Signal Control	EBL/T	217.1	F	282	655.2	F	293
			EBT/R	76.2	E	291	99.2	F	300
			WBL/T	84.7	F	506	77.0	E	257
			WBT/R	84.7	F	459	77.0	E	329
			NBL	19.1	B	554	82.1	F	406
			NBT	48.5	D	817	23.8	C	431
			NBT/R	49.7	D	770	23.9	C	410
			SBL	43.4	D	62	18.6	B	521
			SBT	22.2	C	229	38.0	D	828
			SBT/R	22.2	C	213	38.5	D	811
8	Bill Kennedy Way @ Driveway 2	Side Street Stop Control	NBT	0.0	A	383	0.0	A	7
			NBR	0.0	A	383	0.0	A	7
			WBL/R	14.5	B	23	24.2	C	35
			SBL/T	8.9	A	35	8.3	A	75
9	Bill Kennedy Way @ WB I-20 On-Ramp/Driveway 1	Signal Control	WBL/T/R	38.5	D	136	44.4	D	132
			NBL	3.4	A	95	7.3	A	114
			NBT	3.6	A	298	2.6	A	112
			SBT/R	6.2	A	101	10.1	B	232
10	Bill Kennedy Way @ EB I-20 Off-Ramp	Signal Control	EBL	13.6	B	150	12.9	B	113
			EBR	14.6	B	91	18.5	B	162
			NBT	19.3	B	342	14.1	B	193
			SBT	10.7	B	131	12.6	B	167
12	Bill Kennedy Way @ Glenwood Ave	Signal Control	EBL/T	98.2	F	245	11.2	B	163
			WBT/R	62.1	E	666	20.6	C	143
			SBL/R	25.2	C	194	48.4	D	620

Memorial Dr at Boulevard SE

- The EB approach and WBL turning movements will experience LOS F and E during the PM peak hours respectively due to the lack of turn lanes and heavy through movements on EB Memorial Dr.
- The NBT/R movement will operate at LOS F during the AM peak hour due to the very high turning volumes.
- Long queues are expected in the WB and NB approaches during the AM peak hour.
- The EB approach will have long queues during the PM peak hour.
- Overall, the intersection is expected to operate at LOS D during both peak hours.

Memorial Dr at Chester Ave

- All turning movements are expected to operate at LOS C or better during both peak hours.
- The intersection as a whole is expected to operate at LOS A during both peak hours

Memorial Dr at Bill Kennedy Way

- The northbound approach will experience slightly higher delays with LOS E during the AM peak hour and LOS F during the PM peak hour due to the heavy volumes on Memorial Dr.

Memorial Dr at Holtzclaw St/Driveway 3

- This intersection is expected to warrant a traffic signal with future traffic volumes.
- All approaches will operate at a level of service C or better during both peak hours.
- Overall, the intersection is expected to operate at LOS B during both peak hours.

Memorial Dr at Gibson St

- All approaches will operate at a LOS of D or better during both peak hours.

Memorial Dr at Flat Shoals Ave

- This intersection will operate at a LOS of C or better during both peak hours.
- Overall, the intersection is expected to operate at LOS B during the AM peak hour and A during the PM peak hour.

Memorial Dr at Moreland Ave

- EB and WB movements experience significant delays and unacceptable LOS during both peak hours due to the high volumes and lack of turn lanes along Memorial Dr.
- The NBL turning movement will experience LOS F during the PM peak hour due to the heavy turning movements.
- The intersection as a whole is expected to operate at LOS D and F during the AM and PM peak hours respectively.

Bill Kennedy Way at Driveway 2

- This proposed intersection will operate at LOS C or better during both peak hours.

Bill Kennedy Way at WB I-20 On-Ramp/Driveway 1

- All approaches operate at a LOS of D or better during both peak hours.
- The intersection is expected to operate at an overall LOS A during the AM peak hour and B during the PM peak hour.

Bill Kennedy Way at EB I-20 Off-Ramp

- The intersection as a whole as well as all turning movements are expected to operate at LOS B during both peak hours.

Bill Kennedy Way at Glenwood Ave

- EB and WB approaches will operate at LOS E and F during the AM peak hour due to heavy turning volumes.
- In general, the intersection is expected to operate at LOS D and LOS C during the AM and PM peak hours respectively.

Table 24 Build Conditions Segment Analysis [One Way Scenario]

Arterial	Cross Street	AM Peak Hour		PM Peak Hour	
		Arterial LOS	Total LOS	Arterial LOS	Total LOS
NB Bill Kennedy Way	WB I-20 On Ramp	D	F	C	E
	EB I-20 Off Ramp	D		C	
	Memorial Dr	F		F	
SB Bill Kennedy Way	WB I-20 On Ramp	C	D	D	E
	EB I-20 Off Ramp	E		E	
	Glenwood Ave	D		E	
EB Memorial Dr	Boulevard SE	D	D	F	F
	Chester Ave	B		C	
	Bill Kennedy Way	F		C	
	Drivrway 3	C		C	
	Flat Shoals Ave	B		B	
	Moreland Ave	F		F	
WB Memorial Dr	Moreland Ave	F	E	F	E
	Flat Shoals Ave	F		E	
	Holtzclaw St	B		B	
	Bill Kennedy Way	E		F	
	Chester Ave	E		F	
	Boulevard SE	E		E	

NB Bill Kennedy Way

- This direction will operate at deteriorate to a LOS F during the AM peak hour, but will still operate at LOS E during the PM peak hour due to the delays caused by the intersection of Memorial Dr at Bill Kennedy Way.

SB Bill Kennedy Way

- This direction will operate at LOS D and E during the AM and PM peak hours respectively.

EB Memorial Dr

- EB and WB delays at the intersection of Memorial Dr at Moreland Ave will cause the adjacent segment to operate at LOS F.
- This direction will continue to operate at LOS D during the AM peak hour but will deteriorate to LOS F during the PM peak hour.

WB Memorial Dr

- Heavy delays during both peak hours will cause this direction of Memorial Dr to operate at LOS E.

9.3.3. Future Year Total (Build) Required Improvements

Turn lane warrants for the One Way Scenario were performed at the site driveways per GDOT's Regulations for Driveway and Encroachment Control Chapter 4, Tables 4-6 and 4-7. A turn lane warrant summary is presented in Table 25.

Table 25 Turn Lane Warrants [One Way Scenario]

Intersection	Roadway	Movement	Required Turns (24 hr)	Expected Turns (24 hr)	Turn Lane Warranted?
Bill Kennedy Way @ Driveway 2	Bill Kennedy Way	NBR	100	1373	Yes
		SBL	200	485	Yes
Memorial Dr @ Driveway 3/Holtzclaw St	Memorial Dr	EBR	200	932	Yes
		WBL	300	1371	Yes
Memorial Dr @ Gibson St	Gibson St	NBL	200	103	No
		NBR	100	558	Yes
	Memorial Dr	EBR	200	348	Yes
		WBL	300	245	No

In addition to the turn lanes, other improvements necessary include minor timing adjustments at intersections 1 and 3. A protected/permissive left turn phase was included for the EB approach at Memorial Dr and Moreland Ave in order to reduce delays and improve LOS.

Lane geometry for this scenario is presented in Figure 27. Intersection and segment capacity analysis for improved No Build One Way Scenario conditions are presented in Table 20 and Table 21.

Figure 27: Future (Build) with Improvements Lane Geometry [One Way Scenario]

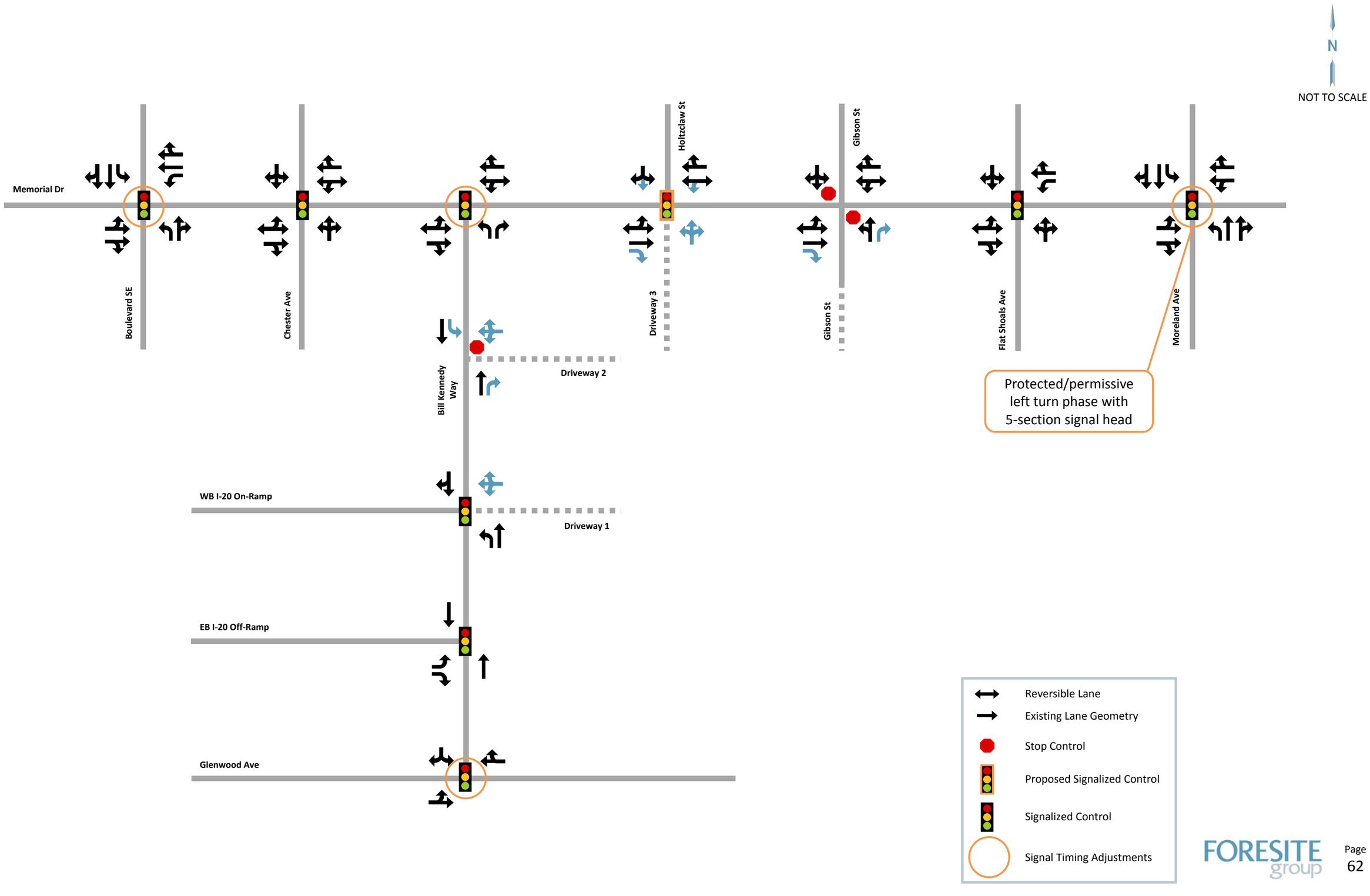


Table 26 Build Conditions with Improvements Intersection Capacity Analysis [One Way Scenario]

#	Intersection	Control	Lane Group Movement	AM Peak Hour			PM Peak Hour		
				Delay (s/veh)	LOS	95th% Queue (ft)	Delay (s/veh)	LOS	95th% Queue (ft)
1	Memorial Dr @ Boulevard SE	Signal Control	EBL/T	51.0	D	326	76.6	E	357
			EBT/R	51.0	D	305	76.6	E	372
			WBL	44.5	D	93	68.5	E	166
			WBT	54.5	D	2226	31.2	C	240
			WBT/R	54.5	D	2225	31.4	C	262
			NBL	22.6	C	286	25.9	C	92
			NBT/R	66.4	E	742	41.8	D	397
			SBL	39.5	D	84	49.8	D	233
			SBT	34.3	C	158	35.8	D	351
			SBT/R	34.5	C	130	35.8	D	324
2	Memorial Dr @ Chester Ave	Signal Control	EBL/T/R	5.9	A	188	9.1	A	145
			WBL/T/R	1.7	A	215	0.4	A	258
			NBL/T/R	24.7	C	64	22.0	C	68
			SBL/T/R	25.9	C	67	24.1	C	100
3	Memorial Dr @ Bill Kennedy Way	Signal Control	EBT/R	0.8	A	220	0.7	A	215
			WBTL/T	1.8	A	351	5.6	A	385
			NBL	74.8	E	470	75.4	E	336
			NBR	45.7	D	237	75.8	E	216
4	Memorial Dr @ Holtzclaw St	Signal Control	EBL/T	0.4	A	97	0.5	A	67
			EBR	0.1	A	52	0.1	A	34
			WBL/T/R	4.2	A	149	5.2	A	276
			NBL/T/R	33.6	C	94	32.3	C	176
			SBL/T/R	30.1	C	45	30.2	C	76
5	Memorial Dr @ Gibson St	Side Street Stop Control	NBL/T	30.9	D	27	54.0	F	150
			NBR	11.2	B	29	12.3	B	120
			EBL/T/R	11.1	B	87	8.7	A	182
			WBL/T/R	8.0	A	8	9.2	A	509
			SBL/T/R	22.2	C	44	13.9	B	152
6	Memorial Dr @ Flat Shoals Ave	Signal Control	EBL/T/R	9.1	A	172	9.1	A	1509
			WBL	17.5	B	307	0.8	A	31
			WBT/R	17.8	B	331	0.8	A	233
			NBL/T/R	23.8	C	18	24.4	C	48
			SBL/T/R	24.3	C	37	25.2	C	443
7	Memorial Dr @ Moreland Ave	Signal Control	EBL/T	75.3	E	185	67.4	E	303
			EBT/R	75.3	E	182	67.4	E	317
			WBL/T	78.8	E	449	79.4	E	335
			WBT/R	78.8	E	406	79.4	E	379
			NBL	21.9	C	1014	55.3	E	229
			NBT	53.6	D	993	23.1	C	479
			NBT/R	55.0	D	1022	23.2	C	451
			SBL	45.2	D	48	18.0	B	936
			SBT	22.7	C	266	36.6	D	764
			SBT/R	22.8	C	242	37.1	D	755
8	Bill Kennedy Way @ Driveway 2	Side Street Stop Control	NBT	0.0	A	193	0.0	A	0
			NBR	0.0	A	49	0.0	A	7
			WBL/R	14.0	B	18	21.9	C	27
			SBL/T	8.7	A	27	8.0	A	45
9	Bill Kennedy Way @ WB I-20 On-Ramp/Driveway 1	Signal Control	WBL/T/R	38.5	D	119	39.7	D	130
			NBL	3.4	A	85	7.5	A	134
			NBT	3.6	A	191	2.7	A	130
			SBT/R	6.2	A	120	10.3	B	226
10	Bill Kennedy Way @ EB I-20 Off-Ramp	Signal Control	EBL	13.6	B	110	12.9	B	110
			EBR	14.6	B	92	18.5	B	168
			NBT	19.3	B	296	14.1	B	232
			SBT	10.7	B	98	12.6	B	210
12	Bill Kennedy Way @ Glenwood Ave	Signal Control	EBL/T	51.5	D	152	11.2	B	169
			WBT/R	42.7	D	416	20.6	C	146
			SBL/R	29.1	C	204	48.4	D	348

Memorial Dr at Boulevard SE

- Minor signal timing adjustments were made at this intersection to improve LOS.
- The EB approach and WBL turning movements will continue to operate at LOS E during the PM peak hours due to the lack of turn lanes and heavy through volumes in the EB approach.
- Delays were reduced by more than 100 seconds for the EB approach during the PM peak hour.
- The NBT/R movement will operate at a LOS E during the AM peak hour with delays reduced by more than 12 seconds.
- EB approach queues during the PM peak hour were drastically reduced.
- Overall, the intersection will continue to operate at LOS D during both peak hours

Memorial Dr at Chester Ave

- All turning movements will maintain a LOS of C or better during both peak hours with an overall intersection LOS A during both peak hours.

Memorial Dr at Bill Kennedy Way

- The northbound approach will maintain the same LOS as in existing conditions with lower delays in the NBR turning movement.

Memorial Dr at Holtzclaw St/Driveway 3

- An EB right turn lane was warranted on Memorial Dr.
- A traffic signal is expected to be warranted at this intersection with future traffic volumes.
- All tuning movements are expected to operate at LOS C or better with an overall intersection LOS A during both peak hours.

Memorial Dr at Gibson St

- An EB right turn lane was warranted on Memorial Dr.
- A separate NB right turn lane was warranted at Gibson St.
- This intersection will operate at LOS F for the NBL/T during the PM peak hour because of the heavy volumes on EB Memorial Dr which will not allow sufficient gaps for vehicles to cross over.
- With the signalized intersection at Holtzclaw St/Driveway 3, more drivers are expected to utilize that driveway instead of waiting for an acceptable gap at the stop controlled intersection at Gibson St to turn left.

Memorial Dr at Flat Shoals Ave

- All turning movements at this intersection will maintain the same LOS as in existing conditions.

Memorial Dr at Moreland Ave

- A protected permissive left turn phase was added to the EB left turning movements in

order to reduce delays and improve LOS.

- The EBL/T delays reduced from 655 seconds to 67 seconds during the PM peak hour.
- The intersection as a whole is expected to operate at LOS D during the AM peak hour and LOS C during the PM peak hour.

Bill Kennedy Way at Driveway 2

- Both right and left turn lanes were warranted at Bill Kennedy Way into Driveway 2.
- Turning movements at this intersection will operate at a LOS of C or better during both peak hours.

Bill Kennedy Way at WB I-20 On-Ramp/Driveway 1

- All approaches will operate at a LOS of D or better during both peak hours.
- The intersection as a whole is expected to operate at LOS A and LOS B during the AM and PM peak hours respectively.

Bill Kennedy Way at EB I-20 Off-Ramp

- All turning movements will maintain a LOS B during both peak hours.

Bill Kennedy Way at Glenwood Ave

- Slight timing adjustments will reduce delays and improve the WB and EB approaches from LOS E and F to LOS D during the AM peak hour.

Table 27 Build Conditions with Improvements Segment Analysis [One Way Scenario]

Arterial	Cross Street	AM Peak Hour		PM Peak Hour	
		Arterial LOS	Total LOS	Arterial LOS	Total LOS
NB Bill Kennedy Way	WB I-20 On Ramp	D	E	C	E
	EB I-20 Off Ramp	D		C	
	Memorial Dr	F		F	
SB Bill Kennedy Way	WB I-20 On Ramp	C	D	D	E
	EB I-20 Off Ramp	E		E	
	Glenwood Ave	D		E	
EB Memorial Dr	Boulevard SE	D	D	D	D
	Chester Ave	B		B	
	Bill Kennedy Way	F		C	
	Drivrway 3	C		C	
	Flat Shoals Ave	B		B	
	Moreland Ave	F		F	
WB Memorial Dr	Moreland Ave	F	E	F	E
	Flat Shoals Ave	E		E	
	Holtzclaw St	B		B	
	Bill Kennedy Way	E		F	
	Chester Ave	E		F	
	Boulevard SE	E		D	

NB Bill Kennedy Way

- Delays at the intersection of Memorial Dr and Bill Kennedy Way will cause the adjacent

segment to operate at LOS F.
- This direction will continue to operate at a LOS E during both peak hours.

SB Bill Kennedy Way
- These segments will operate at a LOS D and E during the AM and PM peak hours respectively.

EB Memorial Dr
- EB and WB delays will cause the segment between Moreland Ave and Flat Shoals Ave to operate at LOS F during both peak hours.
- This roadway direction will continue to operate at LOS D during the AM peak hour but will improve from LOS F to D during the PM peak hour.

WB Memorial Dr
- This direction of Memorial Dr will operate at LOS E during both peak hours due to heavy delays along the corridor.

9.4. Future Year Total (Build) Traffic [Two Way Scenario]

9.4.1. Description of Scenario

This scenario models full accesses at Driveways 1, 2, 3 and Gibson. Future traffic volumes for this scenario will include background traffic and project trips expected at the site. As stated in Section 9.3.1, signal warrants were met at the intersection of Memorial Dr and Holtzclaw St/Driveway 3, and was therefore included in this scenario as well. Lane geometry is shown in Figure 28.

9.4.2. Intersection and Segment Capacity Analysis

Intersection and segment capacity analysis for this scenario without improvements are presented in Table 28 and Table 29 respectively.

Figure 28: Future (Build) Lane Geometry [Two Way Scenario]

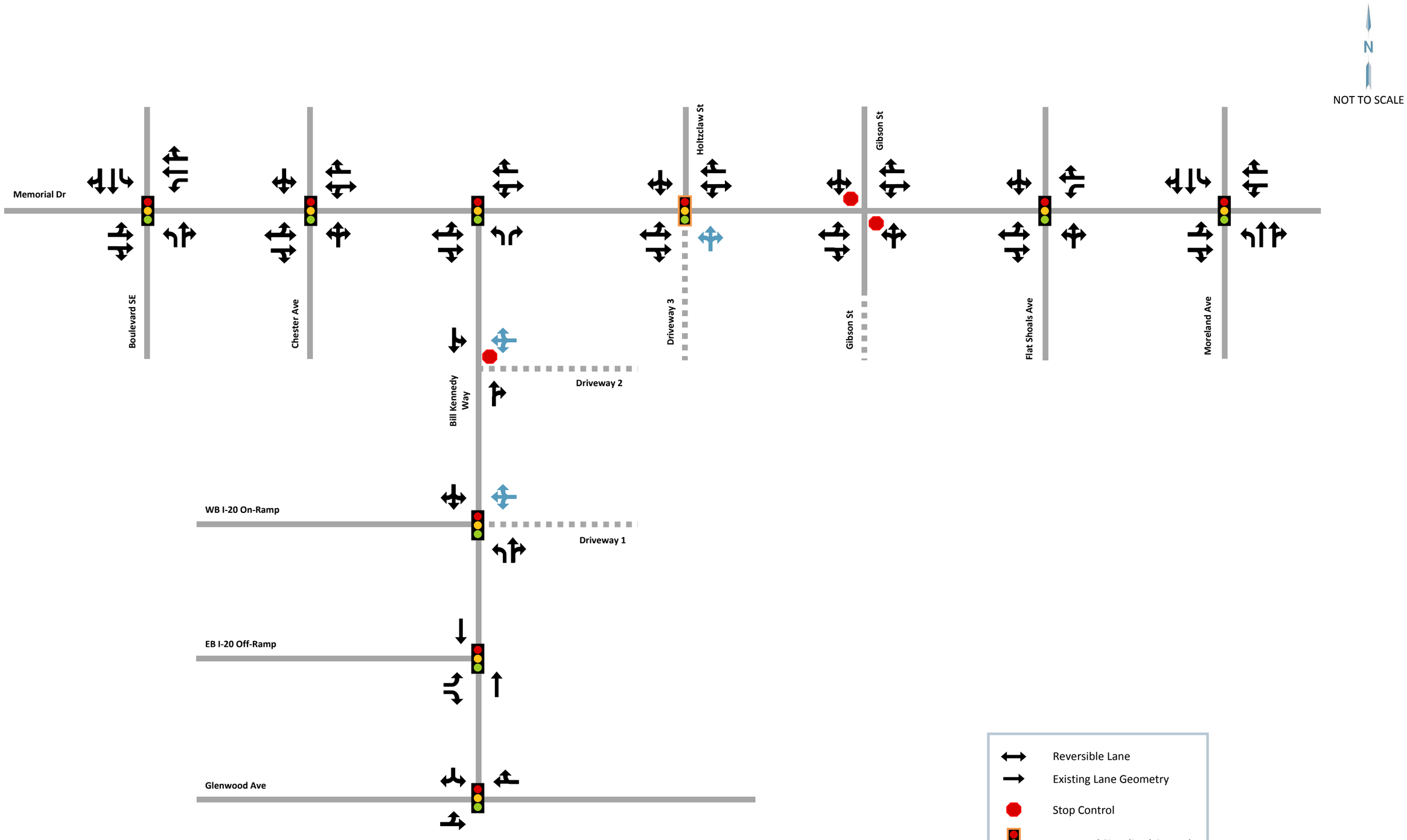


Table 28 Build Conditions Intersection Capacity Analysis [Two Way Scenario]

#	Intersection	Control	Lane Group Movement	AM Peak Hour			PM Peak Hour		
				Delay (s/veh)	LOS	95th% Queue (ft)	Delay (s/veh)	LOS	95th% Queue (ft)
1	Memorial Dr @ Boulevard SE	Signal Control	EBL/T	47.4	D	356	188.3	F	2319
			EBT/R	47.4	D	307	188.3	F	2291
			WBL	44.1	D	75	61.4	E	182
			WBT	49.1	D	2246	39.2	D	321
			WBT/R	49.5	D	2222	39.5	D	322
			NBL	24.8	C	513	21.4	C	77
			NBT/R	80.4	F	1011	36.1	D	346
			SBL	40.9	D	76	24.4	C	245
			SBT	37.1	D	163	27.5	C	306
			SBT/R	37.4	D	103	27.4	C	269
2	Memorial Dr @ Chester Ave	Signal Control	EBL/T/R	5.9	A	290	9.5	A	125
			WBL/T/R	1.7	A	244	0.4	A	266
			NBL/T/R	24.8	C	57	22.0	C	58
			SBL/T/R	25.8	C	85	24.1	C	143
3	Memorial Dr @ Bill Kennedy Way	Signal Control	EBT/R	0.8	A	243	0.7	A	161
			WBTL/T	1.7	A	354	5.7	A	459
			NBL	74.8	E	479	83.3	F	257
			NBR	45.7	D	242	84.2	F	179
4	Memorial Dr @ Holtzclaw St/Driveway 3	Signal Control	EBL/T/R	0.5	A	158	0.5	A	70
			WBL/T/R	4.2	A	182	5.0	A	347
			NBL/T/R	33.6	C	122	32.8	C	231
			SBL/T/R	30.1	C	54	30.5	C	72
5	Memorial Dr @ Gibson St	Side Street Stop Control	NBL/T/R	20.3	C	50	24.3	C	98
			EBL/T/R	11.1	B	81	8.7	A	188
			WBL/T/R	8.1	A	38	9.3	A	344
			SBL/T/R	23.5	C	41	13.9	B	68
6	Memorial Dr @ Flat Shoals Ave	Signal Control	EBL/T/R	9.1	A	193	9.1	A	1548
			WBL	17.0	B	323	5.4	A	19
			WBT/R	17.1	B	307	4.2	A	212
			NBL/T/R	23.8	C	28	24.4	C	34
			SBL/T/R	24.3	C	40	25.2	C	97
7	Memorial Dr @ Moreland Ave	Signal Control	EBL/T	212.0	F	296	650.1	F	293
			EBT/R	76.2	E	283	99.1	F	299
			WBL/T	84.7	F	473	77.0	E	359
			WBT/R	84.7	F	429	77.0	E	344
			NBL	19.2	B	646	83.5	F	231
			NBT	48.5	D	853	23.8	C	480
			NBT/R	49.7	D	837	23.9	C	445
			SBL	43.4	D	31	18.6	B	69
			SBT	22.2	C	237	38.0	D	710
			SBT/R	22.2	C	196	38.5	D	642
8	Bill Kennedy Way @ Driveway 2	Side Street Stop Control	NBT/R	0.0	A	311	0.0	A	0
			WBL/R	14.2	B	26	21.4	C	37
			SBL/T	8.8	A	25	8.0	A	41
9	Bill Kennedy Way @ WB I-20 On-Ramp/Driveway 1	Side Street Stop Control	WBL/T/R	38.5	D	131	44.4	D	125
			NBL	3.0	A	83	4.7	A	163
			NBT/R	3.6	A	264	2.7	A	99
			SBL/T/R	6.1	A	144	4.2	A	132
10	Bill Kennedy Way @ EB I-20 Off-Ramp	Signal Control	EBL	13.6	B	111	12.9	B	121
			EBR	14.6	B	82	18.5	B	157
			NBT	19.3	B	275	14.1	B	182
			SBT	10.7	B	101	12.6	B	206
12	Bill Kennedy Way @ Glenwood Ave	Signal Control	EBL/T	100.0	F	251	11.1	B	162
			WBT/R	62.1	E	1288	20.5	C	138
			SBL/R	25.3	C	200	48.6	D	513

Memorial Dr at Boulevard SE

- The EB approach and WBL turning movements will experience LOS F and E during the PM peak hours respectively due to the lack of turn lanes and heavy through volumes in the EB approach.
- The NBT/R movement will operate at LOS F during the AM peak hour.
- Long queues are expected in the WB and NB approaches during the AM peak hour.
- The EB approach will have long queues during the PM peak hour.
- Overall, the intersection will operate at LOS D during both peak hours.

Memorial Dr at Chester Ave

- All approaches are expected to operate at LOS C or better during both peak hours.
- Overall, the intersection will have a LOS A.

Memorial Dr at Bill Kennedy Way

- The northbound approach will experience higher delays with LOS E during the AM peak hour and LOS F during the PM peak hour due to the heavy volumes at Memorial Dr.
- However, the intersection as a whole will operate at LOS B during both peak hours.

Memorial Dr at Holtzclaw St/Driveway 3

- This intersection is expected to warrant a traffic signal with future traffic volumes.
- All approaches will operate at a level of service C or better during both peak hours.
- The intersection will operate at LOS A during both peak hours.

Memorial Dr at Gibson St

- All approaches will operate at a LOS of C or better during both peak hours.

Memorial Dr at Flat Shoals Ave

- This intersection will operate at a LOS of C or better during both peak hours with an overall intersection LOS of B and A during AM and PM peak hours respectively.

Memorial Dr at Moreland Ave

- EB and WB movements experience significant delays and unacceptable LOS during both peak hours due to the high volumes and lack of turn lanes along Memorial Dr.
- The NBL turning movement will also experience LOS F during the PM peak hour.
- The intersection as a whole is expected to operate at LOS D and F during AM and PM peak hours respectively.

Bill Kennedy Way at Driveway 2

- This intersection will operate at LOS C or better during both peak hours.

Bill Kennedy Way at WB I-20 On-Ramp/Driveway 1

- All approaches operate at a LOS of D or better during both peak hours.

Bill Kennedy Way at EB I-20 Off-Ramp

- All approaches as well as the intersection as a whole is expected to operate at LOS B.

Bill Kennedy Way at Glenwood Ave

- EB and WB approaches will operate at LOS F and E respectively during the AM peak hour due to heavy turning volumes.
- Altogether, the intersection will operate at LOS D and C during the AM and PM peak hours respectively.

Table 29 Build Conditions Segment Analysis [Two Way Scenario]

Arterial	Cross Street	AM Peak Hour		PM Peak Hour	
		Arterial LOS	Total LOS	Arterial LOS	Total LOS
NB Bill Kennedy Way	WB I-20 On Ramp	D	E	C	E
	EB I-20 Off Ramp	D		C	
	Memorial Dr	F		F	
SB Bill Kennedy Way	WB I-20 On Ramp	C	D	B	E
	EB I-20 Off Ramp	E		E	
	Glenwood Ave	D		E	
EB Memorial Dr	Boulevard SE	D	E	F	F
	Chester Ave	B		C	
	Bill Kennedy Way	F		C	
	Drivrway 3	D		C	
	Flat Shoals Ave	B		B	
	Moreland Ave	F		F	
WB Memorial Dr	Moreland Ave	F	E	F	E
	Flat Shoals Ave	F		E	
	Holtzclaw St	B		B	
	Bill Kennedy Way	E		F	
	Chester Ave	E		F	
	Boulevard SE	E		E	

NB Bill Kennedy Way

- This direction will operate at a LOS E during both peak hours due to the heavy delays expected at the Memorial Dr at Bill Kennedy Way intersection.

SB Bill Kennedy Way

- This direction will operate at a LOS D during the AM peak hour and LOS E during the PM peak hour.

EB Memorial Dr

- Heavy delays in EB Memorial Dr will cause the segment between Flat Shoals Ave and Moreland Ave to operate at LOS F during both AM and PM peak hours.
- This direction will operate at a LOS E during the AM peak hour and LOS F during the PM peak hour.

WB Memorial Dr

- WB delays at the intersection of Moreland Ave will cause the adjacent section to operate at LOS F during both peak hours.
- Heavy delays during both peak hours will cause this roadway to operate at LOS E.

9.4.3. Future Year Total (Build) Required Improvements

Turn lane warrants were performed at the site driveways per GDOT's Regulations for Driveway and Encroachment Control Chapter 4, Tables 4-6 and 4-7. A turn lane warrant summary is presented in Table 30.

Table 30 Turn Lane Warrants [Two Way Scenario]

Intersection	Roadway	Movement	Required Turns (24 hr)	Expected Turns (24 hr)	Turn Lane Warranted?
Bill Kennedy Way @ Two-Way Driveway 1	Bill Kennedy Way	NBR	100	673	Yes
		SBL	200	257	Yes
Bill Kennedy Way @ Driveway 2	Bill Kennedy Way	NBR	100	700	Yes
		SBL	200	228	Yes
Memorial Dr @ Driveway 3/Holtzclaw St	Memorial Dr	EBR	200	932	Yes
		WBL	300	1371	Yes
Memorial Dr @ Gibson St	Gibson St	NBL	200	103	No
		NBR	100	558	Yes
	Memorial Dr	EBR	200	348	Yes
		WBL	300	245	No

Due to the reversible lane along Memorial Dr, a left turn lane into Driveway 3 was not included. A NB right turn lane into Driveway 1 is not feasible due to the close proximity to the Bill Kennedy Way bridge over I-20. Signal timings at intersections 1 and 3 were modified to maintain existing conditions levels of service. A protected/permissive left turn phase was included for the EB approach at Memorial Dr and Moreland Ave in order to reduce delays and improve LOS.

Lane geometry for this scenario is shown graphically in Figure 29. Intersection and segment capacity analysis for improved No Build Two Way Scenario conditions are presented in Table 31 and Table 32 respectively.

Figure 29: Future (Build) with Improvements Lane Geometry [Two Way Scenario]

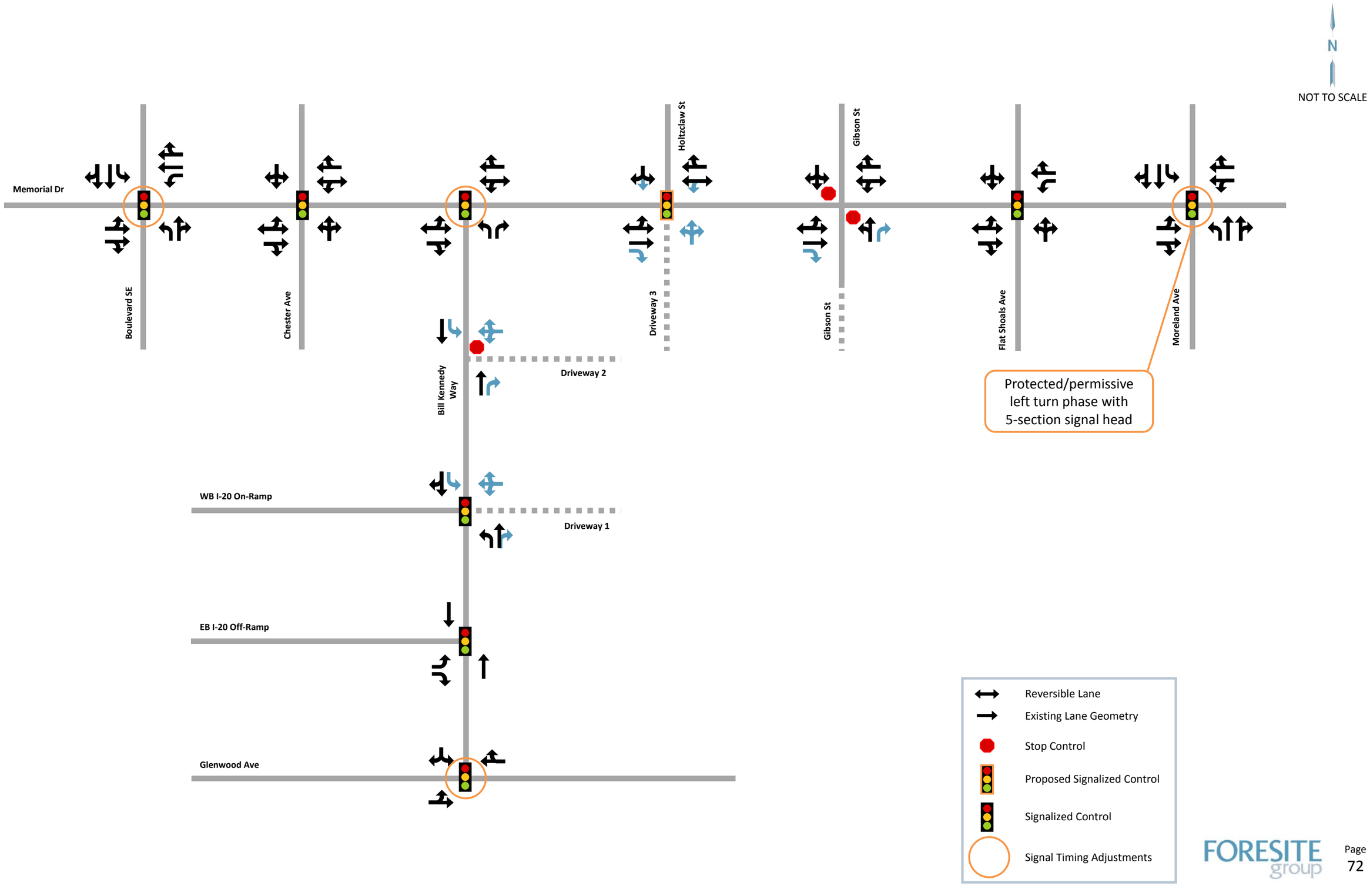


Table 31 Build Conditions with Improvements Intersection Capacity Analysis [Two Way Scenario]

#	Intersection	Control	Lane Group Movement	AM Peak Hour			PM Peak Hour		
				Delay (s/veh)	LOS	95th% Queue (ft)	Delay (s/veh)	LOS	95th% Queue (ft)
1	Memorial Dr @ Boulevard SE	Signal Control	EBL/T	51.0	D	389	76.7	E	607
			EBT/R	51.0	D	348	76.7	E	618
			WBL	44.5	D	86	69.8	E	165
			WBT	54.5	D	2170	31.2	C	244
			WBT/R	55.0	D	2145	31.4	C	243
			NBL	22.6	C	688	25.9	C	95
			NBT/R	66.8	E	1178	41.8	D	464
			SBL	39.6	D	70	50.2	D	263
			SBT	34.3	C	136	35.8	C	408
			SBT/R	34.5	C	129	35.7	C	340
2	Memorial Dr @ Chester Ave	Signal Control	EBL/T/R	5.9	A	302	9.5	A	202
			WBL/T/R	1.7	A	213	0.4	A	245
			NBL/T/R	24.8	C	55	22.0	C	83
			SBL/T/R	25.8	C	92	24.1	C	112
3	Memorial Dr @ Bill Kennedy Way	Signal Control	EBT/R	0.8	A	231	0.7	A	241
			WBTL/T	1.8	A	295	5.7	A	390
			NBL	74.8	E	478	75.4	E	202
			NBR	45.7	D	266	75.8	E	123
4	Memorial Dr @ Holtzclaw St/Driveway 3	Signal Control	EBL/T	0.4	A	131	0.5	A	86
			EBR	0.1	A	17	0.1	A	28
			WBL/T/R	4.2	A	196	5.2	A	295
			NBL/T/R	33.6	C	113	32.3	C	321
			SBL/T/R	30.1	C	48	30.2	C	128
5	Memorial Dr @ Gibson St	Side Street Stop Control	NBL/T	30.9	D	34	52.5	F	48
			NBR	11.2	B	31	12.3	B	41
			EBL/T	11.1	B	166	8.7	A	46
			EBR	0.0	A	45	0.0	A	0
			WBL/T/R	8.0	A	22	9.2	A	566
			SBL/T/R	22.2	C	38	13.9	B	285
6	Memorial Dr @ Flat Shoals Ave	Signal Control	EBL/T/R	9.1	A	232	9.1	A	889
			WBL	17.5	B	298	0.8	A	21
			WBT/R	17.8	B	304	0.8	A	351
			NBL/T/R	23.8	C	26	24.4	C	41
			SBL/T/R	24.3	C	35	25.2	C	136
7	Memorial Dr @ Moreland Ave	Signal Control	EBL/T	75.2	E	228	67.2	E	314
			EBT/R	75.2	E	234	67.2	E	307
			WBL/T	78.8	E	400	79.5	E	468
			WBT/R	78.8	E	267	79.5	E	417
			NBL	22.0	C	1258	56.1	D	501
			NBT	53.6	D	1156	23.1	C	497
			NBT/R	55.0	D	1153	23.2	C	465
			SBL	45.2	D	45	18.0	B	1062
			SBT	22.7	C	265	36.8	D	820
			SBT/R	22.8	C	218	37.3	D	846
8	Bill Kennedy Way @ Driveway 2	Side Street Stop Control	NBT	0.0	A	142	0.0	A	0
			NBR	0.0	A	49	0.0	A	0
			WBL/R	13.9	B	7	20.6	C	22
			SBL	0.0	A	10	7.9	A	30
			SBT	8.6	A	0	0.0	A	0
9	Bill Kennedy Way @ WB I-20 On-Ramp/Driveway 1	Signal Control	WBL/T/R	38.4	D	179	39.6	D	129
			NBL	3.5	A	86	7.5	A	117
			NBT/R	3.6	A	224	2.8	A	83
			SBL	5.0	A	21	5.0	A	44
			SBT/R	6.2	A	76	10.3	B	228
10	Bill Kennedy Way @ EB I-20 Off-Ramp	Signal Control	EBL	13.6	B	104	12.9	B	110
			EBR	14.6	B	95	18.5	B	177
			NBT	19.3	B	263	14.1	B	195
			SBT	10.7	B	124	12.6	B	211
12	Bill Kennedy Way @ Glenwood Ave	Signal Control	EBL/T	54.1	D	173	11.1	B	162
			WBT/R	42.7	D	393	20.6	C	153
			SBL/R	29.2	C	210	48.6	D	451

Memorial Dr at Boulevard SE

- Signal timings were adjusted at this intersection to improve LOS and reduce delays.
- The EB approach and WBL turning movements will continue to improve from LOS F to LOS E during the PM peak hours.
- Delays were reduced by more than 110 seconds for the EB approach.
- The NBT/R movement will operate at a LOS E during the AM peak hour with delays reduced by more than 12 seconds.
- EB queues during the PM peak hour will reduce significantly.
- Overall, the intersection will maintain a LOS D during both peak hours.

Memorial Dr at Chester Ave

- All turning movements will maintain a LOS of C or better during both peak hours.
- The intersection as a whole is expected to operate at a LOS A.

Memorial Dr at Bill Kennedy Way

- Timing adjustments were made at this intersection to improve failing LOS to the minimum standards established.
- The northbound approach will maintain the same LOS as in existing conditions with lower delays in the NBR turning movement.
- Overall, the intersection is expected to operate at LOS B during both peak hours.

Memorial Dr at Holtzclaw St/Driveway 3

- With future traffic volumes, a signal warrant is expected to be met at this intersection.
- An EB right turn lane was warranted on Memorial Dr.
- This intersection will operate at LOS A during both peak hours.

Memorial Dr at Gibson St

- An EB right turn lane was warranted on Memorial Dr.
- A separate NB right turn lane was warranted at Gibson St.
- This intersection will operate at LOS F during the PM peak hour because of the heavy volumes on EB Memorial Dr which will not allow sufficient gaps for vehicles to cross over.
- With the signalized intersection at Holtzclaw St/Driveway 3, more drivers are expected to utilize that driveway instead of waiting for an acceptable gap at the stop controlled intersection at Gibson St, which will in turn improve LOS at this intersection.

Memorial Dr at Flat Shoals Ave

- This intersection will maintain the same LOS as in existing conditions.

Memorial Dr at Moreland Ave

- A protected permissive left turn phase was added to the EB left turning movements in order to reduce delays and improve LOS in addition to signal timing adjustments.
- The EBL/T delays reduced from 650 seconds to 67 seconds.

- EB approach queues were significantly reduced.
- Overall, the intersection is expected to operate at a LOS D during the AM peak hour and LOS C during the PM peak hour.

Bill Kennedy Way at Driveway 2

- Both right and left turn lanes were warranted on Bill Kennedy Way into Driveway 2.
- All approaches at this intersection will operate at a LOS of C or better during both peak hours.

Bill Kennedy Way at WB I-20 On-Ramp/Driveway 1

- A SB left turn lane was warranted at Bill Kennedy Way into Driveway 1.
- All approaches will operate at a LOS of D or better during both peak hours.
- The intersection as a whole is expected to operate at LOS A.

Bill Kennedy Way at EB I-20 Off-Ramp

- All approaches will maintain LOS B during both peak hours.

Bill Kennedy Way at Glenwood Ave

- Slight timing adjustments will reduce delays and improve the LOS from E to D during the AM peak hour.
- The intersection will operate at LOS D during the AM peak hour and C during the PM peak hour.

Table 32 Build Conditions with Improvements Segment Analysis [Two Way Scenario]

Arterial	Cross Street	AM Peak Hour		PM Peak Hour	
		Arterial LOS	Total LOS	Arterial LOS	Total LOS
NB Bill Kennedy Way	WB I-20 On Ramp	D	E	C	E
	EB I-20 Off Ramp	D		C	
	Memorial Dr	F		F	
SB Bill Kennedy Way	WB I-20 On Ramp	C	D	D	E
	EB I-20 Off Ramp	E		E	
	Glenwood Ave	D		E	
EB Memorial Dr	Boulevard SE	D	D	D	D
	Chester Ave	B		B	
	Bill Kennedy Way	F		C	
	Drivrway 3	C		C	
	Flat Shoals Ave	B		B	
	Moreland Ave	F		F	
WB Memorial Dr	Moreland Ave	F	E	F	E
	Flat Shoals Ave	E		E	
	Holtzclaw St	B		B	
	Bill Kennedy Way	E		F	
	Chester Ave	E		F	
	Boulevard SE	E		D	

NB Bill Kennedy Way

- Delays at the intersection of Bill Kennedy Way at Memorial Dr will cause the segment between I-20 WB On-Ramp and Memorial Dr to operate at LOS F.
- This direction will continue to operate at a LOS E during both peak hours.

SB Bill Kennedy Way

- These segments will operate at a LOS D and E during the AM and PM peak hours respectively.

EB Memorial Dr

- The EB delays at the intersection with Moreland Ave will cause the segment between Flat Shoals Ave and Moreland Ave to operate at LOS F.
- This roadway direction will improve from LOS E to D during the AM peak hour and from LOS F to D during the PM peak hour.

WB Memorial Dr

- This direction of Memorial Dr will continue to operate at LOS E.

10.Conclusions and Recommendations

905 Memorial Dr is a mixed-use development planned at the southeast corner of Memorial Dr at Bill Kennedy Way in Eastern Atlanta, GA. This development is bounded by Gibson St to the east and Interstate 20 to the south in Fulton County. Due to the size of this development, a DRI review was triggered since it exceeds 400,000 gross SF of area. This development is set to be constructed in one phase and completed by 2018. It will include various land uses which include: apartments, age-restricted apartments, condos, grocery store, theater, specialty retail shops, and office space.

A trip generation and distribution was developed taking into account that this development lies in a rapidly developing area that is expected to grow significantly within the next few years. Various developments are planned in the vicinity of the site, including the expansion of the Atlanta Beltline, which has recently become a center of attraction for its recreational purposes and connectivity between communities. The new Beltline trail will run along the western site frontage and is expected to generate significant non-motorized traffic to the site. Bus stops along Memorial Dr will also generate transit trips which will not affect the roadway network.

A traffic analysis was conducted for this development in order to determine the impact that it would have on the adjacent roadways and intersections. A study network based on GRTA's 7% rule was determined and studied. This network extends from Boulevard SE to Moreland Ave along Memorial Dr and from Memorial Dr to Glenwood Ave along Bill Kennedy Way. Intersections and segments within this study network, as well as site access points, were evaluated for mitigation measures in order to bring any unacceptable levels of service up to the minimum standards required. A list of land uses, accesses, and improvements required are

presented in Table 33.

Improvements required during all scenarios include the addition of a protected/permissive left turn phase to the EB approach at the intersection of Memorial Dr at Moreland Ave. This intersection currently has a permissive only phase which is causing major delays since there is no exclusive left turn lane. Left turning vehicles have to wait for the heavy opposing volumes to dissipate before finding an acceptable gap to make the turn. Hence, through vehicles will stack behind stopped left turning vehicles and cause delays to that approach.

Table 33 Summary of Land Uses, Accesses, and Improvements

Scenario Conditions	Land Uses	Accesses	Improvements Necessary
Existing	• General Light Industrial	• Full access driveway at Gibson St	• Signal timing adjustments at Memorial Dr at Boulevard SE • Signal timing adjustments at Memorial Dr at Bill Kennedy Way • Protected/permissive EB left turn phase and signal timing adjustments at Memorial Dr at Moreland Ave • Signal timing adjustments at Bill Kennedy Way at Glenwood Ave
No Build (Background)			• Signal timing adjustments at Memorial Dr at Boulevard SE • Signal timing adjustments at Memorial Dr at Bill Kennedy Way • Protected/permissive EB left turn phase and signal timing adjustments at Memorial Dr at Moreland Ave • Traffic signal warranted at Bill Kennedy Way and I-20 WB On-Ramp • Signal timing adjustments at Bill Kennedy Way at Glenwood Ave
Build (Future)	• Apartments • Apartments (Age Restricted) • Condos • Supermarket • Theater • Specialty Retail Shops • Office	• Exit only driveway at Driveway 1 (One Way Scenario) • Full access driveway at Driveway 1 (Two Way Scenario) • Full access driveway at Driveway 2 • Full access driveway at Driveway 3 • Full access driveway at Gibson St	• Signal timing adjustments at Memorial Dr at Boulevard SE • Signal timing adjustments at Memorial Dr at Bill Kennedy Way • Right turn lane on Memorial Dr at Driveway 3 • Traffic signal warranted at Memorial Dr at Holtzclaw St/Driveway 3 • Right turn lane on Memorial Dr at Gibson St • Right turn lane on Gibson St • Protected/permissive EB left turn phase and signal timing adjustments at Memorial Dr at Moreland Ave • Left and right turn lanes on Bill Kennedy Way at Driveway 2 • Left turn lane on Bill Kennedy Way at Driveway 1 (Two Way Scenario only) • Signal timing adjustments at Bill Kennedy Way at Glenwood Ave

11.Other Pertinent Information

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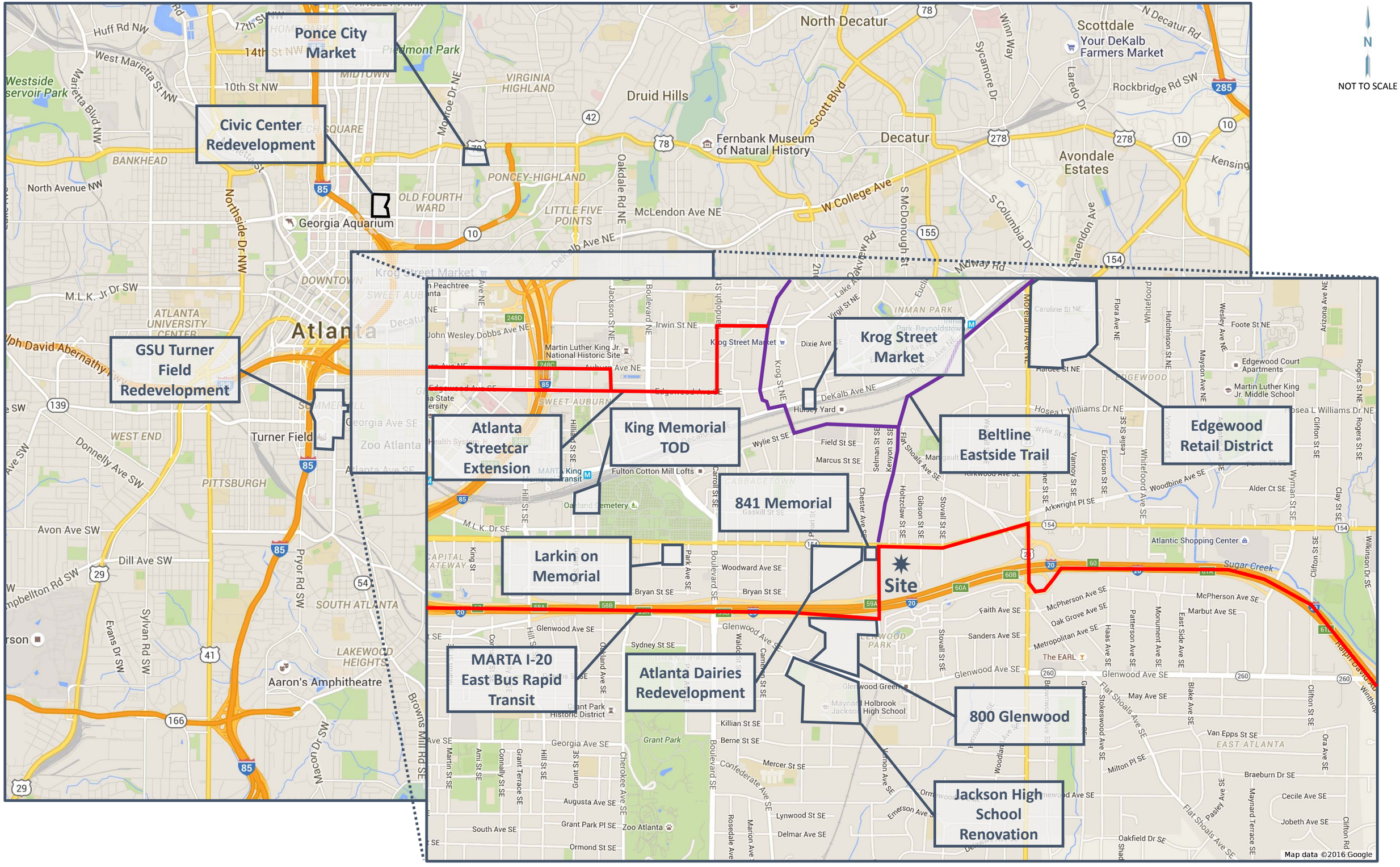
Appendix A Nearby Developments Map

Nearby Developments Map



Appendix B Pedestrian and Transit Facilities Map

905 Memorial Dr

MARTA Bus

All items

MARTA Rail

All items

Beltline

All items

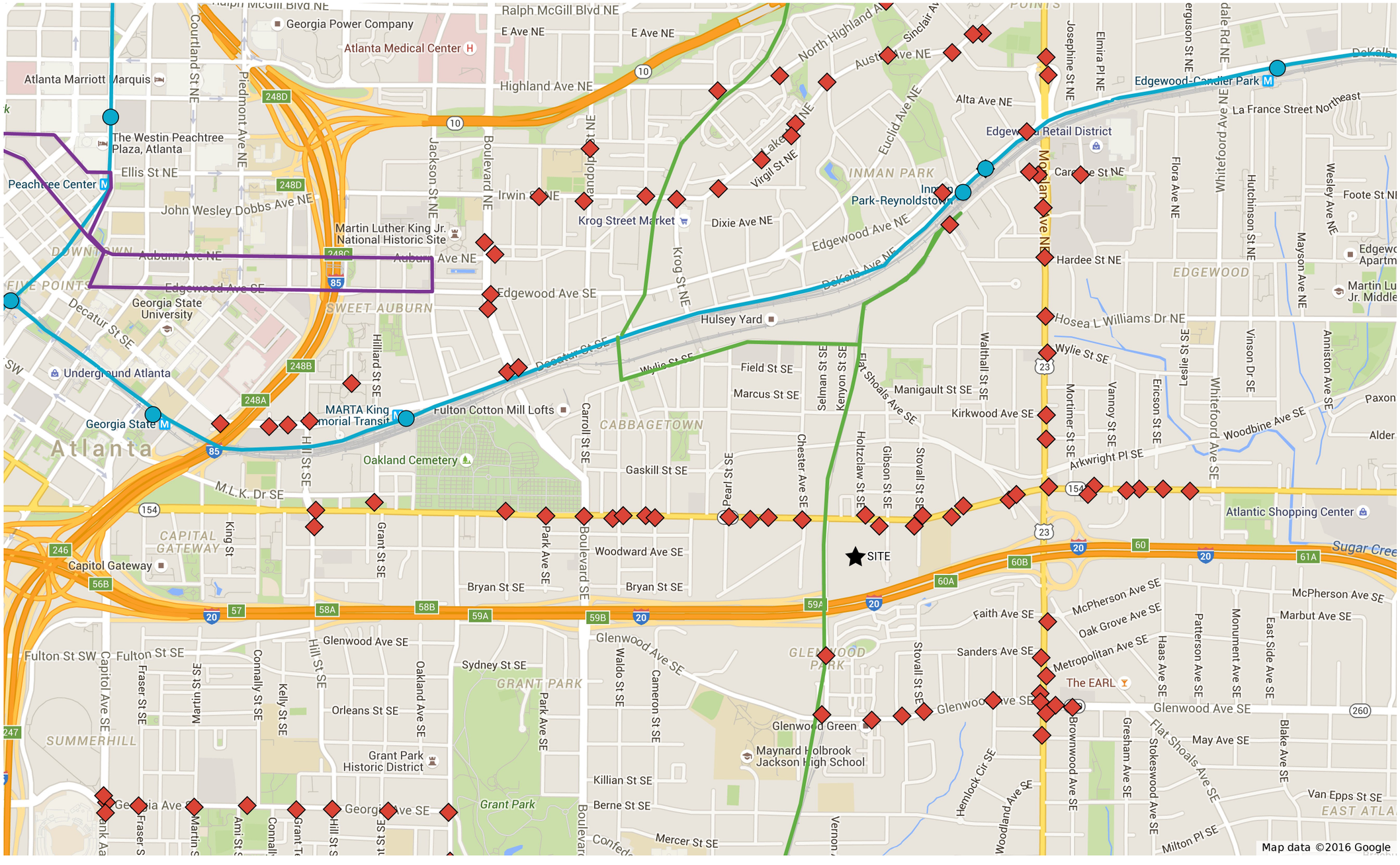
Atlanta Streetcar

All items

Site

SITE

Transit and Beltline



905 Memorial Dr

Sidewalks

All items

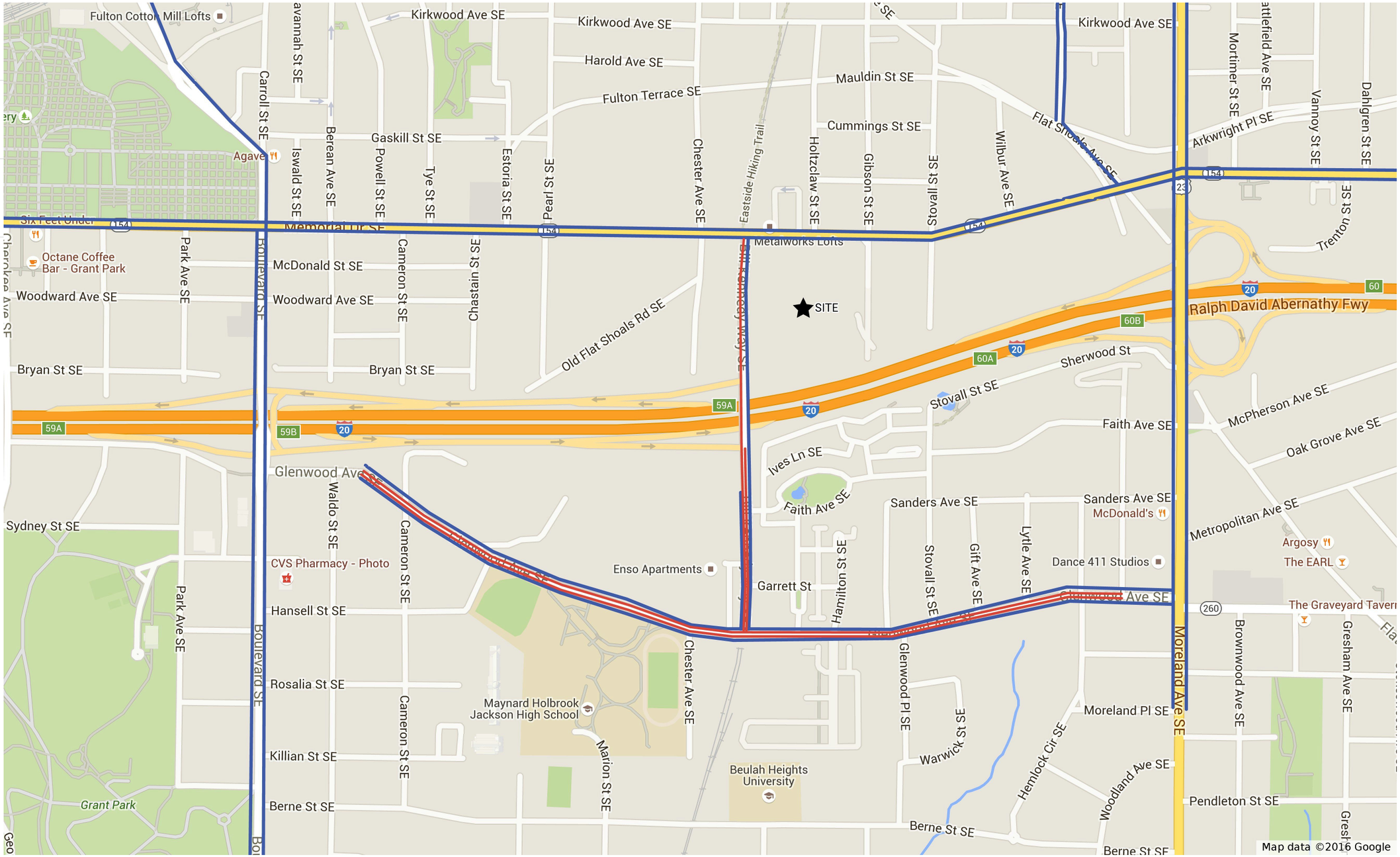
Bike Lanes

All items

Site

SITE

Sidewalks and Bike Lanes



Appendix C Presumptive Impact Table

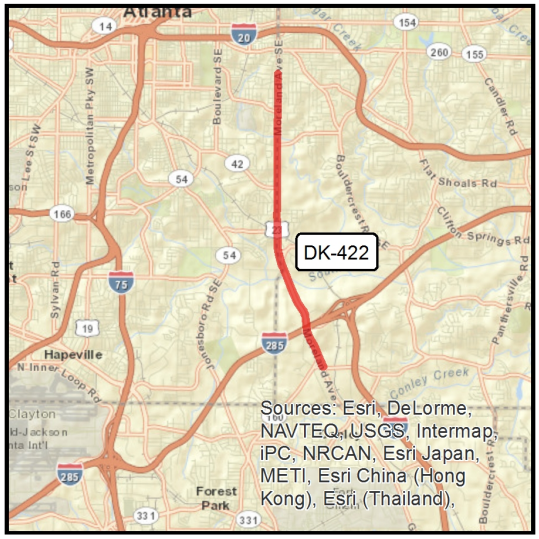
Roadway	Segment	Facility Type	Turn Lanes	Functional Classification	Signals Per Mile	Volume of Closest Count (vpd)	Facility LOS Standard	Facility Service Volume @ Standard (vpd)	Adjustments	Adjusted Service Volume @ Standard (vpd)	Project Traffic Distribution	Project Trips Assigned	% Service Volume Consumed	Presumptive Impact (>7%)?
I-20 Eastbound	Bill Kennedy Way SE to I-75/I-85	12 - F	N	Freeway	0.0	167,000	D	203,200	0%	203,200	7%	696	0%	No
Bill Kennedy Way SE	Memorial Dr SE to I-20 On-Ramp	2 - UD	Y	Major Collector	6.4	6,270	D	12,100	0%	12,100	12%	1,181	10%	Yes
	I-20 On-Ramp to I-20 Off-Ramp	2 - UD	Y	Major Collector	6.4	6,270	D	12,100	0%	12,100	12%	1,139	9%	Yes
	I-20 Off-Ramp to Glenwood Ave SE	2 - UD	N	Major Collector	6.4	6,300	D	12,100	-20%	9,680	5%	442	4%	No
Memorial Dr SE	I-75/I-20 to Hill St SE	4 - UD	Y	Minor Arterial	5.4	12,800	D	27,800	-5%	26,410	0%	38	0%	No
	Hill St SE to Grant St SE	4 - UD	Y	Minor Arterial	5.4	12,800	D	27,800	-5%	26,410	1%	145	1%	No
	Grant St SE to Cherokee Ave SE	4 - UD	Y	Minor Arterial	5.4	11,500	D	27,800	-5%	26,410	6%	594	2%	No
	Cherokee Ave SE to Park Ave SE	4 - UD	N	Minor Arterial	5.4	11,500	D	27,800	-25%	20,850	13%	1,246	4%	No
	Park Ave SE to Boulevard SE	4 - UD	N	Minor Arterial	5.4	11,500	D	27,800	-25%	20,850	13%	1,272	5%	No
	Boulevard SE to Pearl St SE	4 - UD	Y	Minor Arterial	5.4	11,500	D	27,800	-5%	26,410	35%	3,392	12%	Yes
	Pearl St SE to Chester Ave SE	3 - UD	N	Minor Arterial	5.4	9,440	D	27,800	-25%	20,850	37%	3,580	13%	Yes
	Chester Ave SE to Bill Kennedy Way SE	3 - UD	N	Minor Arterial	5.4	9,440	D	27,800	-25%	20,850	38%	3,694	13%	Yes
	Bill Kennedy Way SE to Stovall St SE	3 - UD	N	Minor Arterial	5.4	9,440	D	27,800	-25%	20,850	50%	4,914	18%	Yes
	Stovall Ave SE to Flat Shoals Ave SE	3 - UD	N	Minor Arterial	5.4	11,300	D	27,800	-25%	20,850	48%	4,681	17%	Yes
	Flat Shoals Ave SE to Moreland Ave SE	3 - UD	N	Minor Arterial	5.4	11,300	D	27,800	-25%	20,850	47%	4,595	17%	Yes
	Moreland Ave SE to Whitefoord Ave SE	3 - UD	N	Minor Arterial	5.4	11,300	D	27,800	-25%	20,850	6%	575	2%	No
	Whitefoord Ave SE to Maynard Terrace SE	4 - UD	Y	Minor Arterial	5.4	20,600	D	27,800	-5%	26,410	5%	442	2%	No
Boulevard SE	I-20 Ramp to Berne St SE	4 - UD	N	Minor Arterial	4.3	16,600	D	27,800	-25%	20,850	14%	1,364	5%	No
	Berne St SE to Confederate Ave SE	4 - UD	N	Minor Arterial	4.3	16,600	D	27,800	-25%	20,850	11%	1,058	4%	No
	Confederate Ave SE to Atlanta Ave SE	3 - UD	N	Minor Arterial	4.3	16,600	D	27,800	-25%	20,850	8%	808	3%	No
	Atlanta Ave SE to Robinson Ave	3 - UD	N	Minor Arterial	4.3	16,600	D	27,800	-25%	20,850	5%	452	2%	No
Moreland Ave SE	Ormewood Ave to Confederate Ave	4 - UD	Y	Principal Arterial	4.5	27,900	D	32,500	-5%	30,875	10%	1,015	3%	No
	Glenwood Ave to Ormewood Ave	4 - UD	Y	Principal Arterial	4.5	39,100	D	32,500	-5%	30,875	19%	1,816	6%	No
	Memorial Dr to Glenwood Ave	4 - UD	Y	Principal Arterial	4.5	39,100	D	32,500	-5%	30,875	23%	2,275	7%	No
	Memorial Dr to Wylie St SE	4 - UD	Y	Principal Arterial	4.5	43,000	D	32,500	-5%	30,875	18%	1,731	5%	No
	Wylie St SE to Hosea Williams Dr NE	4 - UD	Y	Principal Arterial	4.5	43,000	D	32,500	-5%	30,875	15%	1,483	5%	No
	Hosea Williams Dr NE to Hardee St NE	4 - UD	Y	Principal Arterial	4.5	43,000	D	32,500	-5%	30,875	14%	1,414	4%	No
	Hardee St NE to DeKalb Ave	4 - UD	Y	Principal Arterial	4.5	38,000	D	32,500	-5%	26,410	13%	1,298	4%	No
	DeKalb Ave to McLendon Ave.	4 - UD	Y	Principal Arterial	4.5	38,000	D	32,500	-5%	26,410	10%	1,027	3%	No
Glenwood Ave SE	Boulevard SE to Bill Kennedy Way	2 - UD	N	Major Collector	5.9	2,790	D	14,900	-20%	11,920	4%	364	2%	No
	Bill Kennedy Way to Hamilton St	2 - UD	N	Major Collector	5.9	5,260	D	12,100	-20%	9,680	1%	131	1%	No
	Hamilton St to Moreland Ave	2 - UD	Y	Major Collector	5.9	5,260	D	12,100	0%	12,100	1%	102	1%	No

Appendix D Planned Improvements in Study Network

DK-422

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	US 23 (MORELAND AVENUE) SIGNAL UPGRADES AT 12 LOCATIONS
GDOT Project No.	0012819
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	GDOT
Jurisdiction	Multi-County
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)
Existing Thru Lane	N/A
Planned Thru Lane	N/A



Network Year	TBD
Corridor Length	N/A miles

Detailed Description and Justification

Signal upgrades on the SR 42 (Moreland Avenue) freight corridor in the City of Atlanta. Total corridor length is approximately 5.5 miles, with 6 signal upgrades: Cedar Grove Road, I-285 EB, I-285 WB, Henrico, South River, Constitution, McDonough, Custer, Eastland, Village Creek, E Confederate Avenue, Ormewood.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2014	**$300,000**	~~$300,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~
ROW	Congestion Mitigation & Air Quality Improvement (CMAQ)		2017	**$600,000**	$480,000	$120,000	$0,000	$0,000
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2019	**$1,560,000**	$1,248,000	$312,000	$0,000	$0,000
				$2,460,000	**$2,028,000**	**$432,000**	**$0,000**	**$0,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

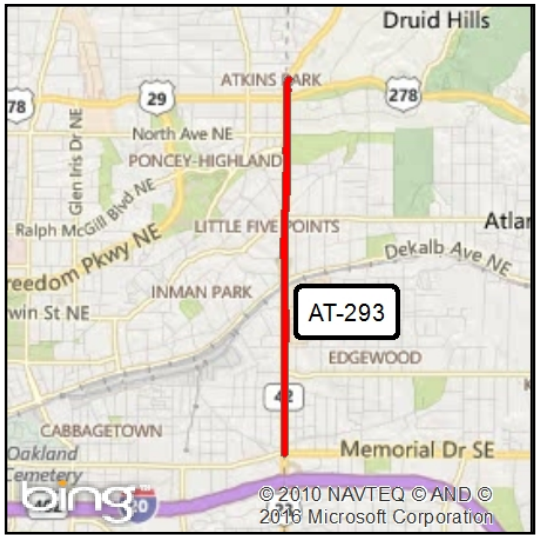
? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 2/24/2016

AT-293

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	US 23 (MORELAND AVENUE) AND SR 154 (MEMORIAL DRIVE) SIGNAL UPGRADES AT 14 LOCATIONS
GDOT Project No.	0012827
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	GDOT
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)
Existing Thru Lane	N/A
Planned Thru Lane	N/A



Network Year	TBD
Corridor Length	N/A miles

Detailed Description and Justification

Signal upgrades on SR 42 (Moreland Ave) and SR 154 (Memorial Dr) in the Candler Park and Edgewood areas. Total corridor length on SR 42 is approximately 2 miles, with 13 signal upgrades: I-20 EB, Memorial Dr, Arkwright Pl, Wylie, H Williams, Hardee, Seaboard, Caroline, Euclid/McLendon, Mansfield, Freedom Pkwy, North Ave, St Charles. One signal upgrade at SR 154 and Flat Shoals Ave.

Phase	Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Statewide Flexible (GDOT)	AUTH	2016	**$350,000**	~~$350,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~
ROW	STP - Statewide Flexible (GDOT)		2017	**$700,000**	$700,000	$0,000	$0,000	$0,000
CST	General Federal Aid 2022-2040		LR 2022-2030	**$1,820,000**	$1,820,000	$0,000	$0,000	$0,000
				$2,870,000	**$2,870,000**	**$0,000**	**$0,000**	**$0,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 2/24/2016

AT-281

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	SR 154 (MEMORIAL DRIVE) MULTIMODAL SAFETY IMPROVEMENTS FROM US 23 (MORELAND AVENUE) TO SR 155 (CANDLER ROAD)
GDOT Project No.	0012597
Federal ID No.	N/A
Status	Programmed
Service Type	Last Mile Connectivity / Joint Bike-Ped Facilities
Sponsor	GDOT
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)
Existing Thru Lane	N/A
Planned Thru Lane	N/A

Network Year	TBD
Corridor Length	3.3 miles

Detailed Description and Justification

This project involves constructing/installing recommendations identified in the recently completed Roadway Safety Audit (RSA) along SR 154 (Memorial Drive) conducted by GDOT, in coordination with the City of Atlanta and other stakeholders. The corridor is served by MARTA bus route 107, one of the busiest in the system, as well as routes 4, 15, 21, 24, 34 and 86. Types of improvements which may be made with available funding include signage upgrades, improved pavement markings, midblock pedestrian crossings, ADA ramps, traffic signal upgrades, resurfacing, and updates to the reversible lane configuration. The project is being funded under the Last Mile Connectivity Program, a regional program defined in PLAN 2040 to improve pedestrian and bicyclist mobility, accessibility and safety along transit corridors, within employment and commercial centers, and in the vicinity of other major origins and destinations such as schools. Memorial Drive is designated as a Level 1 Regional Thoroughfare and an ASTRoMaP Connector (element of regional truck route network). This project is also located entirely within Equitable Target Areas.

Phase Status & Funding Information		**Status**	**FISCAL YEAR**	**TOTAL PHASE COST**	**BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE**			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2014	**$450,000**	~~$360,000~~	~~$90,000~~	~~$0,000~~	~~$0,000~~
ROW	STP - Urban (>200K) (ARC)		2017	**$52,020**	$41,616	$10,404	$0,000	$0,000
CST	STP - Urban (>200K) (ARC)		2019	**$2,386,763**	$1,909,410	$477,353	$0,000	$0,000
				$2,888,783	**$2,311,026**	**$577,757**	**$0,000**	**$0,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 2/24/2016

AT-280

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	US 23 (MORELAND AVENUE) MULTIMODAL INTERSECTION IMPROVEMENTS AT ARKWRIGHT PLACE
GDOT Project No.	0012596
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	GDOT
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)
Existing Thru Lane	N/A
Planned Thru Lane	N/A

Network Year	TBD
Corridor Length	0.1 miles

Detailed Description and Justification

Reconstruction of the intersection of US 23 (Moreland Avenue) at Arkwright Place with the east and west legs of Arkright Place converted to right-in right-out turns only, likely through the installation of a raised median on Moreland Avenue. A new bicycle and pedestrian crossing and shared-use path approaches will also be constructed. The two blocks of Arkwright Place between Cleveland Street and Mortimer Street will be reconstructed to include bicycle and pedestrian facilities. Consolidated bus stops and associated passenger amenities and facilities will also be installed on Moreland Avenue. This project will improve the safety and operation of the intersection of Moreland Avenue and SR 154 (Memorial Drive) by removing left-turn movements from the nearby Arkwright Place intersection. The immediate area is served by MARTA bus route 107, 4, 21, and 34. The project is being funded under the Roadway Operations and Safety Program, a regional program defined in PLAN 2040 to make smaller-scale improvements along existing roadways which are the most critical for cross-jurisdictional travel. Moreland Avenue is designated as a Level 1 Regional Thoroughfare and an ASTRoMaP Connector (element of regional truck route network) south of Memorial Drive. Memorial Drive is designated as a Level 1 Strategic Regional Thoroughfare and an ASTRoMaP Connector east of Moreland Avenue. Arkwright Place is designated as part of the PATH Foundation Trolley Trail, connecting the MARTA Inman Park-Reynoldstown Station and Atlanta BeltLine corridor to the Edgewood, Kirkwood and Oakhurst neighborhoods. This project is identified as project IS-008 in the Connect Atlanta Plan and is located entirely within Equitable Target Areas.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2014	**$150,000**	~~$120,000~~	~~$30,000~~	~~$0,000~~	~~$0,000~~
ROW	Congestion Mitigation & Air Quality Improvement (CMAQ)		2017	**$104,040**	$83,232	$20,808	$0,000	$0,000
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2018	**$1,169,981**	$935,985	$233,996	$0,000	$0,000
				$1,424,021	**$1,139,217**	**$284,804**	**$0,000**	**$0,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

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AT-243

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	SR 154 (MEMORIAL DRIVE) CORRIDOR IMPROVEMENTS FROM I-75/85 TO SR 155 (CANDLER ROAD)
GDOT Project No.	0007952
Federal ID No.	CSHPP-0007-00(952)
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	City of Atlanta
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)
Existing Thru Lane	Var
Planned Thru Lane	Var

Network Year	TBD
Corridor Length	5.5 miles

Detailed Description and Justification

The project will include improvements such as new and expanded sidewalks, trees, lighting, and other streetscape amenities, improved bus shelters, upgraded signalization, and additional turn lanes at intersections.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Federal Earmark Funding	AUTH	2013	**$437,500**	~~$350,000~~	~~$0,000~~	~~$0,000~~	~~$87,500~~
ROW	Federal Earmark Funding		2016	**$174,800**	$139,840	$0,000	$0,000	$34,960
CST	Federal Earmark Funding		2017	**$1,187,500**	$950,000	$0,000	$0,000	$237,500
				$1,799,800	**$1,439,840**	**$0,000**	**$0,000**	**$359,960**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

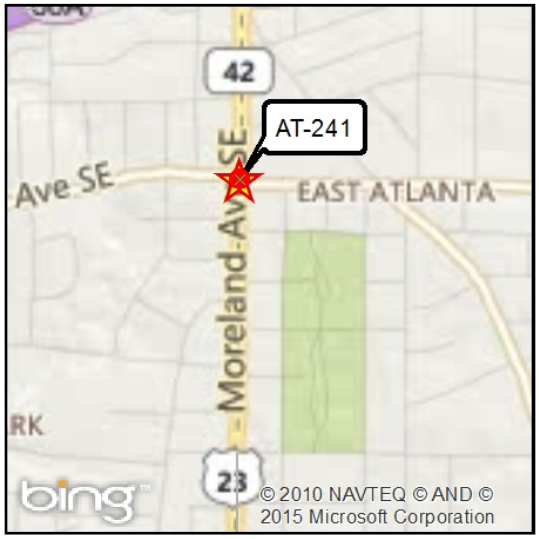
? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 2/24/2016

AT-241

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	SR 260 (GLENWOOD AVENUE) INTERSECTION REALIGNMENT AT US 23 (MORELAND AVENUE)
GDOT Project No.	0010323
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	City of Atlanta
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)
Existing Thru Lane	N/A
Planned Thru Lane	N/A



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Network Year	TBD
Corridor Length	N/A miles

Detailed Description and Justification

Realignment of east-west legs of Glenwood Avenue at Moreland Avenue, addition of left turn lane on Glenwood Avenue (westbound movement), widen existing sidewalks, add crosswalks, install streetscape elements and add a 4-foot bike lane to Glenwood Avenue. Glenwood Avenue will be realigned to the south in order to eliminate the approximate seventy foot offset that currently exists as it crosses Moreland Avenue and will accommodate a shared use lane for bicycle connectivity. Glenwood Avenue will also be restriped to accommodate a left turn lane on the eastern (westbound movement) leg of the intersection.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2011	**$320,000**	~~$256,000~~	~~$0,000~~	~~$0,000~~	~~$64,000~~
ROW	Local Jurisdiction/Municipality Funds	AUTH	2015	**$582,988**	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$582,988~~
UTL	Local Jurisdiction/Municipality Funds		2017	**$513,811**	$0,000	$0,000	$0,000	$513,811
CST	STP - Urban (>200K) (ARC)		2017	**$1,699,932**	$1,333,981	$0,000	$0,000	$365,951
				$3,116,731	**$1,589,981**	**$0,000**	**$0,000**	**$1,526,750**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

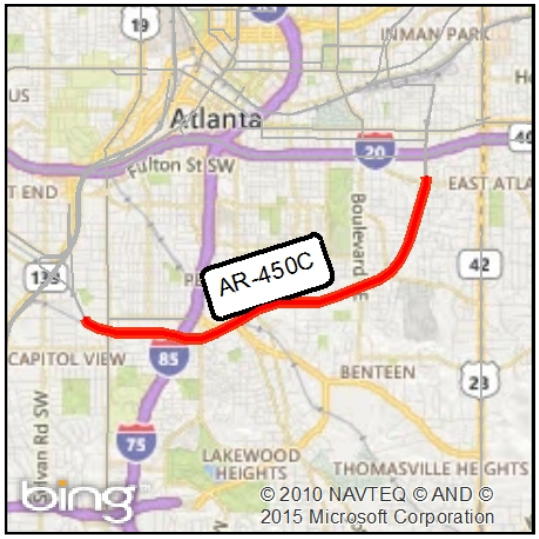
? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 2/24/2016

AR-450C

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES FROM GLENWOOD AVENUE TO UNIVERSITY AVENUE
GDOT Project No.	0009397
Federal ID No.	CSSTP000900397
Status	Programmed
Service Type	Last Mile Connectivity / Sidepaths and Trails
Sponsor	Atlanta Development Authority
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)
Existing Thru Lane	N/A
Planned Thru Lane	N/A



Network Year	TBD
Corridor Length	3.8 miles

Detailed Description and Justification

The BeltLine SE Trail, Glenwood Park to Allene Avenue is 3.8 miles long and located within the Southeast and Southwest Zones of the BeltLine project. The project would run within the CSX owned Atlanta - Westpoint railroad corridor. The project would include a concrete trail up to 16' wide and associated access stairs and ramps and amenities including seating areas and landscaping. The project would connect neighborhoods, retail areas, existing and new greenspaces, schools, MARTA bus routes and several proposed BeltLine stations.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2011	**$1,261,126**	~~$1,008,901~~	~~$0,000~~	~~$0,000~~	~~$252,225~~
PE	TAP - Urban (>200K) (ARC)	AUTH	2014	**$898,750**	~~$719,000~~	~~$0,000~~	~~$0,000~~	~~$179,750~~
PE	STP - Urban (>200K) (ARC)		2016	**$925,000**	$740,000	$0,000	$0,000	$185,000
PE	TAP - Urban (>200K) (ARC)		2016	**$1,875,000**	$1,500,000	$0,000	$0,000	$375,000
ROW	Local Jurisdiction/Municipality Funds		2018	**$40,636,000**	$0,000	$0,000	$0,000	$40,636,000
UTL	Local Jurisdiction/Municipality Funds		2019	**$823,920**	$0,000	$0,000	$0,000	$823,920
CST	Local Jurisdiction/Municipality Funds		2019	**$12,406,828**	$0,000	$0,000	$0,000	$12,406,828
				$58,826,624	**$3,967,901**	**$0,000**	**$0,000**	**$54,858,723**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

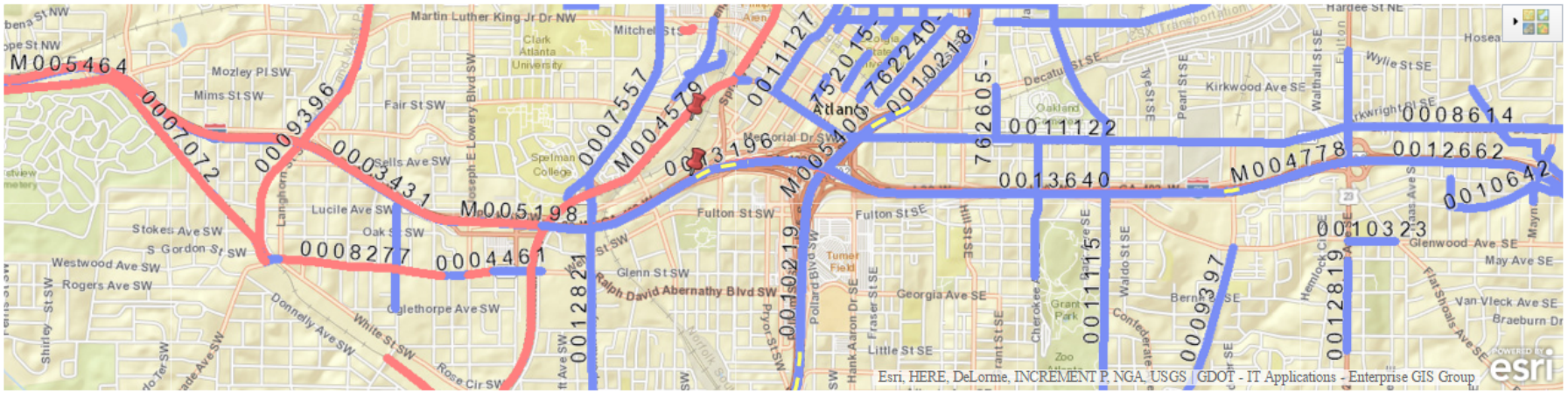
Report Generated: 2/24/2016

I-20 @ 6 LOCS & I-75 @ 3 LOCS IN DEKALB & FULTON COUNTY

Project ID:	0013196	Notice to Proceed Date:	
Project Manager:	Vinesha Pegram	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	DeKalb, Fulton	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	036, 042, 044	Construction Contractor:	
State House District:	057, 058, 059, 089	**Select Another Project**	
Project Type:	Reconstruction/Rehabilitation	**Design Plan Documents**	
Project Status:	Construction Work Program	**Preconstruction Status Report**	
Right of Way Authorization:	10/3/2017	**Construction Status Report**	
		Submit feedback to project manager	

Project Description:
The project will upgrade equipment, accommodate pedestrians, and update pedestrian facilities to meet current ADA standards. The Office of Traffic Operations has justified these upgrade based on the following deficiencies: pedestrian Accommodations, ADA Compliance, old conductor cable, 332 cabinet w/2070, support poles/mast arms, utility issues, and signal interconnect. List of intersections in project: 1.) I-20 EB @ Glenwood Ave 2.) I-20 WB @ Glenwoos Ave 3.) I-75 NB @ Pollard Blvd 4.) I-75 SB @ MLK Jr Dr 5.) I-20 EB @ Hill St 6.) I-20 EB @ McDaniel St 7.) I-20 EB @ Windsor St 8.) I-20 EB @ Bill Kennedy 9.) I-75 SB @ Pulliam St (Added to Project on 11/18/2015) **I-75 NB @ MLK Jr Dr (Removed From Project)

Activity	Program Year	Cost Estimate
PE (Preliminary Engineering)	2014	$315,000.00
ROW (Right of Way)	LUMP	$243,000.00
CST (Construction)	LUMP	$1,305,000.00



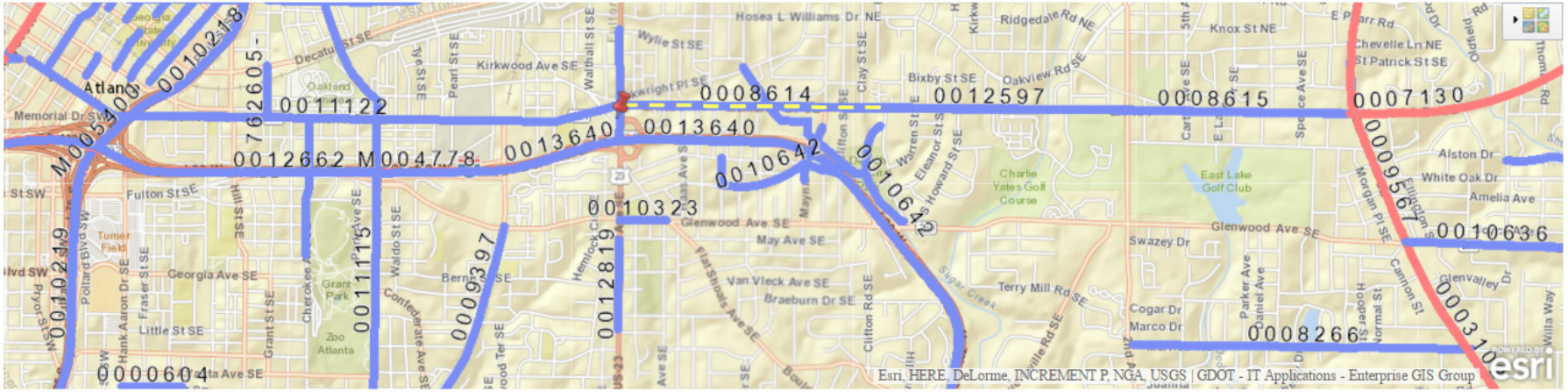
SR 154 FM SR 42/MORELAND AVE TO CR 1/WILKINSON DRIVE - PH II

Project ID:	0008614	Notice to Proceed Date:	
Project Manager:	Darrell L. DeJean	Construction Percent Complete:	%
Office:	Program Delivery	Current Completion Date:	
County:	DeKalb	Work Completion Date:	
Congressional District:	005	Construction Contract Amount:	
State Senate District.:	042, 044	Construction Contractor:	
State House District:	089	**Select Another Project**	
Project Type:	Enhancement	**Design Plan Documents**	
Project Status:	Under Construction	**Preconstruction Status Report**	
Right of Way Authorization:		**Construction Status Report**	
		Submit feedback to project manager	

Project Description:

This project will install new concrete sidewalks, Type 1, 6" granite header curbs, driveway aprons, and ADA accessible ramps along the south side of Memorial Drive (SR 154) between Moreland Avenue (SR 42) and Wilkinson Drive. Proposed sidewalks will be 5' wide with an adjacent 2' wide stamped concrete band. Proposed sidewalks will be 5' wide with an adjacent 2' wide stamped concrete band. Portions of existing driveways will be rebuilt in order to meet the grades of the new driveway aprons; these driveways will be replaced in kind with either concrete or asphalt over GAB. 15' minimum radii will be installed at all intersections on the south side of the road and at signalized intersections on the north of the road.

Activity	Program Year	Cost Estimate
CST (Construction)	2013	$904,401.00
ROW (Right of Way)	LOCL	$0.00
PE (Preliminary Engineering)	LOCL	$0.00



Appendix E Traffic Counts

ADT Data

Reliable Traffic Data Services, LLC
Tel: (770) 578-8158 Fax: (770) 578-8159
info@reliabletraffic.org | www.reliabletraffic.org

Site Code: 37970102
Memorial Dr West of Gibson St SE

Start Time	23-Feb-16 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		19	101			8	69				
12:15		21	108			10	86				
12:30		21	77			10	99				
12:45		22	88	83	374	12	84	40	338	123	712
01:00		12	87			7	82				
01:15		16	73			10	108				
01:30		6	73			8	87				
01:45		10	99	44	332	6	84	31	361	75	693
02:00		5	110			12	80				
02:15		2	87			5	102				
02:30		8	86			2	84				
02:45		6	87	21	370	1	79	20	345	41	715
03:00		8	96			2	77				
03:15		8	94			5	99				
03:30		1	142			7	96				
03:45		2	88	19	420	5	99	19	371	38	791
04:00		7	99			8	96				
04:15		10	109			8	92				
04:30		5	110			9	105				
04:45		6	114	28	432	6	97	31	390	59	822
05:00		6	123			10	95				
05:15		5	128			22	97				
05:30		14	134			31	106				
05:45		16	138	41	523	46	127	109	425	150	948
06:00		24	152			36	93				
06:15		29	121			87	87				
06:30		34	96			160	77				
06:45		38	99	125	468	228	95	511	352	636	820
07:00		52	103			214	71				
07:15		67	97			211	64				
07:30		62	80			237	62				
07:45		75	87	256	367	224	60	886	257	1142	624
08:00		72	69			220	57				
08:15		76	93			225	52				
08:30		60	81			222	51				
08:45		76	73	284	316	211	46	878	206	1162	522
09:00		51	62			193	51				
09:15		54	59			155	45				
09:30		62	53			126	42				
09:45		64	50	231	224	108	36	582	174	813	398
10:00		77	45			84	32				
10:15		59	41			79	30				
10:30		52	51			81	31				
10:45		87	35	275	172	84	45	328	138	603	310
11:00		97	35			75	30				
11:15		99	20			84	14				
11:30		90	21			79	19				
11:45		75	20	361	96	97	12	335	75	696	171
Total		1768	4094			3770	3432			5538	7526
Percent		30.2%	69.8%			52.3%	47.7%			42.4%	57.6%
Grand Total			1768	4094			3770	3432			5538	7526
Percent			30.2%	69.8%			52.3%	47.7%			42.4%	57.6%

ADT ADT 13,064 AADT 13,064

Reliable Traffic Data Services, LLC

Tel: (770) 578-8158 | Fax: (770) 578-8159
info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
Memorial Dr @ Gibson St

7am - 7pm

File Name : 37970010
Site Code : 37970010
Start Date : 2/23/2016
Page No : 1

Groups Printed- Cars, Trucks, Buses

	Gibson St Northbound					Gibson St Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	1	0	0	0	1	2	0	7	0	9	7	38	3	0	48	7	203	1	0	211	269
07:15 AM	2	0	1	0	3	0	0	5	0	5	4	60	2	0	66	3	206	2	0	211	285
07:30 AM	0	0	0	0	0	1	0	9	0	10	7	50	2	0	59	3	212	1	0	216	285
07:45 AM	0	0	0	0	0	0	0	2	0	2	8	65	4	0	77	3	244	1	0	248	327
Total	3	0	1	0	4	3	0	23	0	26	26	213	11	0	250	16	865	5	0	886	1166
08:00 AM	0	0	0	0	0	1	0	5	0	6	7	76	3	0	86	0	212	2	0	214	306
08:15 AM	0	0	1	0	1	0	0	3	0	3	8	64	1	0	73	2	212	4	0	218	295
08:30 AM	0	0	3	0	3	2	1	7	0	10	9	60	0	0	69	2	226	5	0	233	315
08:45 AM	0	0	0	0	0	0	0	5	0	5	3	62	0	0	65	2	203	2	0	207	277
Total	0	0	4	0	4	3	1	20	0	24	27	262	4	0	293	6	853	13	0	872	1193
09:00 AM	1	0	0	0	1	2	0	5	0	7	3	46	0	0	49	1	187	1	0	189	246
09:15 AM	0	0	2	0	2	1	0	6	0	7	9	53	4	0	66	0	158	4	0	162	237
09:30 AM	3	0	1	0	4	7	0	7	0	14	5	51	3	0	59	2	113	1	0	116	193
09:45 AM	1	0	1	0	2	3	0	5	0	8	9	53	2	0	64	0	94	6	0	100	174
Total	5	0	4	0	9	13	0	23	0	36	26	203	9	0	238	3	552	12	0	567	850
10:00 AM	0	0	0	0	0	3	1	5	0	9	9	61	0	0	70	0	79	4	0	83	162
10:15 AM	1	0	0	0	1	5	0	7	0	12	5	41	1	0	47	0	72	6	0	78	138
10:30 AM	2	0	1	0	3	1	0	7	0	8	7	35	0	0	42	0	68	6	0	74	127
10:45 AM	0	0	0	0	0	7	0	8	0	15	6	78	0	0	84	2	76	2	0	80	179
Total	3	0	1	0	4	16	1	27	0	44	27	215	1	0	243	2	295	18	0	315	606
11:00 AM	0	0	2	0	2	2	0	6	0	8	7	77	1	0	85	0	69	3	0	72	167
11:15 AM	0	1	2	0	3	7	0	6	0	13	11	83	0	0	94	2	71	4	0	77	187
11:30 AM	2	0	0	0	2	3	1	4	0	8	13	72	2	0	87	1	79	5	0	85	182
11:45 AM	1	0	2	0	3	3	1	13	0	17	5	75	1	0	81	1	80	5	0	86	187
Total	3	1	6	0	10	15	2	29	0	46	36	307	4	0	347	4	299	17	0	320	723
12:00 PM	0	0	3	0	3	6	0	4	0	10	6	84	2	0	92	0	54	5	0	59	164
12:15 PM	2	0	1	0	3	4	0	7	0	11	6	99	1	0	106	1	79	7	0	87	207
12:30 PM	1	0	3	0	4	3	0	9	0	12	9	67	1	0	77	4	82	6	0	92	185
12:45 PM	1	0	1	0	2	10	0	8	0	18	6	85	1	0	92	2	79	6	0	87	199
Total	4	0	8	0	12	23	0	28	0	51	27	335	5	0	367	7	294	24	0	325	755
01:00 PM	3	0	2	0	5	2	0	3	0	5	0	77	1	0	78	1	72	3	0	76	164
01:15 PM	3	0	3	0	6	7	0	5	0	12	4	65	3	0	72	1	89	3	0	93	183
01:30 PM	0	0	2	0	2	5	0	10	0	15	1	68	2	0	71	1	85	2	0	88	176
01:45 PM	0	0	0	0	0	3	0	4	0	7	5	89	0	0	94	2	82	3	0	87	188
Total	6	0	7	0	13	17	0	22	0	39	10	299	6	0	315	5	328	11	0	344	711
02:00 PM	2	0	1	0	3	4	0	5	0	9	7	95	1	0	103	2	79	3	0	84	199
02:15 PM	0	0	0	0	0	1	0	3	0	4	4	76	2	0	82	0	84	0	0	84	170
02:30 PM	1	0	3	0	4	4	0	7	0	11	4	76	4	0	84	0	76	3	0	79	178
02:45 PM	0	0	0	0	0	2	0	11	0	13	4	84	0	0	88	0	69	3	0	72	173
Total	3	0	4	0	7	11	0	26	0	37	19	331	7	0	357	2	308	9	0	319	720

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TMC Data
Memorial Dr @ Gibson St

7am - 7pm

File Name : 37970010
Site Code : 37970010
Start Date : 2/23/2016
Page No : 2

Groups Printed- Cars, Trucks, Buses

	Gibson St Northbound					Gibson St Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:00 PM	3	0	1	0	4	4	0	7	0	11	5	92	1	0	98	0	63	0	0	63	176
03:15 PM	2	0	4	0	6	0	0	9	0	9	3	91	1	0	95	0	83	1	0	84	194
03:30 PM	0	0	1	0	1	1	0	2	0	3	5	136	0	0	141	2	96	1	0	99	244
03:45 PM	1	1	3	0	5	4	0	11	0	15	3	88	3	0	94	1	103	0	0	104	218
Total	6	1	9	0	16	9	0	29	0	38	16	407	5	0	428	3	345	2	0	350	832
04:00 PM	6	0	10	0	16	0	1	3	0	4	3	89	3	0	95	0	80	1	0	81	196
04:15 PM	6	0	1	0	7	1	0	4	0	5	3	109	0	0	112	0	86	1	0	87	211
04:30 PM	4	0	1	0	5	0	0	5	0	5	4	104	1	0	109	0	106	0	0	106	225
04:45 PM	4	2	1	0	7	1	0	1	0	2	10	103	2	0	115	0	79	1	0	80	204
Total	20	2	13	0	35	2	1	13	0	16	20	405	6	0	431	0	351	3	0	354	836
05:00 PM	8	0	3	0	11	1	0	8	0	9	7	132	2	0	141	1	85	1	0	87	248
05:15 PM	4	0	0	0	4	0	0	5	0	5	3	119	0	0	122	1	85	0	0	86	217
05:30 PM	20	0	17	0	37	1	0	7	0	8	4	128	1	0	133	2	87	0	0	89	267
05:45 PM	8	1	2	0	11	1	0	8	0	9	6	125	2	0	133	0	101	1	0	102	255
Total	40	1	22	0	63	3	0	28	0	31	20	504	5	0	529	4	358	2	0	364	987
06:00 PM	8	0	3	0	11	0	0	4	0	4	6	141	0	0	147	0	87	1	0	88	250
06:15 PM	2	0	1	0	3	0	0	6	0	6	3	122	0	0	125	0	84	0	0	84	218
06:30 PM	1	0	0	0	1	1	0	5	0	6	9	89	0	0	98	0	76	1	0	77	182
06:45 PM	0	0	1	0	1	3	0	4	0	7	1	95	0	0	96	1	79	3	0	83	187
Total	11	0	5	0	16	4	0	19	0	23	19	447	0	0	466	1	326	5	0	332	837
Grand Total	104	5	84	0	193	119	5	287	0	411	273	3928	63	0	4264	53	5174	121	0	5348	10216
Apprch %	53.9	2.6	43.5	0		29	1.2	69.8	0		6.4	92.1	1.5	0		1	96.7	2.3	0		
Total %	1	0	0.8	0	1.9	1.2	0	2.8	0	4	2.7	38.4	0.6	0	41.7	0.5	50.6	1.2	0	52.3	

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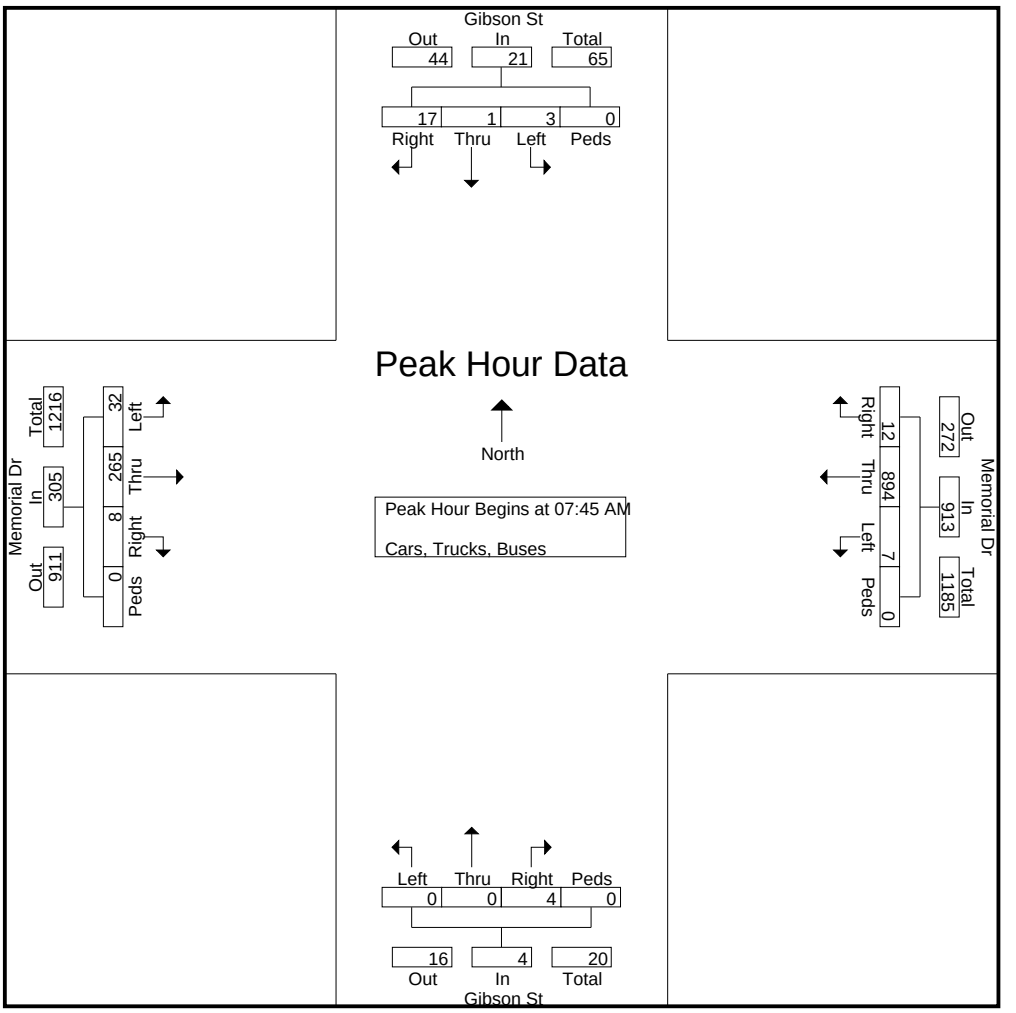
TMC Data
Memorial Dr @ Gibson St

7am - 7pm

File Name : 37970010
Site Code : 37970010
Start Date : 2/23/2016
Page No : 3

	Gibson St Northbound					Gibson St Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	0	2	0	2	8	65	**4**	0	77	**3**	**244**	1	0	**248**	**327**
08:00 AM	0	0	0	0	0	1	0	5	0	6	7	**76**	3	0	**86**	0	212	2	0	214	306
08:15 AM	0	0	1	0	1	0	0	3	0	3	8	64	1	0	73	2	212	4	0	218	295
08:30 AM	0	0	**3**	0	**3**	**2**	**1**	**7**	0	**10**	**9**	60	0	0	69	2	226	**5**	0	233	315
Total Volume	0	0	4	0	4	3	1	17	0	21	32	265	8	0	305	7	894	12	0	913	1243
% App. Total	0	0	100	0		14.3	4.8	81	0		10.5	86.9	2.6	0		0.8	97.9	1.3	0		
PHF	.000	.000	.333	.000	.333	.375	.250	.607	.000	.525	.889	.872	.500	.000	.887	.583	.916	.600	.000	.920	.950



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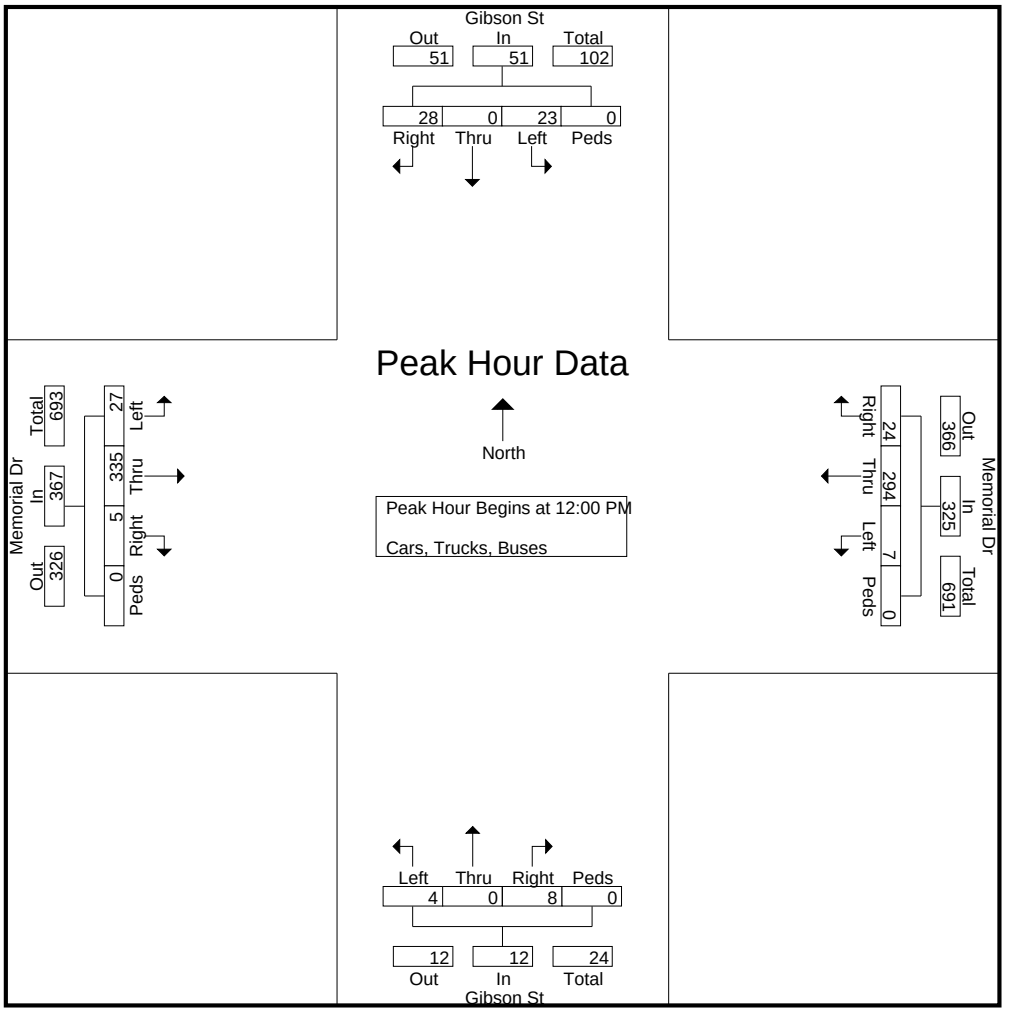
TMC Data
Memorial Dr @ Gibson St

7am - 7pm

File Name : 37970010
Site Code : 37970010
Start Date : 2/23/2016
Page No : 4

	Gibson St Northbound					Gibson St Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	**3**	0	3	6	0	4	0	10	6	84	**2**	0	92	0	54	5	0	59	164
12:15 PM	**2**	0	1	0	3	4	0	7	0	11	6	**99**	1	0	**106**	1	79	**7**	0	87	**207**
12:30 PM	1	0	3	0	**4**	3	0	**9**	0	12	**9**	67	1	0	77	**4**	**82**	6	0	**92**	185
12:45 PM	1	0	1	0	2	**10**	0	8	0	**18**	6	85	1	0	92	2	79	6	0	87	199
Total Volume	4	0	8	0	12	23	0	28	0	51	27	335	5	0	367	7	294	24	0	325	755
% App. Total	33.3	0	66.7	0		45.1	0	54.9	0		7.4	91.3	1.4	0		2.2	90.5	7.4	0		
PHF	.500	.000	.667	.000	.750	.575	.000	.778	.000	.708	.750	.846	.625	.000	.866	.438	.896	.857	.000	.883	.912



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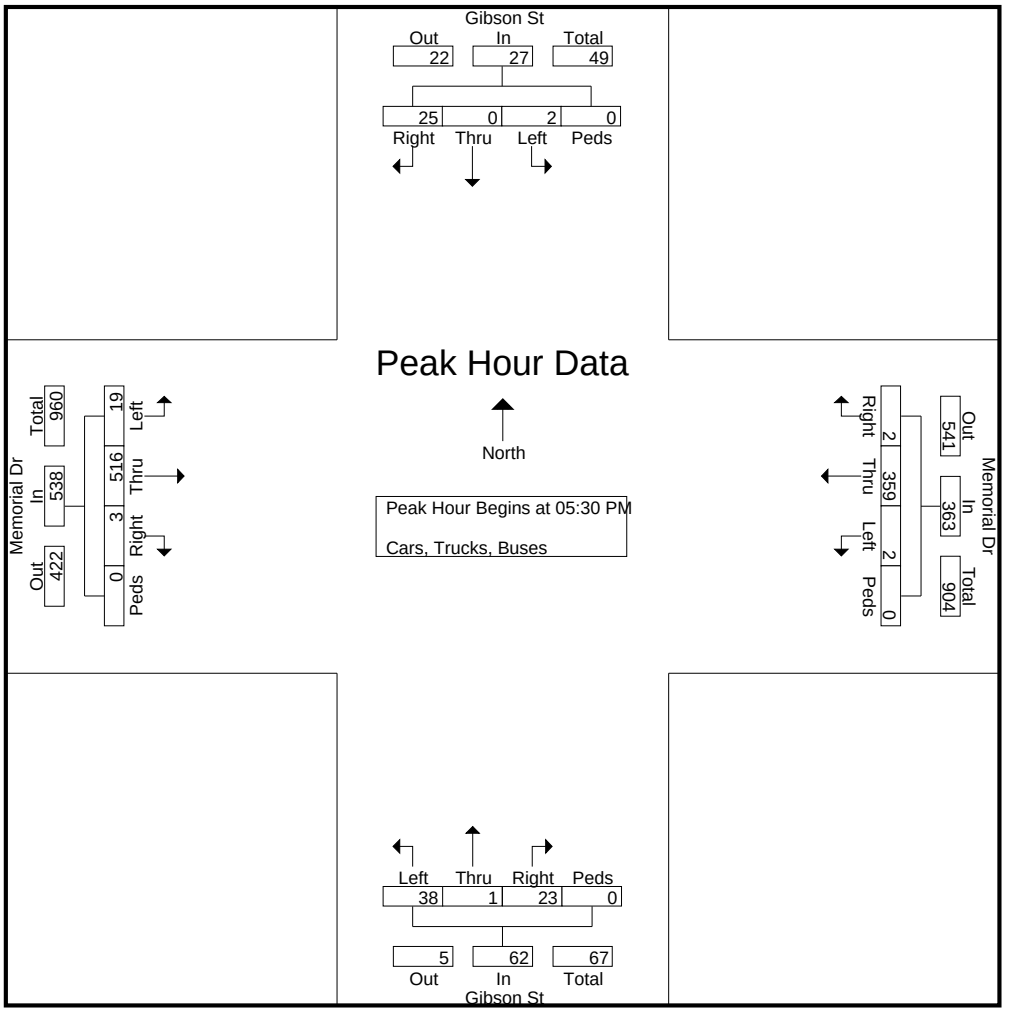
TMC Data
Memorial Dr @ Gibson St

7am - 7pm

File Name : 37970010
Site Code : 37970010
Start Date : 2/23/2016
Page No : 5

	Gibson St Northbound					Gibson St Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	**20**	0	**17**	0	**37**	**1**	0	7	0	8	4	128	1	0	133	**2**	87	0	0	89	**267**
05:45 PM	8	**1**	2	0	11	1	0	**8**	0	**9**	**6**	125	**2**	0	133	0	**101**	**1**	0	**102**	255
06:00 PM	8	0	3	0	11	0	0	4	0	4	6	**141**	0	0	**147**	0	87	1	0	88	250
06:15 PM	2	0	1	0	3	0	0	6	0	6	3	122	0	0	125	0	84	0	0	84	218
Total Volume	38	1	23	0	62	2	0	25	0	27	19	516	3	0	538	2	359	2	0	363	990
% App. Total	61.3	1.6	37.1	0		7.4	0	92.6	0		3.5	95.9	0.6	0		0.6	98.9	0.6	0		
PHF	.475	.250	.338	.000	.419	.500	.000	.781	.000	.750	.792	.915	.375	.000	.915	.250	.889	.500	.000	.890	.927



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TMC Data
Memorial Dr @ Stovall St

7-9am I 4-6pm

File Name : 37970005
Site Code : 37970005
Start Date : 2/23/2016
Page No : 1

Groups Printed- Cars, Trucks, Buses

	Stovall St Northbound					Stovall St Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	1	0	0	0	1	2	0	0	0	2	3	38	0	0	41	0	212	0	0	212	256
07:15 AM	1	0	0	0	1	0	0	0	0	0	2	54	1	0	57	0	216	0	0	216	274
07:30 AM	0	0	0	0	0	0	0	1	0	1	1	51	0	0	52	0	219	0	0	219	272
07:45 AM	1	0	1	0	2	0	0	1	0	1	2	57	1	0	60	0	221	0	0	221	284
Total	3	0	1	0	4	2	0	2	0	4	8	200	2	0	210	0	868	0	0	868	1086
08:00 AM	0	0	1	0	1	0	0	1	0	1	3	72	0	0	75	0	213	2	0	215	292
08:15 AM	1	0	0	0	1	0	0	1	0	1	1	60	0	0	61	0	219	0	0	219	282
08:30 AM	0	0	0	0	0	0	0	2	0	2	1	61	0	0	62	1	216	1	0	218	282
08:45 AM	1	0	1	0	2	0	0	0	0	0	1	67	0	0	68	0	212	0	0	212	282
Total	2	0	2	0	4	0	0	4	0	4	6	260	0	0	266	1	860	3	0	864	1138
*** BREAK ***																					
04:00 PM	0	0	1	0	1	0	0	2	0	2	1	101	1	0	103	2	83	0	0	85	191
04:15 PM	1	0	1	0	2	1	0	2	0	3	0	115	1	0	116	0	86	0	0	86	207
04:30 PM	0	0	0	0	0	2	1	1	0	4	2	104	1	0	107	1	109	1	0	111	222
04:45 PM	1	0	1	0	2	1	0	3	0	4	0	103	2	0	105	0	81	2	0	83	194
Total	2	0	3	0	5	4	1	8	0	13	3	423	5	0	431	3	359	3	0	365	814
05:00 PM	0	0	2	0	2	1	0	2	0	3	3	123	2	0	128	1	88	0	0	89	222
05:15 PM	0	0	2	0	2	0	1	3	0	4	1	112	1	0	114	2	77	1	0	80	200
05:30 PM	0	0	0	0	0	1	0	1	0	2	2	132	0	0	134	0	81	1	0	82	218
05:45 PM	1	1	0	0	2	0	0	5	0	5	5	131	2	0	138	1	100	0	0	101	246
Total	1	1	4	0	6	2	1	11	0	14	11	498	5	0	514	4	346	2	0	352	886
Grand Total	8	1	10	0	19	8	2	25	0	35	28	1381	12	0	1421	8	2433	8	0	2449	3924
Apprch %	42.1	5.3	52.6	0		22.9	5.7	71.4	0		2	97.2	0.8	0		0.3	99.3	0.3	0		
Total %	0.2	0	0.3	0	0.5	0.2	0.1	0.6	0	0.9	0.7	35.2	0.3	0	36.2	0.2	62	0.2	0	62.4	

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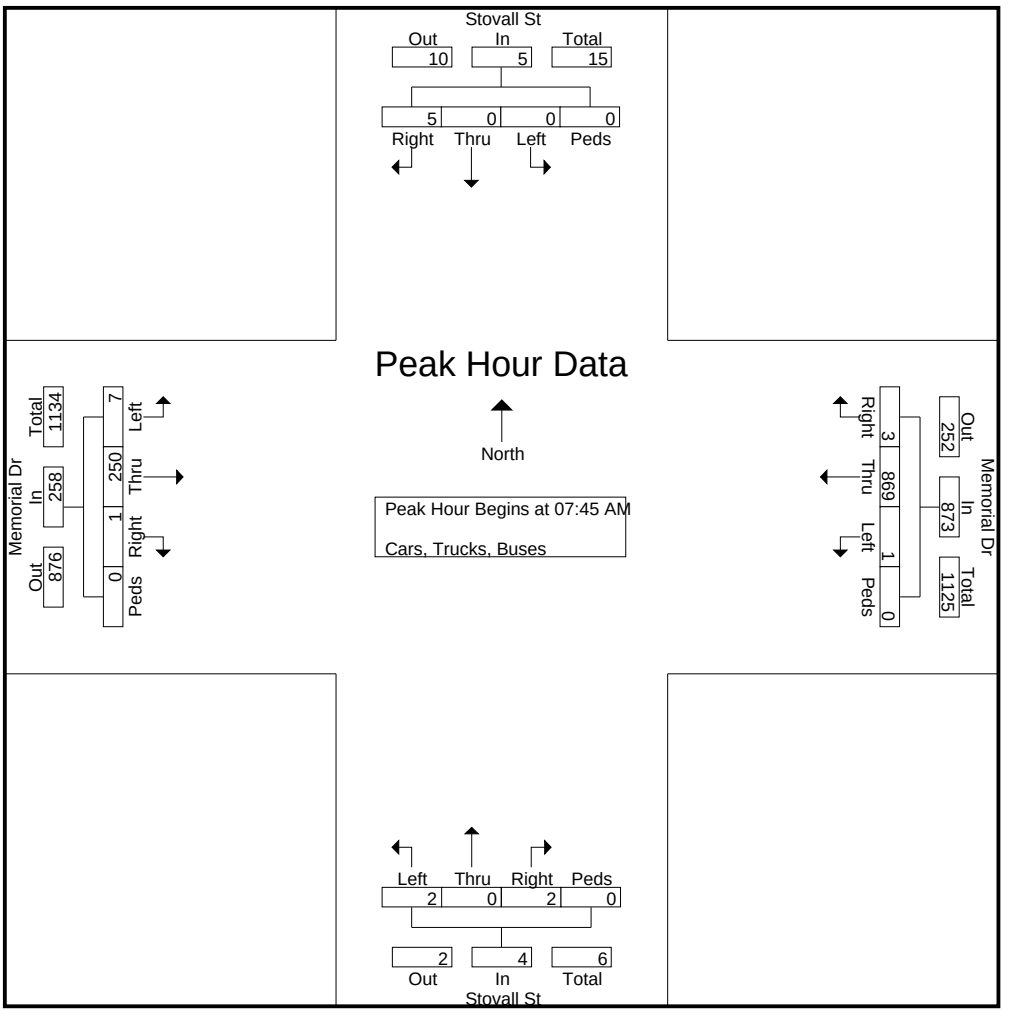
TMC Data
Memorial Dr @ Stovall St

7-9am I 4-6pm

File Name : 37970005
Site Code : 37970005
Start Date : 2/23/2016
Page No : 2

	Stovall St Northbound					Stovall St Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**1**	0	**1**	0	**2**	0	0	1	0	1	2	57	**1**	0	60	0	**221**	0	0	**221**	284
08:00 AM	0	0	1	0	1	0	0	1	0	1	**3**	**72**	0	0	**75**	0	213	**2**	0	215	**292**
08:15 AM	1	0	0	0	1	0	0	1	0	1	1	60	0	0	61	0	219	0	0	219	282
08:30 AM	0	0	0	0	0	0	0	**2**	0	**2**	1	61	0	0	62	**1**	216	1	0	218	282
Total Volume	2	0	2	0	4	0	0	5	0	5	7	250	1	0	258	1	869	3	0	873	1140
% App. Total	50	0	50	0		0	0	100	0		2.7	96.9	0.4	0		0.1	99.5	0.3	0		
PHF	.500	.000	.500	.000	.500	.000	.000	.625	.000	.625	.583	.868	.250	.000	.860	.250	.983	.375	.000	.988	.976



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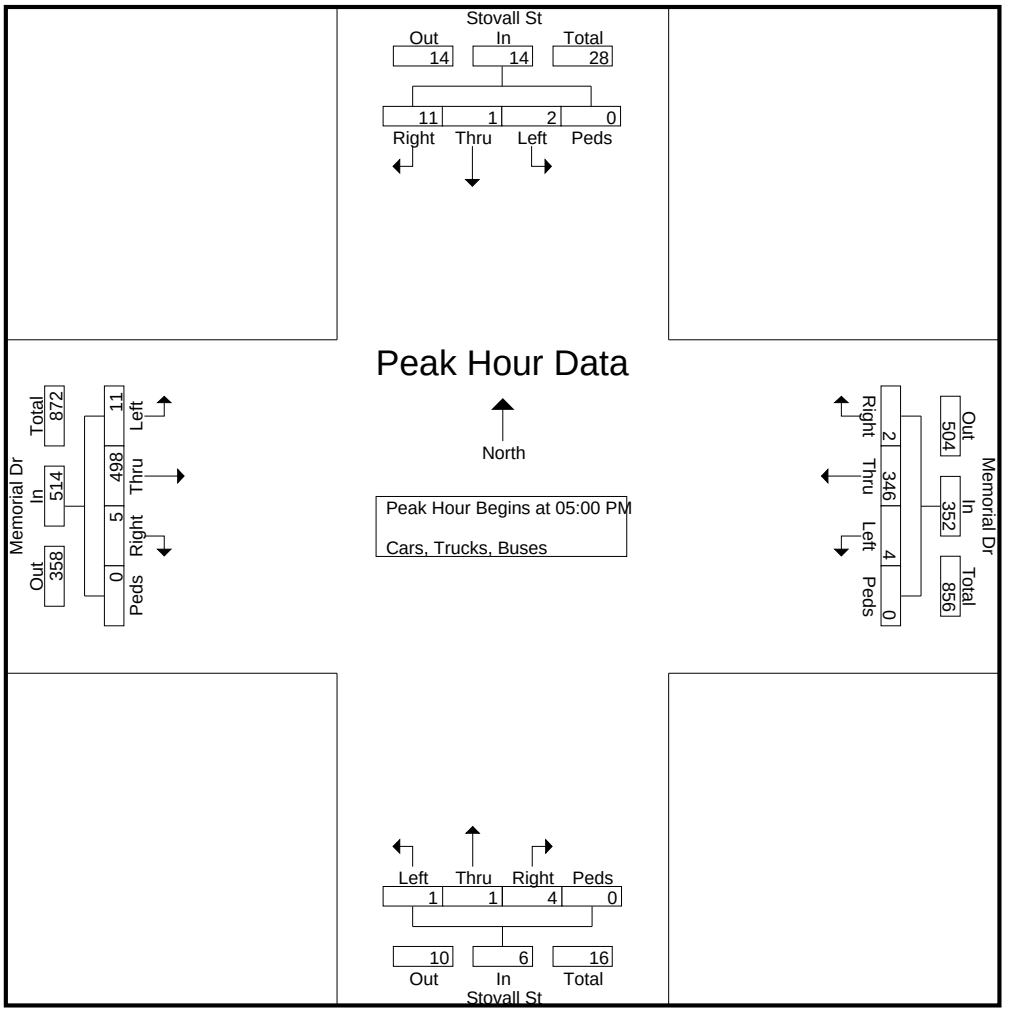
TMC Data
Memorial Dr @ Stovall St

7-9am I 4-6pm

File Name : 37970005
Site Code : 37970005
Start Date : 2/23/2016
Page No : 3

	Stovall St Northbound					Stovall St Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	**2**	0	**2**	**1**	0	2	0	3	3	123	**2**	0	128	1	88	0	0	89	222
05:15 PM	0	0	2	0	2	0	**1**	3	0	4	1	112	1	0	114	**2**	77	**1**	0	80	200
05:30 PM	0	0	0	0	0	1	0	1	0	2	2	**132**	0	0	134	0	81	1	0	82	218
05:45 PM	**1**	**1**	0	0	2	0	0	**5**	0	**5**	**5**	131	2	0	**138**	1	**100**	0	0	**101**	**246**
Total Volume	1	1	4	0	6	2	1	11	0	14	11	498	5	0	514	4	346	2	0	352	886
% App. Total	16.7	16.7	66.7	0		14.3	7.1	78.6	0		2.1	96.9	1	0		1.1	98.3	0.6	0		
PHF	.250	.250	.500	.000	.750	.500	.250	.550	.000	.700	.550	.943	.625	.000	.931	.500	.865	.500	.000	.871	.900



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TMC Data
Memorial Dr @ Moreland Ave

7-9am I 4-6pm

File Name : 37970007
Site Code : 37970007
Start Date : 2/23/2016
Page No : 1

Groups Printed- Cars, Trucks, Buses

	Moreland Ave Northbound					Moreland Ave Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	83	536	9	0	628	6	102	14	0	122	5	21	8	0	34	9	114	16	0	139	923
07:15 AM	80	526	8	0	614	2	117	13	0	132	8	26	7	0	41	14	129	15	0	158	945
07:30 AM	73	476	9	0	558	9	125	22	0	156	7	36	10	0	53	20	125	10	0	155	922
07:45 AM	87	451	22	0	560	3	144	20	0	167	8	37	6	0	51	18	134	5	0	157	935
Total	323	1989	48	0	2360	20	488	69	0	577	28	120	31	0	179	61	502	46	0	609	3725
08:00 AM	94	340	21	0	455	4	150	19	0	173	7	40	18	0	65	22	104	5	0	131	824
08:15 AM	69	437	11	0	517	6	134	29	0	169	5	23	15	0	43	25	106	9	0	140	869
08:30 AM	76	417	15	0	508	11	156	28	0	195	9	30	18	0	57	16	126	9	0	151	911
08:45 AM	58	424	12	0	494	12	126	20	0	158	12	32	11	0	55	33	88	14	0	135	842
Total	297	1618	59	0	1974	33	566	96	0	695	33	125	62	0	220	96	424	37	0	557	3446
*** BREAK ***																					
04:00 PM	31	265	18	0	314	8	415	13	0	436	23	54	27	0	104	45	53	11	0	109	963
04:15 PM	20	283	21	0	324	12	421	11	0	444	13	64	30	0	107	40	51	17	0	108	983
04:30 PM	14	325	16	0	355	15	429	7	0	451	17	46	25	0	88	35	71	18	0	124	1018
04:45 PM	29	308	23	0	360	17	416	5	0	438	9	67	32	0	108	37	47	11	0	95	1001
Total	94	1181	78	0	1353	52	1681	36	0	1769	62	231	114	0	407	157	222	57	0	436	3965
05:00 PM	27	323	26	0	376	16	422	9	0	447	9	84	29	0	122	37	42	13	0	92	1037
05:15 PM	25	296	28	0	349	13	409	14	0	436	13	79	24	0	116	30	44	13	0	87	988
05:30 PM	24	317	29	0	370	11	409	16	0	436	14	76	26	0	116	38	64	9	0	111	1033
05:45 PM	15	300	29	0	344	6	430	10	0	446	12	72	19	0	103	40	54	11	0	105	998
Total	91	1236	112	0	1439	46	1670	49	0	1765	48	311	98	0	457	145	204	46	0	395	4056
Grand Total	805	6024	297	0	7126	151	4405	250	0	4806	171	787	305	0	1263	459	1352	186	0	1997	15192
Apprch %	11.3	84.5	4.2	0		3.1	91.7	5.2	0		13.5	62.3	24.1	0		23	67.7	9.3	0		
Total %	5.3	39.7	2	0	46.9	1	29	1.6	0	31.6	1.1	5.2	2	0	8.3	3	8.9	1.2	0	13.1	

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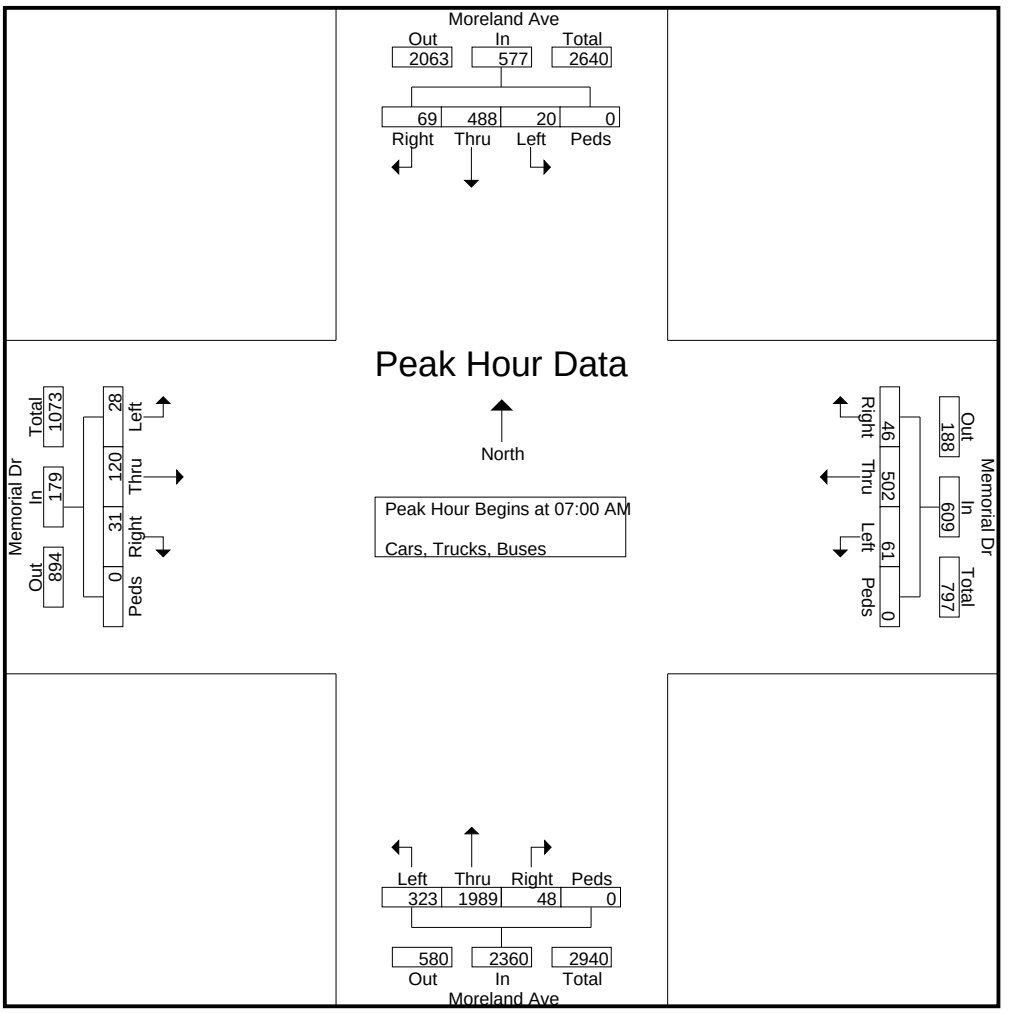
TMC Data
Memorial Dr @ Moreland Ave

7-9am I 4-6pm

File Name : 37970007
Site Code : 37970007
Start Date : 2/23/2016
Page No : 2

	Moreland Ave Northbound					Moreland Ave Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	83	**536**	9	0	**628**	6	102	14	0	122	5	21	8	0	34	9	114	**16**	0	139	923
07:15 AM	80	526	8	0	614	2	117	13	0	132	**8**	26	7	0	41	14	129	15	0	**158**	**945**
07:30 AM	73	476	9	0	558	**9**	125	**22**	0	156	7	36	**10**	0	**53**	**20**	125	10	0	155	922
07:45 AM	**87**	451	**22**	0	560	3	**144**	20	0	**167**	8	**37**	6	0	51	18	**134**	5	0	157	935
Total Volume	323	1989	48	0	2360	20	488	69	0	577	28	120	31	0	179	61	502	46	0	609	3725
% App. Total	13.7	84.3	2	0		3.5	84.6	12	0		15.6	67	17.3	0		10	82.4	7.6	0		
PHF	.928	.928	.545	.000	.939	.556	.847	.784	.000	.864	.875	.811	.775	.000	.844	.763	.937	.719	.000	.964	.985



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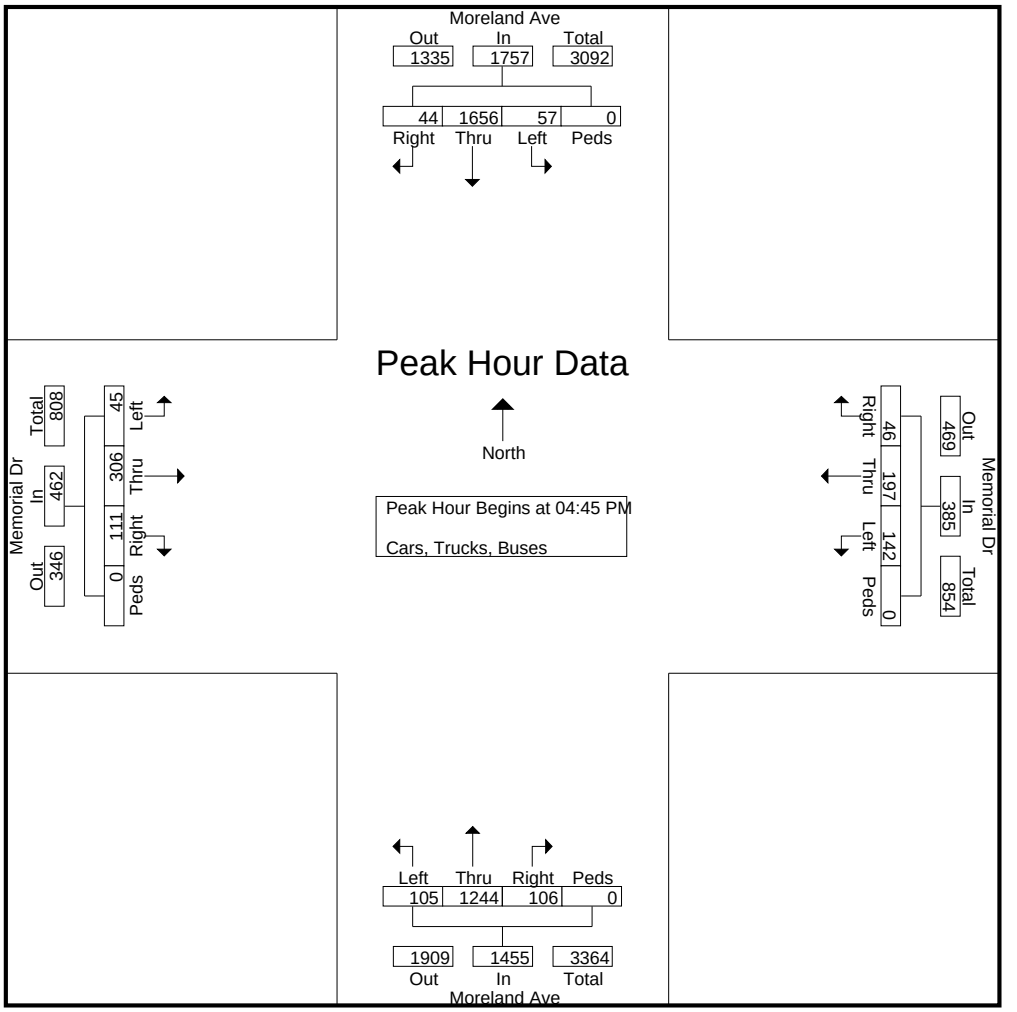
TMC Data
Memorial Dr @ Moreland Ave

7-9am I 4-6pm

File Name : 37970007
Site Code : 37970007
Start Date : 2/23/2016
Page No : 3

	Moreland Ave Northbound					Moreland Ave Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**29**	308	23	0	360	**17**	416	5	0	438	9	67	**32**	0	108	37	47	11	0	95	1001
05:00 PM	27	**323**	26	0	**376**	16	**422**	9	0	**447**	9	**84**	29	0	**122**	37	42	**13**	0	92	**1037**
05:15 PM	25	296	28	0	349	13	409	14	0	436	13	79	24	0	116	30	44	13	0	87	988
05:30 PM	24	317	**29**	0	370	11	409	**16**	0	436	**14**	76	26	0	116	**38**	**64**	9	0	**111**	1033
Total Volume	105	1244	106	0	1455	57	1656	44	0	1757	45	306	111	0	462	142	197	46	0	385	4059
% App. Total	7.2	85.5	7.3	0		3.2	94.3	2.5	0		9.7	66.2	24	0		36.9	51.2	11.9	0		
PHF	.905	.963	.914	.000	.967	.838	.981	.688	.000	.983	.804	.911	.867	.000	.947	.934	.770	.885	.000	.867	.979



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TMC Data
Memorial Dr @ Holtzclaw St

7-9am I 4-6pm

File Name : 37970004
Site Code : 37970004
Start Date : 2/23/2016
Page No : 1

Groups Printed- Cars, Trucks, Buses

	Northbound					Holtzclaw St Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	2	0	2	2	52	0	0	54	0	219	0	0	219	275
07:15 AM	0	0	0	0	0	0	0	2	0	2	1	53	0	0	54	0	214	1	0	215	271
07:30 AM	0	0	0	0	0	0	0	3	0	3	4	67	0	0	71	0	217	0	0	217	291
07:45 AM	0	0	0	0	0	1	0	6	0	7	2	84	0	0	86	0	247	0	0	247	340
Total	0	0	0	0	0	1	0	13	0	14	9	256	0	0	265	0	897	1	0	898	1177
08:00 AM	0	0	0	0	0	0	0	4	0	4	2	86	0	0	88	0	214	0	0	214	306
08:15 AM	0	0	0	0	0	1	0	6	0	7	7	65	0	0	72	0	208	1	0	209	288
08:30 AM	0	0	0	0	0	0	0	2	0	2	2	69	0	0	71	0	233	0	0	233	306
08:45 AM	0	0	0	0	0	1	0	3	0	4	6	68	0	0	74	0	212	0	0	212	290
Total	0	0	0	0	0	2	0	15	0	17	17	288	0	0	305	0	867	1	0	868	1190
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	5	0	5	4	97	0	0	101	0	92	1	0	93	199
04:15 PM	0	0	0	0	0	0	0	3	0	3	6	114	0	0	120	0	94	0	0	94	217
04:30 PM	0	0	0	0	0	0	0	8	0	8	3	109	0	0	112	0	105	1	0	106	226
04:45 PM	0	0	0	0	0	0	0	12	0	12	5	106	0	0	111	0	99	1	0	100	223
Total	0	0	0	0	0	0	0	28	0	28	18	426	0	0	444	0	390	3	0	393	865
05:00 PM	0	0	0	0	0	0	0	23	0	23	3	123	0	0	126	0	115	0	0	115	264
05:15 PM	0	0	0	0	0	2	0	3	0	5	4	125	0	0	129	0	107	0	0	107	241
05:30 PM	0	0	0	0	0	0	0	3	0	3	5	132	0	0	137	0	99	0	0	99	239
05:45 PM	0	0	0	0	0	1	0	4	0	5	3	128	0	0	131	0	95	1	0	96	232
Total	0	0	0	0	0	3	0	33	0	36	15	508	0	0	523	0	416	1	0	417	976
Grand Total	0	0	0	0	0	6	0	89	0	95	59	1478	0	0	1537	0	2570	6	0	2576	4208
Apprch %	0	0	0	0		6.3	0	93.7	0		3.8	96.2	0	0		0	99.8	0.2	0		
Total %	0	0	0	0	0	0.1	0	2.1	0	2.3	1.4	35.1	0	0	36.5	0	61.1	0.1	0	61.2	

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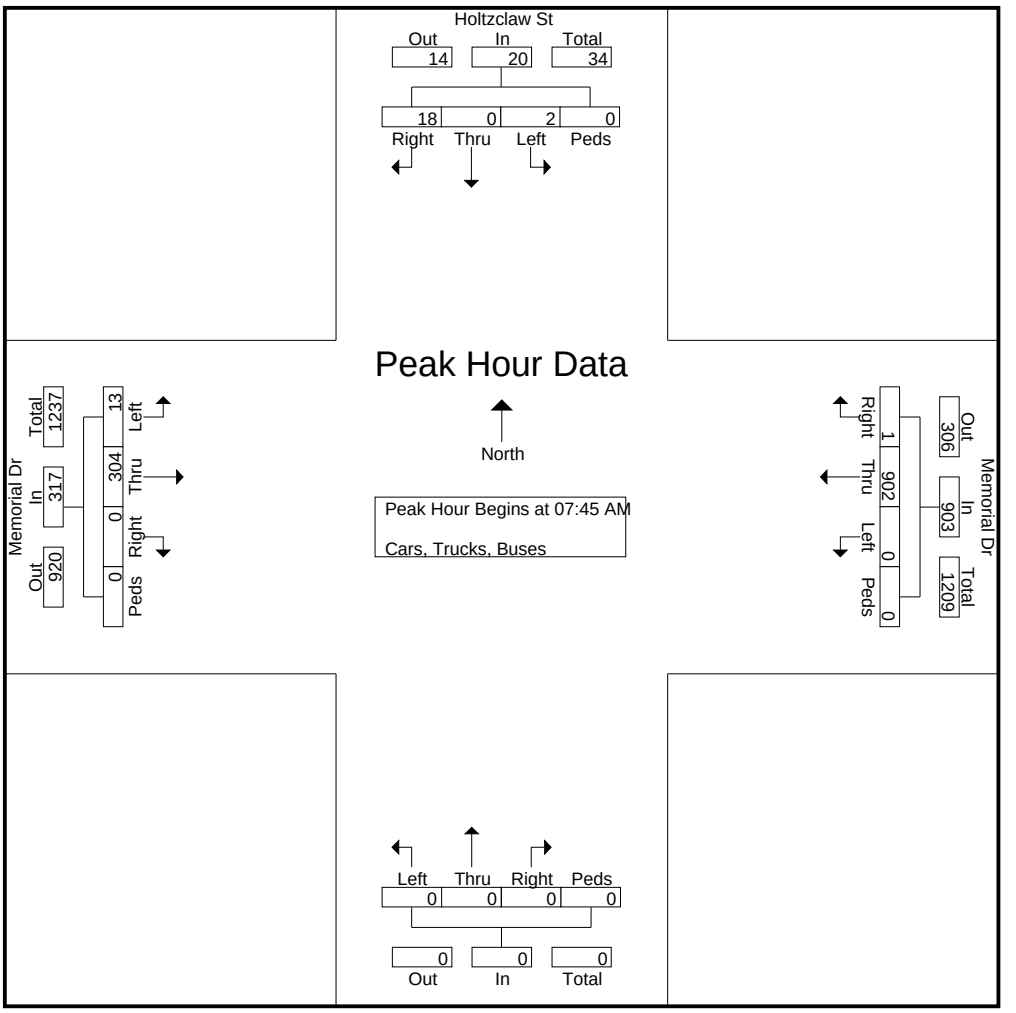
TMC Data
Memorial Dr @ Holtzclaw St

7-9am I 4-6pm

File Name : 37970004
Site Code : 37970004
Start Date : 2/23/2016
Page No : 2

	Northbound					Holtzclaw St Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	**1**	0	**6**	0	**7**	2	84	0	0	86	0	**247**	0	0	**247**	**340**
08:00 AM	0	0	0	0	0	0	0	4	0	4	2	**86**	0	0	**88**	0	214	0	0	214	306
08:15 AM	0	0	0	0	0	1	0	6	0	7	**7**	65	0	0	72	0	208	**1**	0	209	288
08:30 AM	0	0	0	0	0	0	0	2	0	2	2	69	0	0	71	0	233	0	0	233	306
Total Volume	0	0	0	0	0	2	0	18	0	20	13	304	0	0	317	0	902	1	0	903	1240
% App. Total	0	0	0	0		10	0	90	0		4.1	95.9	0	0		0	99.9	0.1	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.750	.000	.714	.464	.884	.000	.000	.901	.000	.913	.250	.000	.914	.912



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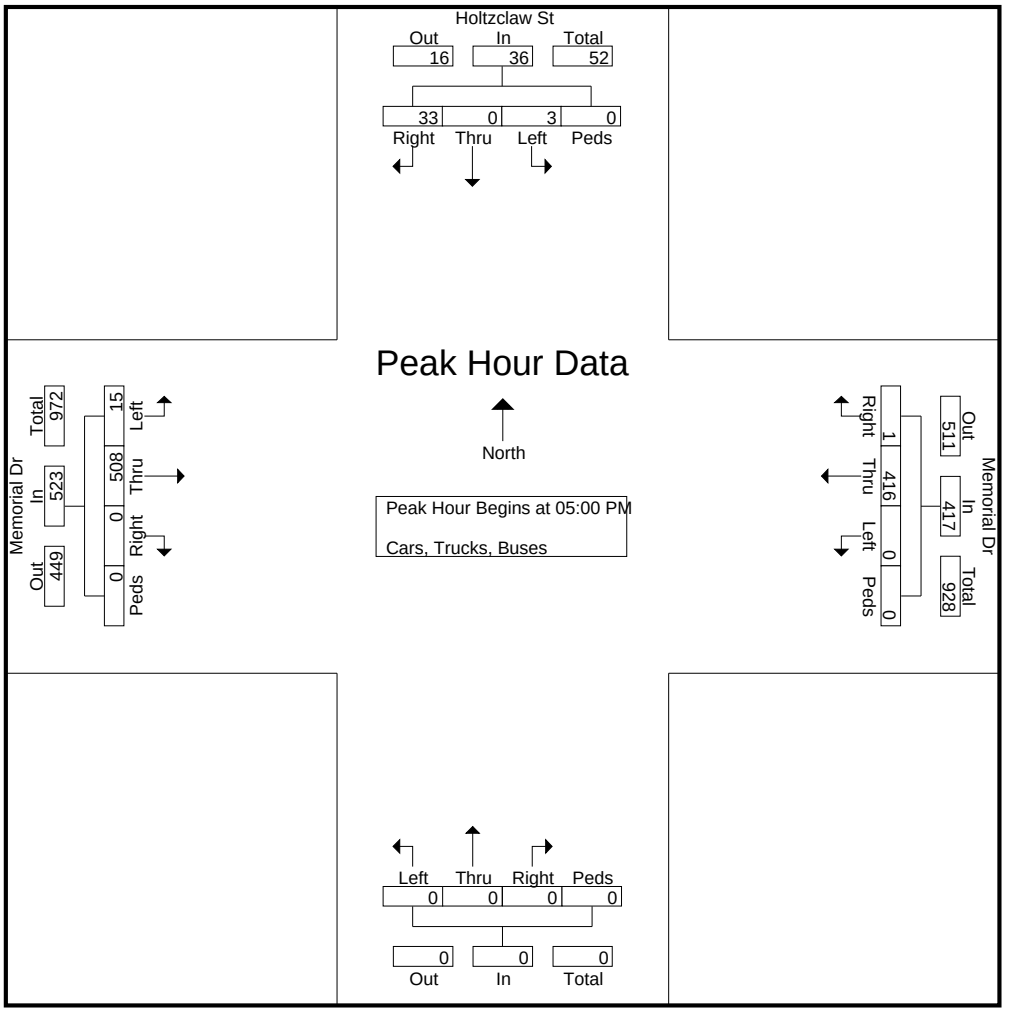
TMC Data
Memorial Dr @ Holtzclaw St

7-9am I 4-6pm

File Name : 37970004
Site Code : 37970004
Start Date : 2/23/2016
Page No : 3

	Northbound					Holtzclaw St Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	**23**	0	**23**	3	123	0	0	126	0	**115**	0	0	**115**	**264**
05:15 PM	0	0	0	0	0	**2**	0	3	0	5	4	125	0	0	129	0	107	0	0	107	241
05:30 PM	0	0	0	0	0	0	0	3	0	3	**5**	**132**	0	0	**137**	0	99	0	0	99	239
05:45 PM	0	0	0	0	0	1	0	4	0	5	3	128	0	0	131	0	95	**1**	0	96	232
Total Volume	0	0	0	0	0	3	0	33	0	36	15	508	0	0	523	0	416	1	0	417	976
% App. Total	0	0	0	0		8.3	0	91.7	0		2.9	97.1	0	0		0	99.8	0.2	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.359	.000	.391	.750	.962	.000	.000	.954	.000	.904	.250	.000	.907	.924



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TMC Data
Memorial Dr @ Flat Shoals Ave

7-9am I 4-6pm

File Name : 37970006
Site Code : 37970006
Start Date : 2/23/2016
Page No : 1

Groups Printed- Cars, Trucks, Buses

	Flat Shoals Ave Northbound					Flat Shoals Ave Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	6	33	0	0	39	0	216	6	0	222	261
07:15 AM	1	0	0	0	1	0	1	0	0	1	4	51	1	0	56	0	201	14	0	215	273
07:30 AM	0	0	0	0	0	2	0	1	0	3	3	48	1	0	52	1	195	12	0	208	263
07:45 AM	0	0	1	0	1	2	1	0	0	3	4	52	2	0	58	0	248	10	0	258	320
Total	1	0	1	0	2	4	2	1	0	7	17	184	4	0	205	1	860	42	0	903	1117
08:00 AM	0	1	1	0	2	2	0	1	0	3	3	62	4	0	69	0	196	13	0	209	283
08:15 AM	0	1	1	0	2	3	0	3	0	6	7	51	5	0	63	2	197	15	0	214	285
08:30 AM	2	0	1	0	3	4	1	2	0	7	4	58	4	0	66	1	225	3	0	229	305
08:45 AM	0	0	0	0	0	1	1	1	0	3	2	54	3	0	59	0	173	8	0	181	243
Total	2	2	3	0	7	10	2	7	0	19	16	225	16	0	257	3	791	39	0	833	1116
*** BREAK ***																					
04:00 PM	0	0	2	0	2	5	2	2	0	9	5	98	10	0	113	3	74	11	0	88	212
04:15 PM	4	1	1	0	6	3	6	1	0	10	3	111	6	0	120	3	86	5	0	94	230
04:30 PM	0	0	0	0	0	5	6	2	0	13	1	97	8	0	106	5	88	8	0	101	220
04:45 PM	0	1	4	0	5	8	9	2	0	19	6	94	4	0	104	3	57	7	0	67	195
Total	4	2	7	0	13	21	23	7	0	51	15	400	28	0	443	14	305	31	0	350	857
05:00 PM	1	4	5	0	10	8	6	2	0	16	2	113	9	0	124	8	76	5	0	89	239
05:15 PM	0	0	1	0	1	6	7	2	0	15	6	119	4	0	129	2	70	2	0	74	219
05:30 PM	0	1	1	0	2	6	9	1	0	16	4	106	9	0	119	7	92	4	0	103	240
05:45 PM	0	0	0	0	0	2	6	2	0	10	4	112	2	0	118	4	70	8	0	82	210
Total	1	5	7	0	13	22	28	7	0	57	16	450	24	0	490	21	308	19	0	348	908
Grand Total	8	9	18	0	35	57	55	22	0	134	64	1259	72	0	1395	39	2264	131	0	2434	3998
Apprch %	22.9	25.7	51.4	0		42.5	41	16.4	0		4.6	90.3	5.2	0		1.6	93	5.4	0		
Total %	0.2	0.2	0.5	0	0.9	1.4	1.4	0.6	0	3.4	1.6	31.5	1.8	0	34.9	1	56.6	3.3	0	60.9	

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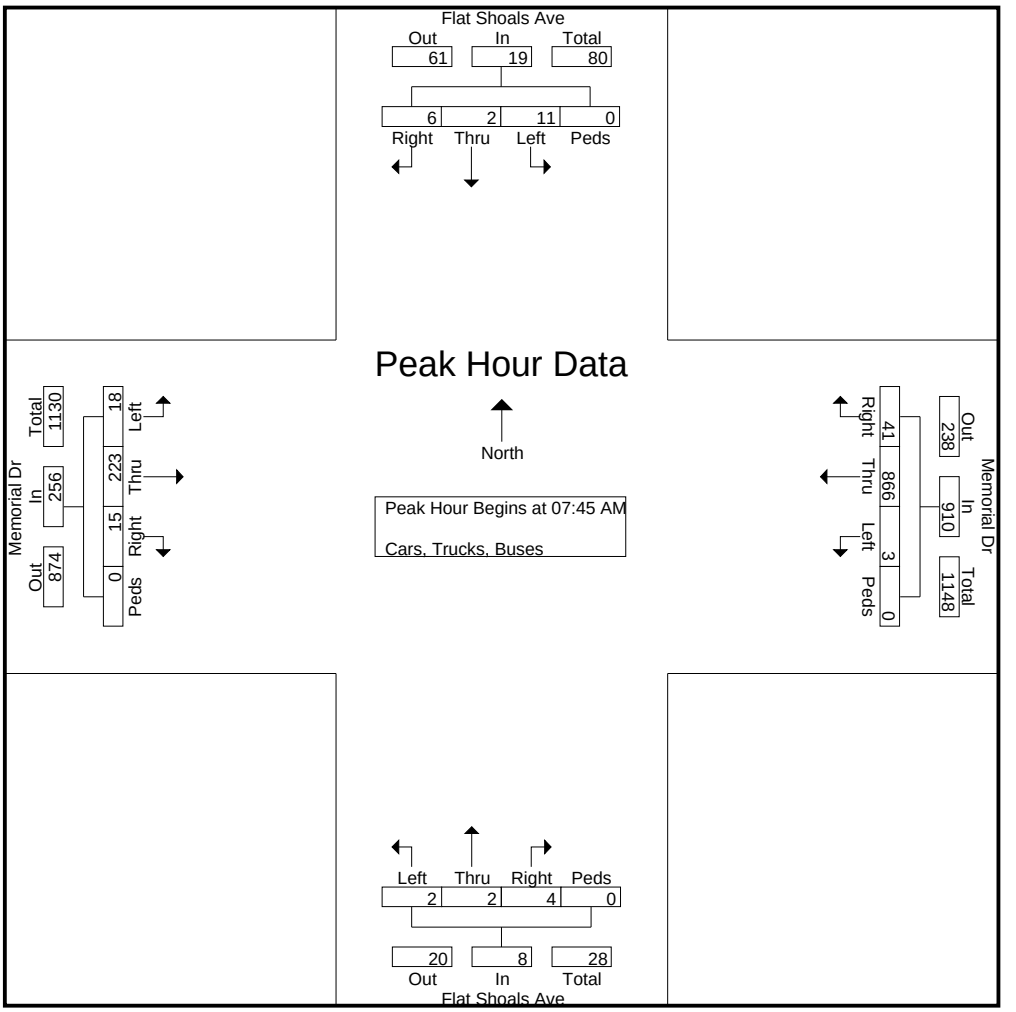
TMC Data
Memorial Dr @ Flat Shoals Ave

7-9am I 4-6pm

File Name : 37970006
Site Code : 37970006
Start Date : 2/23/2016
Page No : 2

	Flat Shoals Ave Northbound					Flat Shoals Ave Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	**1**	0	1	2	**1**	0	0	3	4	52	2	0	58	0	**248**	10	0	**258**	**320**
08:00 AM	0	**1**	1	0	2	2	0	1	0	3	3	**62**	4	0	**69**	0	196	13	0	209	283
08:15 AM	0	1	1	0	2	3	0	**3**	0	6	**7**	51	**5**	0	63	**2**	197	**15**	0	214	285
08:30 AM	**2**	0	1	0	**3**	**4**	1	2	0	**7**	4	58	4	0	66	1	225	3	0	229	305
Total Volume	2	2	4	0	8	11	2	6	0	19	18	223	15	0	256	3	866	41	0	910	1193
% App. Total	25	25	50	0		57.9	10.5	31.6	0		7	87.1	5.9	0		0.3	95.2	4.5	0		
PHF	.250	.500	1.00	.000	.667	.688	.500	.500	.000	.679	.643	.899	.750	.000	.928	.375	.873	.683	.000	.882	.932



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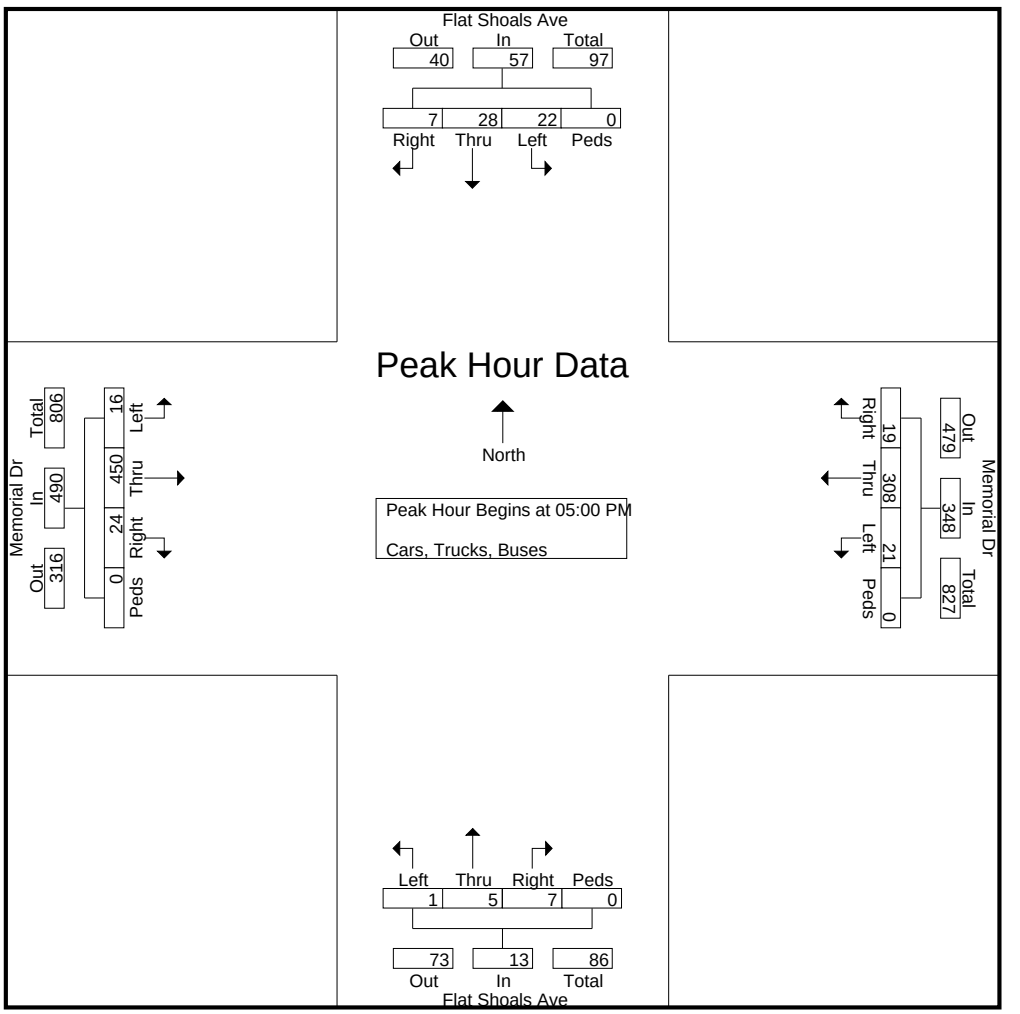
TMC Data
Memorial Dr @ Flat Shoals Ave

7-9am I 4-6pm

File Name : 37970006
Site Code : 37970006
Start Date : 2/23/2016
Page No : 3

	Flat Shoals Ave Northbound					Flat Shoals Ave Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**1**	**4**	**5**	0	**10**	**8**	6	**2**	0	**16**	2	113	**9**	0	124	**8**	76	5	0	89	239
05:15 PM	0	0	1	0	1	6	7	2	0	15	**6**	**119**	4	0	**129**	2	70	2	0	74	219
05:30 PM	0	1	1	0	2	6	**9**	1	0	16	4	106	9	0	119	7	**92**	4	0	**103**	**240**
05:45 PM	0	0	0	0	0	2	6	2	0	10	4	112	2	0	118	4	70	**8**	0	82	210
Total Volume	1	5	7	0	13	22	28	7	0	57	16	450	24	0	490	21	308	19	0	348	908
% App. Total	7.7	38.5	53.8	0		38.6	49.1	12.3	0		3.3	91.8	4.9	0		6	88.5	5.5	0		
PHF	.250	.313	.350	.000	.325	.688	.778	.875	.000	.891	.667	.945	.667	.000	.950	.656	.837	.594	.000	.845	.946



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TMC Data
Memorial Dr @ Chester Ave

7-9am I 4-6pm

File Name : 37970002
Site Code : 37970002
Start Date : 2/23/2016
Page No : 1

Groups Printed- Cars, Trucks, Buses

	Chester Ave Northbound					Chester Ave Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	3	1	11	0	15	4	2	2	0	8	1	26	2	0	29	23	257	13	0	293	345
07:15 AM	1	2	3	0	6	3	0	7	0	10	1	42	1	0	44	18	268	14	0	300	360
07:30 AM	3	2	3	0	8	7	0	4	0	11	0	53	3	0	56	17	280	15	0	312	387
07:45 AM	9	1	5	0	15	2	3	8	0	13	2	61	0	0	63	14	275	19	0	308	399
Total	16	6	22	0	44	16	5	21	0	42	4	182	6	0	192	72	1080	61	0	1213	1491
08:00 AM	3	2	8	0	13	3	1	5	0	9	4	62	1	0	67	11	263	18	0	292	381
08:15 AM	7	1	2	0	10	10	1	11	0	22	2	53	0	0	55	8	251	19	0	278	365
08:30 AM	7	2	4	0	13	9	0	12	0	21	3	48	3	0	54	11	232	19	0	262	350
08:45 AM	0	0	5	0	5	4	4	6	0	14	2	51	1	0	54	3	229	21	0	253	326
Total	17	5	19	0	41	26	6	34	0	66	11	214	5	0	230	33	975	77	0	1085	1422
*** BREAK ***																					
04:00 PM	1	1	19	0	21	20	1	7	0	28	3	119	3	0	125	2	62	7	0	71	245
04:15 PM	0	0	11	0	11	22	2	2	0	26	1	135	1	0	137	3	67	18	0	88	262
04:30 PM	1	1	12	0	14	19	2	5	0	26	5	112	1	0	118	1	62	12	0	75	233
04:45 PM	0	1	7	0	8	18	1	5	0	24	6	131	2	0	139	2	63	9	0	74	245
Total	2	3	49	0	54	79	6	19	0	104	15	497	7	0	519	8	254	46	0	308	985
05:00 PM	0	0	13	0	13	22	1	4	0	27	6	157	3	0	166	2	55	12	0	69	275
05:15 PM	1	0	8	0	9	21	3	8	0	32	8	160	5	0	173	2	80	17	0	99	313
05:30 PM	2	1	12	0	15	27	2	10	0	39	4	165	6	0	175	2	73	12	0	87	316
05:45 PM	1	0	6	0	7	25	3	5	0	33	5	189	1	0	195	5	82	14	0	101	336
Total	4	1	39	0	44	95	9	27	0	131	23	671	15	0	709	11	290	55	0	356	1240
Grand Total	39	15	129	0	183	216	26	101	0	343	53	1564	33	0	1650	124	2599	239	0	2962	5138
Apprch %	21.3	8.2	70.5	0		63	7.6	29.4	0		3.2	94.8	2	0		4.2	87.7	8.1	0		
Total %	0.8	0.3	2.5	0	3.6	4.2	0.5	2	0	6.7	1	30.4	0.6	0	32.1	2.4	50.6	4.7	0	57.6	

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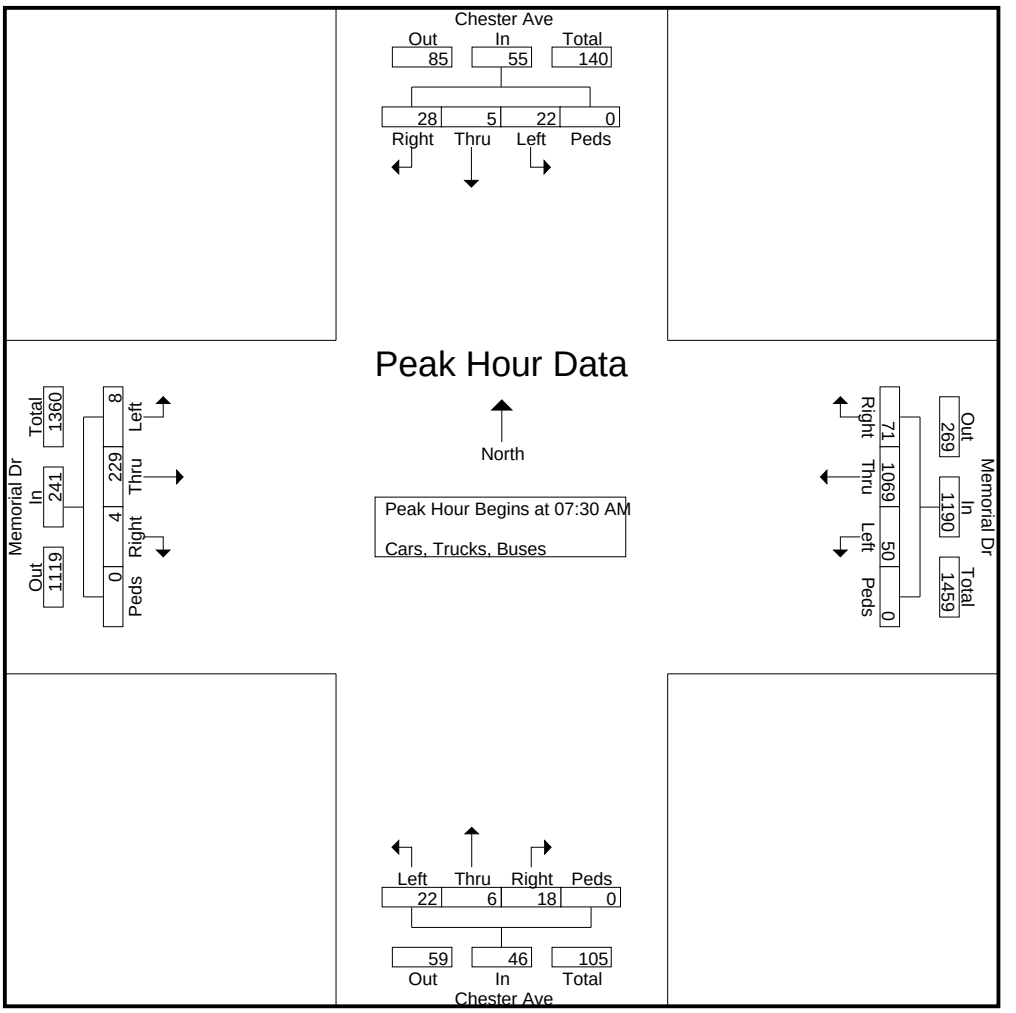
TMC Data
Memorial Dr @ Chester Ave

7-9am I 4-6pm

File Name : 37970002
Site Code : 37970002
Start Date : 2/23/2016
Page No : 2

	Chester Ave Northbound					Chester Ave Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	3	**2**	3	0	8	7	0	4	0	11	0	53	**3**	0	56	**17**	**280**	15	0	**312**	387
07:45 AM	**9**	1	5	0	**15**	2	**3**	8	0	13	2	61	0	0	63	14	275	**19**	0	308	**399**
08:00 AM	3	2	**8**	0	13	3	1	5	0	9	**4**	**62**	1	0	**67**	11	263	18	0	292	381
08:15 AM	7	1	2	0	10	**10**	1	**11**	0	**22**	2	53	0	0	55	8	251	19	0	278	365
Total Volume	22	6	18	0	46	22	5	28	0	55	8	229	4	0	241	50	1069	71	0	1190	1532
% App. Total	47.8	13	39.1	0		40	9.1	50.9	0		3.3	95	1.7	0		4.2	89.8	6	0		
PHF	.611	.750	.563	.000	.767	.550	.417	.636	.000	.625	.500	.923	.333	.000	.899	.735	.954	.934	.000	.954	.960



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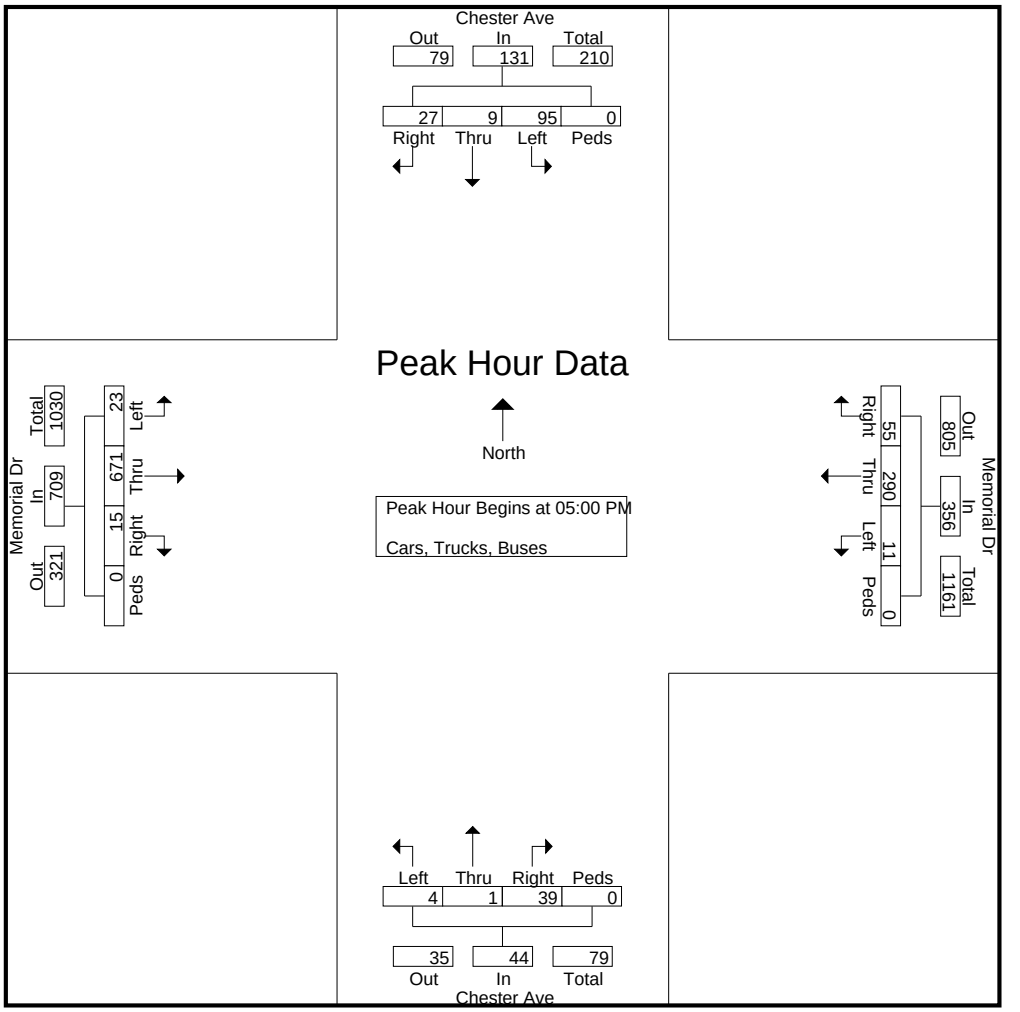
TMC Data
Memorial Dr @ Chester Ave

7-9am I 4-6pm

File Name : 37970002
Site Code : 37970002
Start Date : 2/23/2016

	Chester Ave Northbound					Chester Ave Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	**13**	0	13	22	1	4	0	27	6	157	3	0	166	2	55	12	0	69	275
05:15 PM	1	0	8	0	9	21	**3**	8	0	32	**8**	160	5	0	173	2	80	**17**	0	99	313
05:30 PM	**2**	**1**	12	0	**15**	**27**	2	**10**	0	**39**	4	165	**6**	0	175	2	73	12	0	87	316
05:45 PM	1	0	6	0	7	25	3	5	0	33	5	**189**	1	0	**195**	**5**	**82**	14	0	**101**	**336**
Total Volume	4	1	39	0	44	95	9	27	0	131	23	671	15	0	709	11	290	55	0	356	1240
% App. Total	9.1	2.3	88.6	0		72.5	6.9	20.6	0		3.2	94.6	2.1	0		3.1	81.5	15.4	0		
PHF	.500	.250	.750	.000	.733	.880	.750	.675	.000	.840	.719	.888	.625	.000	.909	.550	.884	.809	.000	.881	.923



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TMC Data
Memorial Dr @ Boulevard SE

7-9am I 4-6pm

File Name : 37970001
Site Code : 37970001
Start Date : 2/23/2016
Page No : 1

Groups Printed- Cars, Trucks, Buses

	Boulevard SE Northbound					Boulevard SE Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	79	198	5	0	282	4	32	11	0	47	16	23	6	0	45	10	146	106	0	262	636
07:15 AM	77	192	2	0	271	7	44	11	0	62	26	35	5	0	66	12	159	94	0	265	664
07:30 AM	99	216	2	0	317	5	44	15	0	64	30	46	3	0	79	10	174	63	0	247	707
07:45 AM	82	182	5	0	269	10	51	8	0	69	25	42	9	0	76	13	179	52	0	244	658
Total	337	788	14	0	1139	26	171	45	0	242	97	146	23	0	266	45	658	315	0	1018	2665
08:00 AM	101	194	6	0	301	11	39	17	0	67	30	55	3	0	88	10	171	44	0	225	681
08:15 AM	97	198	3	0	298	7	41	19	0	67	21	49	10	0	80	5	167	51	0	223	668
08:30 AM	95	189	5	0	289	8	45	13	0	66	24	37	6	0	67	9	174	50	0	233	655
08:45 AM	76	170	4	0	250	7	38	18	0	63	27	44	6	0	77	16	186	46	0	248	638
Total	369	751	18	0	1138	33	163	67	0	263	102	185	25	0	312	40	698	191	0	929	2642
*** BREAK ***																					
04:00 PM	17	89	13	0	119	20	178	10	0	208	17	79	22	0	118	24	67	17	0	108	553
04:15 PM	17	103	9	0	129	31	189	16	0	236	16	73	20	0	109	26	50	10	0	86	560
04:30 PM	16	79	17	0	112	31	191	18	0	240	12	79	17	0	108	32	67	19	0	118	578
04:45 PM	14	100	17	0	131	32	203	13	0	248	15	98	30	0	143	24	49	23	0	96	618
Total	64	371	56	0	491	114	761	57	0	932	60	329	89	0	478	106	233	69	0	408	2309
05:00 PM	13	90	16	0	119	44	198	17	0	259	16	102	35	0	153	26	62	12	0	100	631
05:15 PM	19	87	18	0	124	29	195	12	0	236	10	118	23	0	151	30	56	23	0	109	620
05:30 PM	21	102	18	0	141	26	212	15	0	253	16	130	36	0	182	30	66	18	0	114	690
05:45 PM	18	120	16	0	154	40	184	8	0	232	21	128	37	0	186	36	71	20	0	127	699
Total	71	399	68	0	538	139	789	52	0	980	63	478	131	0	672	122	255	73	0	450	2640
Grand Total	841	2309	156	0	3306	312	1884	221	0	2417	322	1138	268	0	1728	313	1844	648	0	2805	10256
Apprch %	25.4	69.8	4.7	0		12.9	77.9	9.1	0		18.6	65.9	15.5	0		11.2	65.7	23.1	0		
Total %	8.2	22.5	1.5	0	32.2	3	18.4	2.2	0	23.6	3.1	11.1	2.6	0	16.8	3.1	18	6.3	0	27.3	

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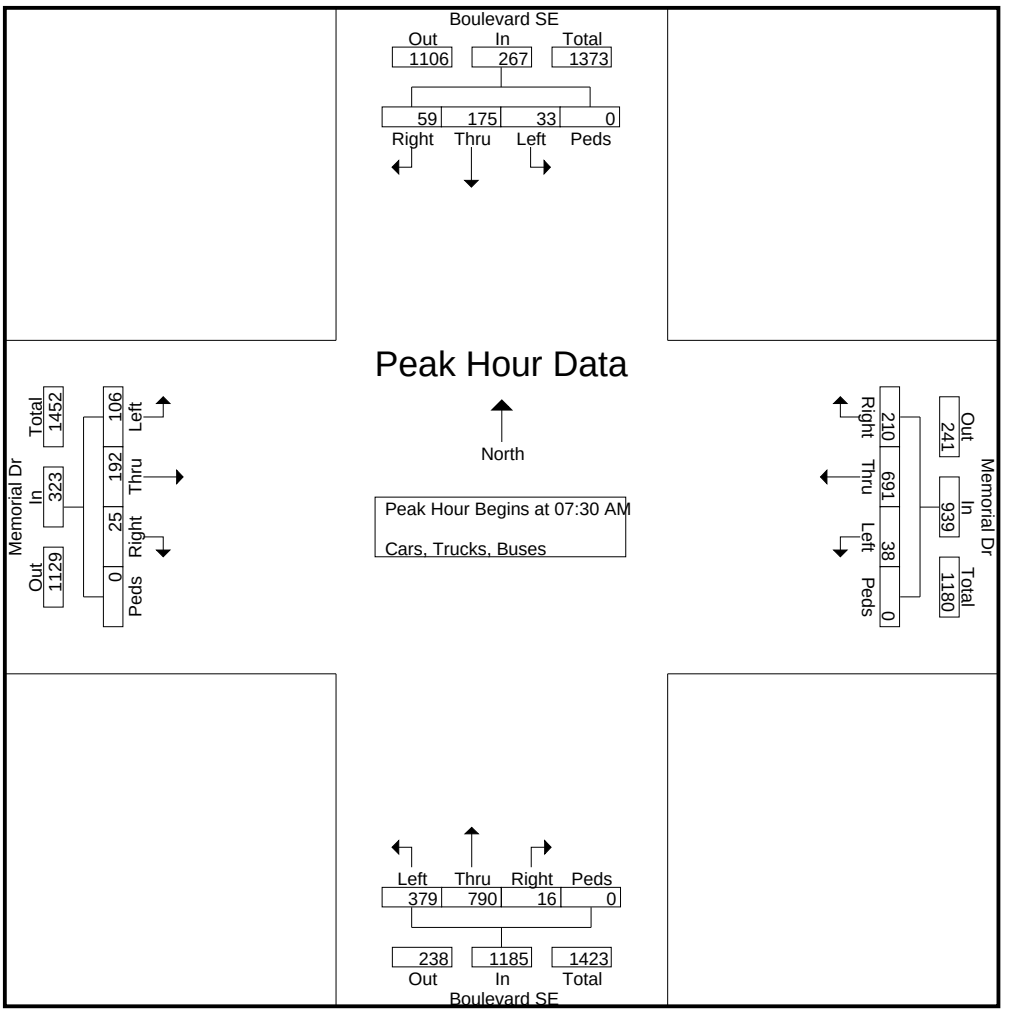
TMC Data
Memorial Dr @ Boulevard SE

7-9am I 4-6pm

File Name : 37970001
Site Code : 37970001
Start Date : 2/23/2016
Page No : 2

	Boulevard SE Northbound					Boulevard SE Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	99	**216**	2	0	**317**	5	44	15	0	64	**30**	46	3	0	79	10	174	**63**	0	**247**	**707**
07:45 AM	82	182	5	0	269	10	**51**	8	0	**69**	25	42	9	0	76	**13**	**179**	52	0	244	658
08:00 AM	**101**	194	**6**	0	301	**11**	39	17	0	67	30	**55**	3	0	**88**	10	171	44	0	225	681
08:15 AM	97	198	3	0	298	7	41	**19**	0	67	21	49	**10**	0	80	5	167	51	0	223	668
Total Volume	379	790	16	0	1185	33	175	59	0	267	106	192	25	0	323	38	691	210	0	939	2714
% App. Total	32	66.7	1.4	0		12.4	65.5	22.1	0		32.8	59.4	7.7	0		4	73.6	22.4	0		
PHF	.938	.914	.667	.000	.935	.750	.858	.776	.000	.967	.883	.873	.625	.000	.918	.731	.965	.833	.000	.950	.960



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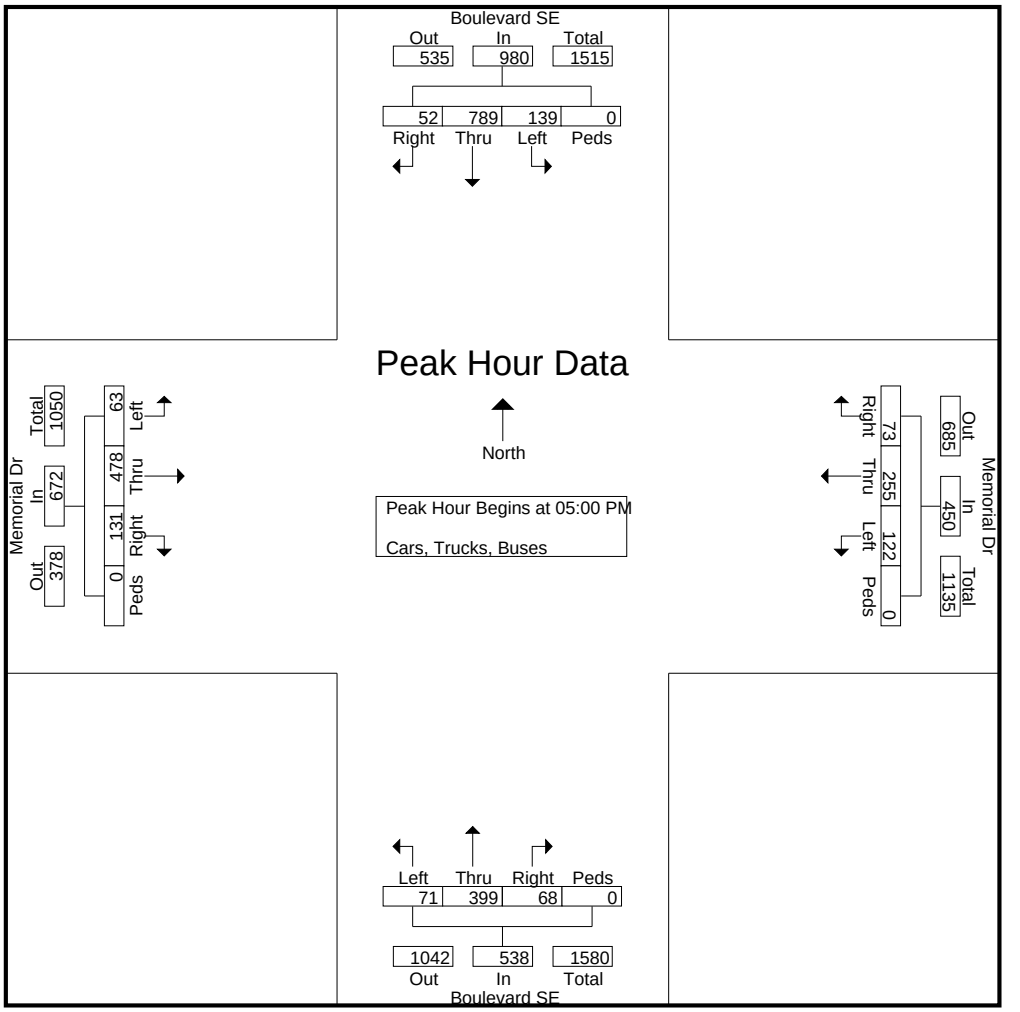
TMC Data
Memorial Dr @ Boulevard SE

7-9am I 4-6pm

File Name : 37970001
Site Code : 37970001
Start Date : 2/23/2016
Page No : 3

	Boulevard SE Northbound					Boulevard SE Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	13	90	16	0	119	**44**	198	**17**	0	**259**	16	102	35	0	153	26	62	12	0	100	631
05:15 PM	19	87	**18**	0	124	29	195	12	0	236	10	118	23	0	151	30	56	**23**	0	109	620
05:30 PM	**21**	102	18	0	141	26	**212**	15	0	253	16	**130**	36	0	182	30	66	18	0	114	690
05:45 PM	18	**120**	16	0	**154**	40	184	8	0	232	**21**	128	**37**	0	**186**	**36**	**71**	20	0	**127**	**699**
Total Volume	71	399	68	0	538	139	789	52	0	980	63	478	131	0	672	122	255	73	0	450	2640
% App. Total	13.2	74.2	12.6	0		14.2	80.5	5.3	0		9.4	71.1	19.5	0		27.1	56.7	16.2	0		
PHF	.845	.831	.944	.000	.873	.790	.930	.765	.000	.946	.750	.919	.885	.000	.903	.847	.898	.793	.000	.886	.944



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TMC Data
Memorial Dr @ Bill Kennedy Way

7-9am I 4-6pm

File Name : 37970003
Site Code : 37970003
Start Date : 2/23/2016
Page No : 1

Groups Printed- Cars, Trucks, Buses

	Bill Kennedy Way Northbound					Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds/ Bikes	App. Total	Left	Thru	Right	Peds/ Bikes	App. Total	Left	Thru	Right	Peds/ Bikes	App. Total	Left	Thru	Right	Peds/ Bikes	App. Total	Int. Total
07:00 AM	87	0	26	1	114	0	0	0	1	1	0	32	15	1	48	9	213	0	1	223	386
07:15 AM	90	0	28	0	118	0	0	0	1	1	0	31	8	0	39	10	211	0	0	221	379
07:30 AM	102	0	25	1	128	0	0	0	1	1	0	47	20	0	67	15	207	0	0	222	418
07:45 AM	95	0	36	0	131	0	0	0	1	1	0	45	27	0	72	36	224	0	0	260	464
Total	374	0	115	2	491	0	0	0	4	4	0	155	70	1	226	70	855	0	1	926	1647
08:00 AM	86	0	28	2	116	0	0	0	0	0	0	63	18	0	81	25	205	0	0	230	427
08:15 AM	72	0	38	1	111	0	0	0	1	1	0	36	14	0	50	24	196	0	0	220	382
08:30 AM	81	0	26	1	108	0	0	0	2	2	0	43	15	0	58	21	213	0	0	234	402
08:45 AM	72	0	28	0	100	0	0	0	0	0	0	47	17	0	64	23	177	0	1	201	365
Total	311	0	120	4	435	0	0	0	3	3	0	189	64	0	253	93	791	0	1	885	1576
*** BREAK ***																					
04:00 PM	17	0	23	0	40	0	0	0	0	0	0	78	70	1	149	32	58	0	1	91	280
04:15 PM	13	0	19	1	33	0	0	0	0	0	0	102	71	0	173	33	69	0	1	103	309
04:30 PM	17	0	22	0	39	0	0	0	3	3	0	83	78	0	161	61	62	0	0	123	326
04:45 PM	19	0	23	0	42	0	0	0	0	0	0	95	64	0	159	35	60	0	0	95	296
Total	66	0	87	1	154	0	0	0	3	3	0	358	283	1	642	161	249	0	2	412	1211
05:00 PM	20	0	24	1	45	0	0	0	1	1	0	124	82	1	207	56	67	0	1	124	377
05:15 PM	20	0	20	4	44	0	0	0	0	0	0	96	91	0	187	36	63	0	0	99	330
05:30 PM	25	0	26	0	51	0	0	0	4	4	0	116	100	0	216	57	63	0	2	122	393
05:45 PM	23	0	23	0	46	0	0	0	0	0	0	104	97	0	201	56	60	0	0	116	363
Total	88	0	93	5	186	0	0	0	5	5	0	440	370	1	811	205	253	0	3	461	1463
Grand Total	839	0	415	12	1266	0	0	0	15	15	0	1142	787	3	1932	529	2148	0	7	2684	5897
Apprch %	66.3	0	32.8	0.9		0	0	0	100		0	59.1	40.7	0.2		19.7	80	0	0.3		
Total %	14.2	0	7	0.2	21.5	0	0	0	0.3	0.3	0	19.4	13.3	0.1	32.8	9	36.4	0	0.1	45.5	

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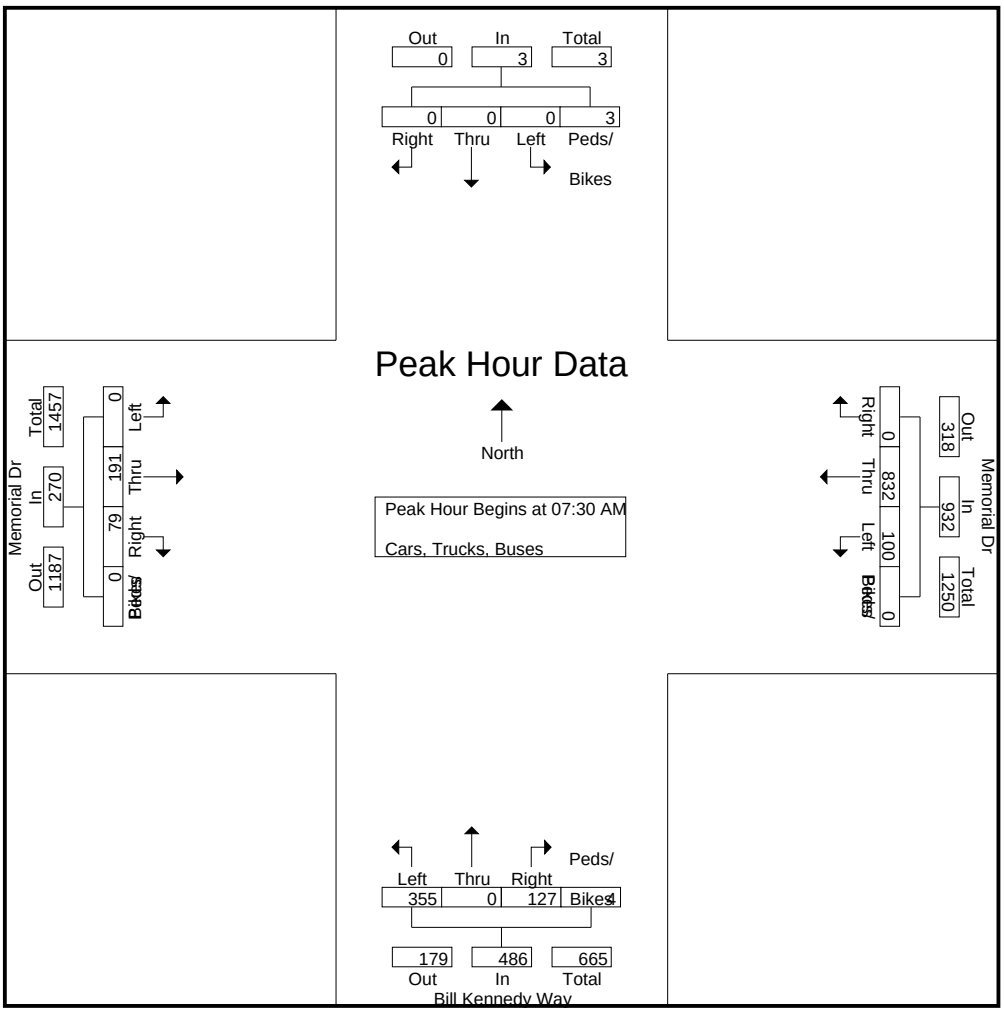
TMC Data
Memorial Dr @ Bill Kennedy Way

7-9am I 4-6pm

File Name : 37970003
Site Code : 37970003
Start Date : 2/23/2016
Page No : 2

	Bill Kennedy Way Northbound					Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds/ Bikes	App. Total	Left	Thru	Right	Peds/ Bikes	App. Total	Left	Thru	Right	Peds/ Bikes	App. Total	Left	Thru	Right	Peds/ Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**102**	0	25	1	128	0	0	0	**1**	**1**	0	47	20	0	67	15	207	0	0	222	418
07:45 AM	95	0	36	0	**131**	0	0	0	1	1	0	45	**27**	0	72	**36**	**224**	0	0	**260**	**464**
08:00 AM	86	0	28	**2**	116	0	0	0	0	0	0	**63**	18	0	**81**	25	205	0	0	230	427
08:15 AM	72	0	**38**	1	111	0	0	0	1	1	0	36	14	0	50	24	196	0	0	220	382
Total Volume	355	0	127	4	486	0	0	0	3	3	0	191	79	0	270	100	832	0	0	932	1691
% App. Total	73	0	26.1	0.8		0	0	0	100		0	70.7	29.3	0		10.7	89.3	0	0		
PHF	.870	.000	.836	.500	.927	.000	.000	.000	.750	.750	.000	.758	.731	.000	.833	.694	.929	.000	.000	.896	.911



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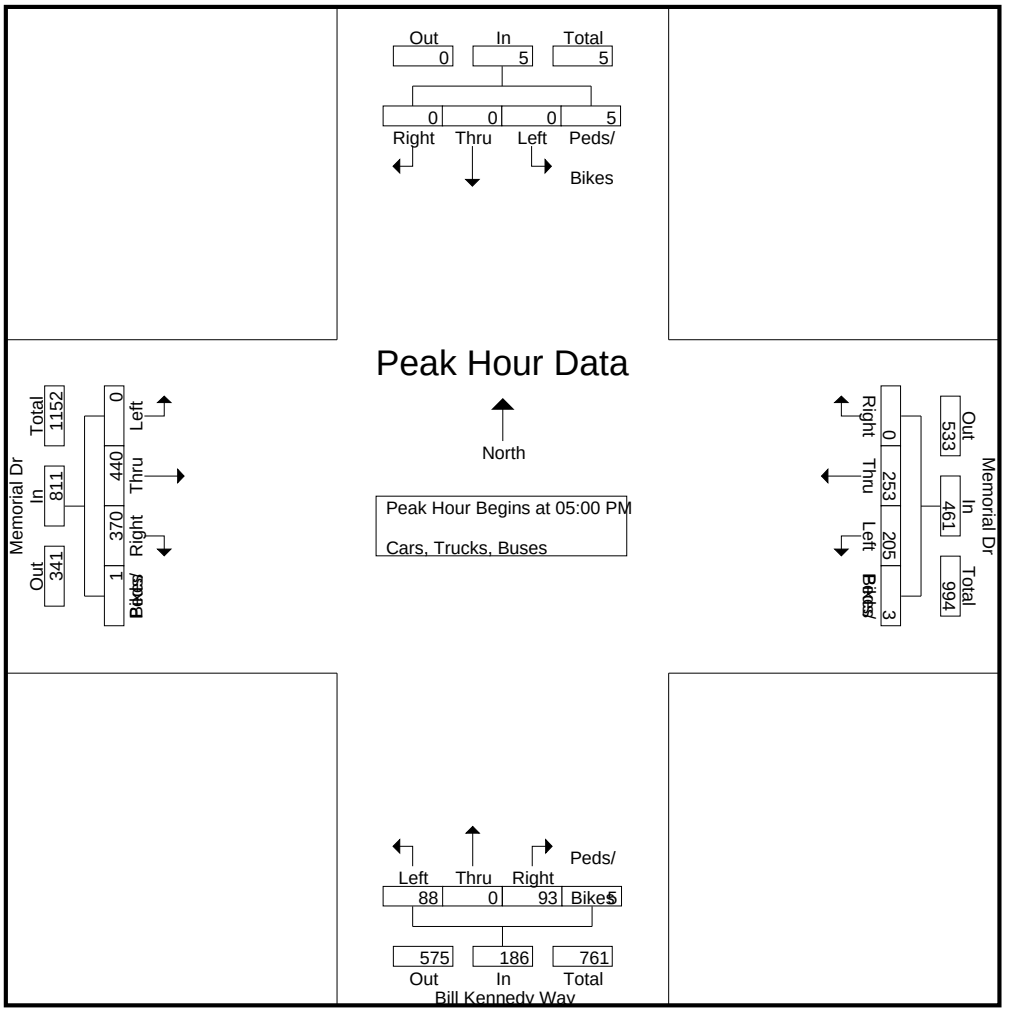
TMC Data
Memorial Dr @ Bill Kennedy Way

7-9am I 4-6pm

File Name : 37970003
Site Code : 37970003
Start Date : 2/23/2016
Page No : 3

	Bill Kennedy Way Northbound					Southbound					Memorial Dr Eastbound					Memorial Dr Westbound					
Start Time	Left	Thru	Right	Peds/ Bikes	App. Total	Left	Thru	Right	Peds/ Bikes	App. Total	Left	Thru	Right	Peds/ Bikes	App. Total	Left	Thru	Right	Peds/ Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	20	0	24	1	45	0	0	0	1	1	0	**124**	82	**1**	207	56	**67**	0	1	**124**	377
05:15 PM	20	0	20	**4**	44	0	0	0	0	0	0	96	91	0	187	36	63	0	0	99	330
05:30 PM	**25**	0	**26**	0	**51**	0	0	0	**4**	**4**	0	116	**100**	0	**216**	**57**	63	0	**2**	122	**393**
05:45 PM	23	0	23	0	46	0	0	0	0	0	0	104	97	0	201	56	60	0	0	116	363
Total Volume	88	0	93	5	186	0	0	0	5	5	0	440	370	1	811	205	253	0	3	461	1463
% App. Total	47.3	0	50	2.7		0	0	0	100		0	54.3	45.6	0.1		44.5	54.9	0	0.7		
PHF	.880	.000	.894	.313	.912	.000	.000	.000	.313	.313	.000	.887	.925	.250	.939	.899	.944	.000	.375	.929	.931



ADT Data

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Site Code: 37970101
Bill Kennedy Way SE South of Memorial Dr

Start	23-Feb-16	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		6	44			9	45				
12:15		3	49			1	29				
12:30		5	49			5	47				
12:45		4	43	18	185	9	38	24	159	42	344
01:00		5	47			0	46				
01:15		7	38			2	48				
01:30		1	43			3	47				
01:45		4	46	17	174	3	42	8	183	25	357
02:00		1	53			3	35				
02:15		3	44			2	48				
02:30		2	41			0	54				
02:45		3	44	9	182	0	46	5	183	14	365
03:00		3	58			0	61				
03:15		2	52			1	77				
03:30		1	66			3	142				
03:45		5	46	11	222	1	109	5	389	16	611
04:00		6	41			9	95				
04:15		3	33			2	109				
04:30		4	39			5	132				
04:45		4	43	17	156	6	101	22	437	39	593
05:00		5	39			1	136				
05:15		7	43			9	127				
05:30		14	53			6	145				
05:45		16	49	42	184	11	162	27	570	69	754
06:00		31	62			13	126				
06:15		53	47			11	96				
06:30		67	49			12	85				
06:45		98	41	249	199	16	77	52	384	301	583
07:00		116	39			25	71				
07:15		127	44			21	55				
07:30		121	23			35	61				
07:45		132	38	496	144	55	54	136	241	632	385
08:00		119	34			52	40				
08:15		105	33			41	34				
08:30		103	30			32	30				
08:45		103	28	430	125	39	25	164	129	594	254
09:00		78	25			45	26				
09:15		73	22			25	24				
09:30		56	20			32	21				
09:45		34	18	241	85	34	18	136	89	377	174
10:00		37	15			33	15				
10:15		37	13			28	18				
10:30		27	14			25	13				
10:45		36	10	137	52	24	15	110	61	247	113
11:00		45	6			40	10				
11:15		28	7			38	9				
11:30		45	10			32	8				
11:45		43	6	161	29	40	8	150	35	311	64
Total		1828	1737			839	2860			2667	4597
Percent		51.3%	48.7%			22.7%	77.3%			36.7%	63.3%
Grand Total		1828	1737			839	2860			2667	4597
Percent		51.3%	48.7%			22.7%	77.3%			36.7%	63.3%

ADT ADT 7,264 AADT 7,264

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TMC Data
Bill Kennedy Way @ I-20 WB On-Ramp

7am - 7pm

File Name : 37970011
Site Code : 37970011
Start Date : 2/23/2016
Page No : 1

Groups Printed- Cars, Trucks, Buses

	Bill Kennedy Way Northbound					Bill Kennedy Way Southbound					I-20 WB On-Ramp Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	28	123	0	0	151	0	10	15	0	25	0	0	0	0	0	0	0	0	0	0	176
07:15 AM	39	131	0	0	170	0	10	8	0	18	0	0	0	0	0	0	0	0	0	0	188
07:30 AM	53	127	0	0	180	0	20	17	0	37	0	0	0	0	0	0	0	0	0	0	217
07:45 AM	48	113	0	0	161	0	41	13	0	54	0	0	0	0	0	0	0	0	0	0	215
Total	168	494	0	0	662	0	81	53	0	134	0	0	0	0	0	0	0	0	0	0	796
08:00 AM	43	111	0	0	154	0	30	17	0	47	0	0	0	0	0	0	0	0	0	0	201
08:15 AM	42	107	0	0	149	0	23	14	0	37	0	0	0	0	0	0	0	0	0	0	186
08:30 AM	43	100	0	0	143	0	22	12	0	34	0	0	0	0	0	0	0	0	0	0	177
08:45 AM	45	105	0	0	150	0	18	20	0	38	0	0	0	0	0	0	0	0	0	0	188
Total	173	423	0	0	596	0	93	63	0	156	0	0	0	0	0	0	0	0	0	0	752
09:00 AM	43	83	0	0	126	0	20	26	0	46	0	0	0	0	0	0	0	0	0	0	172
09:15 AM	53	66	0	0	119	0	16	13	0	29	0	0	0	0	0	0	0	0	0	0	148
09:30 AM	51	49	0	0	100	0	17	16	0	33	0	0	0	0	0	0	0	0	0	0	133
09:45 AM	51	36	0	0	87	0	19	16	0	35	0	0	0	0	0	0	0	0	0	0	122
Total	198	234	0	0	432	0	72	71	0	143	0	0	0	0	0	0	0	0	0	0	575
10:00 AM	43	34	0	0	77	0	18	15	0	33	0	0	0	0	0	0	0	0	0	0	110
10:15 AM	35	41	0	0	76	0	17	11	0	28	0	0	0	0	0	0	0	0	0	0	104
10:30 AM	45	29	0	0	74	0	14	14	0	28	0	0	0	0	0	0	0	0	0	0	102
10:45 AM	43	32	0	0	75	0	15	11	0	26	0	0	0	0	0	0	0	0	0	0	101
Total	166	136	0	0	302	0	64	51	0	115	0	0	0	0	0	0	0	0	0	0	417
11:00 AM	30	40	0	0	70	0	18	21	0	39	0	0	0	0	0	0	0	0	0	0	109
11:15 AM	27	29	0	0	56	0	11	18	0	29	0	0	0	0	0	0	0	0	0	0	85
11:30 AM	23	45	0	0	68	0	14	17	0	31	0	0	0	0	0	0	0	0	0	0	99
11:45 AM	29	45	0	0	74	0	17	25	0	42	0	0	0	0	0	0	0	0	0	0	116
Total	109	159	0	0	268	0	60	81	0	141	0	0	0	0	0	0	0	0	0	0	409
12:00 PM	33	44	0	0	77	0	24	22	0	46	0	0	0	0	0	0	0	0	0	0	123
12:15 PM	41	48	0	0	89	0	16	11	0	27	0	0	0	0	0	0	0	0	0	0	116
12:30 PM	37	52	0	0	89	0	30	18	0	48	0	0	0	0	0	0	0	0	0	0	137
12:45 PM	48	46	0	0	94	0	26	14	0	40	0	0	0	0	0	0	0	0	0	0	134
Total	159	190	0	0	349	0	96	65	0	161	0	0	0	0	0	0	0	0	0	0	510
01:00 PM	49	45	0	0	94	0	30	17	0	47	0	0	0	0	0	0	0	0	0	0	141
01:15 PM	51	36	0	0	87	0	27	12	0	39	0	0	0	0	0	0	0	0	0	0	126
01:30 PM	31	37	0	0	68	0	21	22	0	43	0	0	0	0	0	0	0	0	0	0	111
01:45 PM	23	39	0	0	62	0	18	11	0	29	0	0	0	0	0	0	0	0	0	0	91
Total	154	157	0	0	311	0	96	62	0	158	0	0	0	0	0	0	0	0	0	0	469
02:00 PM	33	49	0	0	82	0	19	16	0	35	0	0	0	0	0	0	0	0	0	0	117
02:15 PM	34	39	0	0	73	0	29	23	0	52	0	0	0	0	0	0	0	0	0	0	125
02:30 PM	39	39	0	0	78	0	19	28	0	47	0	0	0	0	0	0	0	0	0	0	125
02:45 PM	43	40	0	0	83	0	25	25	0	50	0	0	0	0	0	0	0	0	0	0	133
Total	149	167	0	0	316	0	92	92	0	184	0	0	0	0	0	0	0	0	0	0	500

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TMC Data
Bill Kennedy Way @ I-20 WB On-Ramp

7am - 7pm

File Name : 37970011
Site Code : 37970011
Start Date : 2/23/2016
Page No : 2

Groups Printed- Cars, Trucks, Buses

	Bill Kennedy Way Northbound					Bill Kennedy Way Southbound					I-20 WB On-Ramp Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
03:00 PM	38	61	0	0	99	0	27	29	0	56	0	0	0	0	0	0	0	0	0	0	155
03:15 PM	32	36	0	0	68	0	45	35	0	80	0	0	0	0	0	0	0	0	0	0	148
03:30 PM	35	61	0	0	96	0	51	89	0	140	0	0	0	0	0	0	0	0	0	0	236
03:45 PM	32	36	0	0	68	0	53	46	0	99	0	0	0	0	0	0	0	0	0	0	167
Total	137	194	0	0	331	0	176	199	0	375	0	0	0	0	0	0	0	0	0	0	706
04:00 PM	37	39	0	0	76	0	43	55	0	98	0	0	0	0	0	0	0	0	0	0	174
04:15 PM	23	22	0	0	45	0	57	52	0	109	0	0	0	0	0	0	0	0	0	0	154
04:30 PM	26	42	0	0	68	0	65	47	0	112	0	0	0	0	0	0	0	0	0	0	180
04:45 PM	44	44	0	0	88	0	65	54	0	119	0	0	0	0	0	0	0	0	0	0	207
Total	130	147	0	0	277	0	230	208	0	438	0	0	0	0	0	0	0	0	0	0	715
05:00 PM	42	40	0	0	82	0	73	61	0	134	0	0	0	0	0	0	0	0	0	0	216
05:15 PM	32	42	0	0	74	0	91	37	0	128	0	0	0	0	0	0	0	0	0	0	202
05:30 PM	45	51	0	0	96	0	92	64	0	156	0	0	0	0	0	0	0	0	0	0	252
05:45 PM	40	44	0	0	84	0	96	55	0	151	0	0	0	0	0	0	0	0	0	0	235
Total	159	177	0	0	336	0	352	217	0	569	0	0	0	0	0	0	0	0	0	0	905
06:00 PM	34	64	0	0	98	0	91	44	0	135	0	0	0	0	0	0	0	0	0	0	233
06:15 PM	39	50	0	0	89	0	60	21	0	81	0	0	0	0	0	0	0	0	0	0	170
06:30 PM	30	44	0	0	74	0	66	24	0	90	0	0	0	0	0	0	0	0	0	0	164
06:45 PM	43	42	0	0	85	0	57	17	0	74	0	0	0	0	0	0	0	0	0	0	159
Total	146	200	0	0	346	0	274	106	0	380	0	0	0	0	0	0	0	0	0	0	726
Grand Total	1848	2678	0	0	4526	0	1686	1268	0	2954	0	0	0	0	0	0	0	0	0	0	7480
Apprch %	40.8	59.2	0	0		0	57.1	42.9	0		0	0	0	0		0	0	0	0		
Total %	24.7	35.8	0	0	60.5	0	22.5	17	0	39.5	0	0	0	0	0	0	0	0	0	0	

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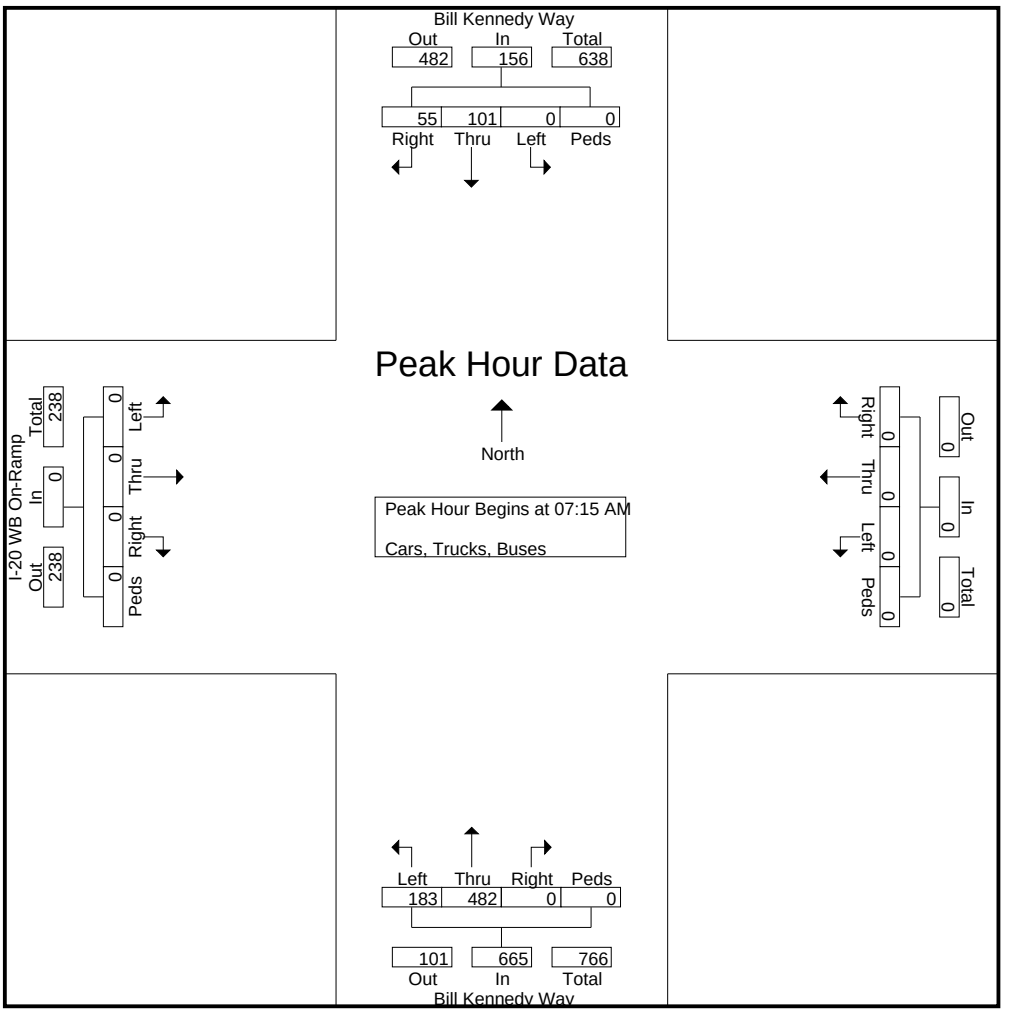
TMC Data
Bill Kennedy Way @ I-20 WB On-Ramp

7am - 7pm

File Name : 37970011
Site Code : 37970011
Start Date : 2/23/2016
Page No : 3

	Bill Kennedy Way Northbound					Bill Kennedy Way Southbound					I-20 WB On-Ramp Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	39	**131**	0	0	170	0	10	8	0	18	0	0	0	0	0	0	0	0	0	0	188
07:30 AM	**53**	127	0	0	**180**	0	20	**17**	0	37	0	0	0	0	0	0	0	0	0	0	**217**
07:45 AM	48	113	0	0	161	0	**41**	13	0	**54**	0	0	0	0	0	0	0	0	0	0	215
08:00 AM	43	111	0	0	154	0	30	17	0	47	0	0	0	0	0	0	0	0	0	0	201
Total Volume	183	482	0	0	665	0	101	55	0	156	0	0	0	0	0	0	0	0	0	0	821
% App. Total	27.5	72.5	0	0		0	64.7	35.3	0		0	0	0	0		0	0	0	0		
PHF	.863	.920	.000	.000	.924	.000	.616	.809	.000	.722	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.946



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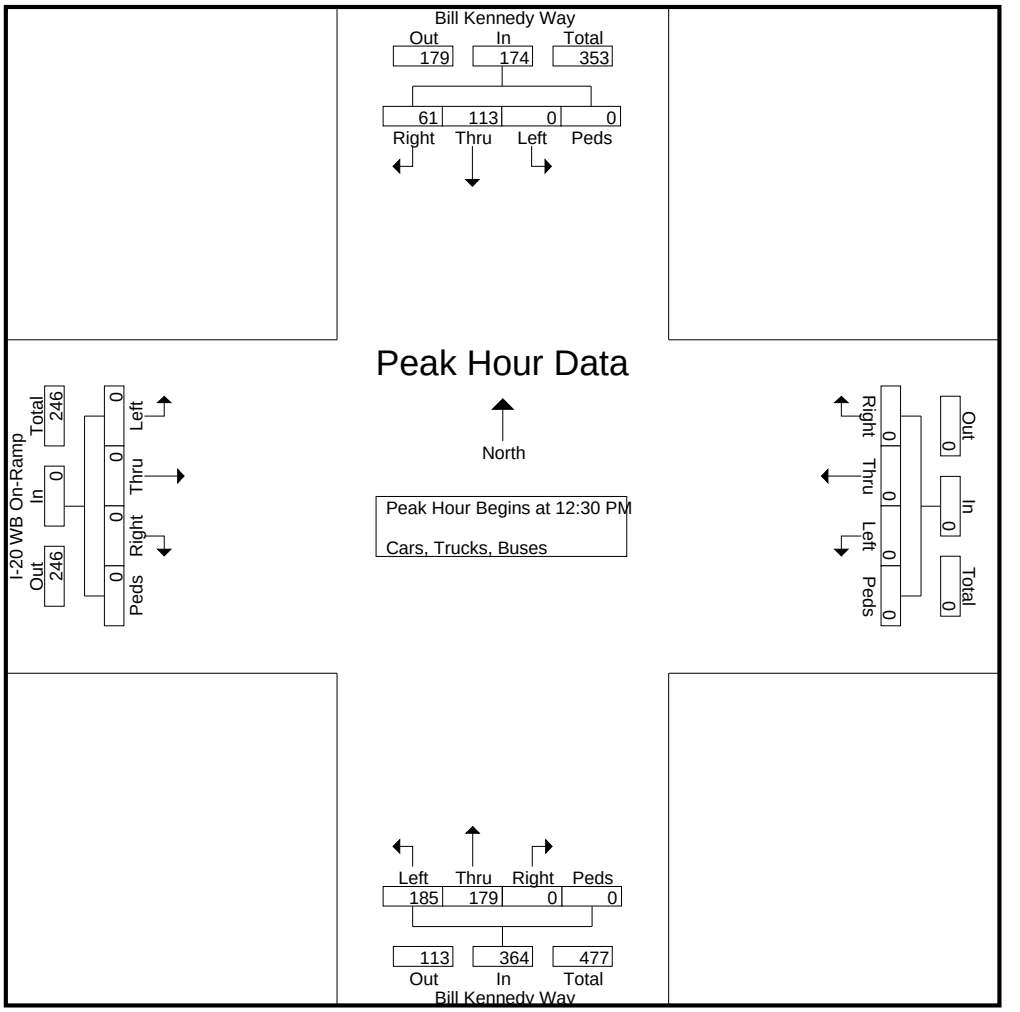
TMC Data
Bill Kennedy Way @ I-20 WB On-Ramp

7am - 7pm

File Name : 37970011
Site Code : 37970011
Start Date : 2/23/2016
Page No : 4

	Bill Kennedy Way Northbound					Bill Kennedy Way Southbound					I-20 WB On-Ramp Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	37	**52**	0	0	89	0	**30**	**18**	0	**48**	0	0	0	0	0	0	0	0	0	0	137
12:45 PM	48	46	0	0	**94**	0	26	14	0	40	0	0	0	0	0	0	0	0	0	0	134
01:00 PM	49	45	0	0	94	0	30	17	0	47	0	0	0	0	0	0	0	0	0	0	**141**
01:15 PM	**51**	36	0	0	87	0	27	12	0	39	0	0	0	0	0	0	0	0	0	0	126
Total Volume	185	179	0	0	364	0	113	61	0	174	0	0	0	0	0	0	0	0	0	0	538
% App. Total	50.8	49.2	0	0		0	64.9	35.1	0		0	0	0	0		0	0	0	0		
PHF	.907	.861	.000	.000	.968	.000	.942	.847	.000	.906	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.954



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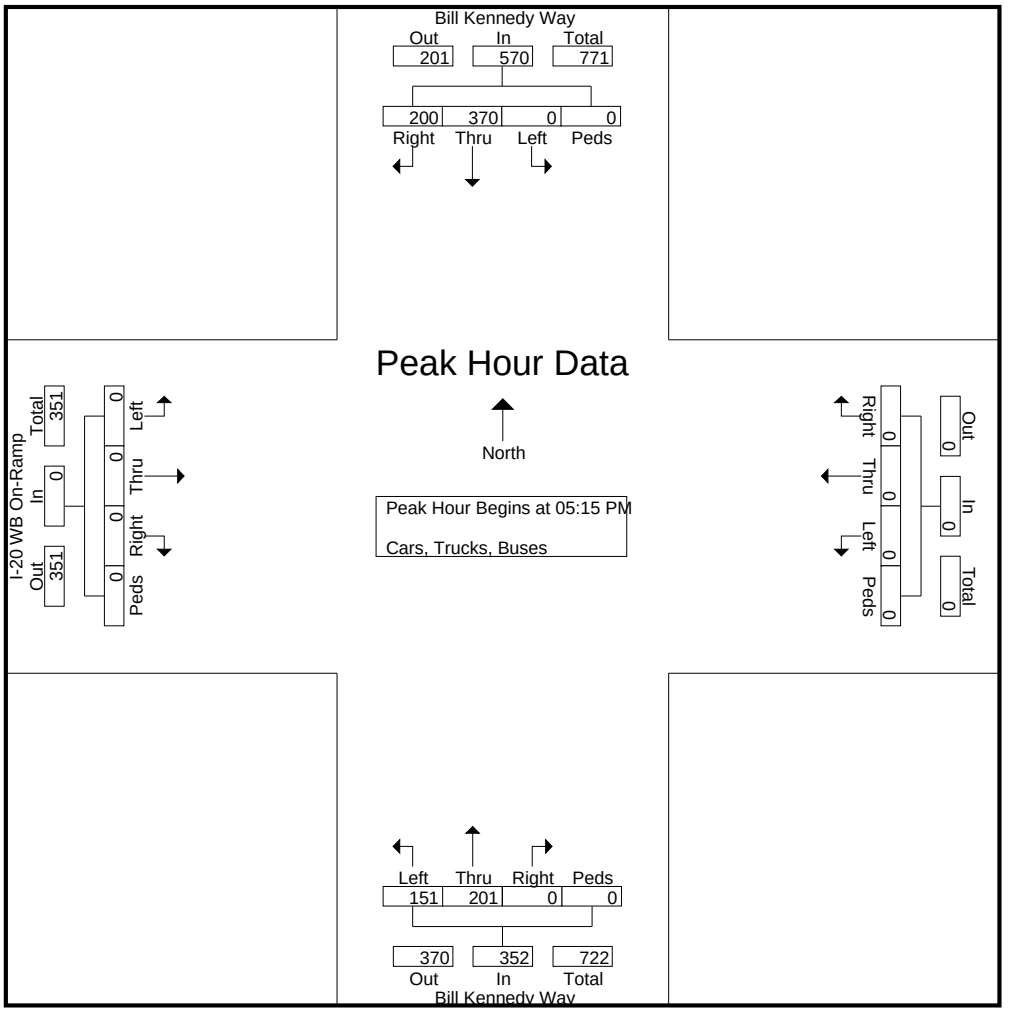
TMC Data
Bill Kennedy Way @ I-20 WB On-Ramp

7am - 7pm

File Name : 37970011
Site Code : 37970011
Start Date : 2/23/2016
Page No : 5

	Bill Kennedy Way Northbound					Bill Kennedy Way Southbound					I-20 WB On-Ramp Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	32	42	0	0	74	0	91	37	0	128	0	0	0	0	0	0	0	0	0	0	202
05:30 PM	**45**	51	0	0	96	0	92	**64**	0	**156**	0	0	0	0	0	0	0	0	0	0	**252**
05:45 PM	40	44	0	0	84	0	**96**	55	0	151	0	0	0	0	0	0	0	0	0	0	235
06:00 PM	34	**64**	0	0	**98**	0	91	44	0	135	0	0	0	0	0	0	0	0	0	0	233
Total Volume	151	201	0	0	352	0	370	200	0	570	0	0	0	0	0	0	0	0	0	0	922
% App. Total	42.9	57.1	0	0		0	64.9	35.1	0		0	0	0	0		0	0	0	0		
PHF	.839	.785	.000	.000	.898	.000	.964	.781	.000	.913	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.915



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TMC Data
Bill Kennedy Way @ Glenwood Ave

7-9am I 4-6pm

File Name : 37970009
Site Code : 37970009
Start Date : 2/23/2016
Page No : 1

Groups Printed- Cars, Trucks, Buses

	Private Drwy Northbound					Bill Kennedy Way Southbound					Glenwood Ave Eastbound					Glenwood Ave Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	11	0	13	0	24	14	4	0	0	18	0	24	68	0	92	134
07:15 AM	0	0	0	0	0	7	0	17	0	24	12	8	0	0	20	0	29	80	0	109	153
07:30 AM	0	0	0	0	0	18	0	25	0	43	12	5	0	0	17	0	57	90	0	147	207
07:45 AM	0	1	0	0	1	15	0	60	0	75	26	15	0	0	41	0	59	71	0	130	247
Total	0	1	0	0	1	51	0	115	0	166	64	32	0	0	96	0	169	309	0	478	741
08:00 AM	0	0	0	0	0	24	0	53	0	77	36	38	0	0	74	0	79	56	0	135	286
08:15 AM	0	0	0	0	0	17	0	50	0	67	38	54	0	0	92	0	67	52	0	119	278
08:30 AM	0	0	0	0	0	15	0	27	0	42	25	28	0	0	53	0	47	60	0	107	202
08:45 AM	0	0	0	0	0	17	0	15	0	32	15	16	0	0	31	0	56	66	0	122	185
Total	0	0	0	0	0	73	0	145	0	218	114	136	0	0	250	0	249	234	0	483	951
*** BREAK ***																					
04:00 PM	0	0	0	0	0	53	0	23	0	76	11	29	0	0	40	0	27	23	0	50	166
04:15 PM	0	0	0	0	0	47	0	16	0	63	15	28	0	0	43	0	29	18	0	47	153
04:30 PM	0	0	0	0	0	63	0	31	0	94	19	21	0	0	40	0	20	24	0	44	178
04:45 PM	0	0	0	0	0	50	0	28	0	78	19	30	0	0	49	0	30	23	0	53	180
Total	0	0	0	0	0	213	0	98	0	311	64	108	0	0	172	0	106	88	0	194	677
05:00 PM	0	2	1	0	3	73	0	24	0	97	19	31	0	0	50	0	17	21	0	38	188
05:15 PM	0	0	0	0	0	85	0	30	0	115	14	32	0	0	46	0	28	23	0	51	212
05:30 PM	0	0	0	0	0	74	0	38	0	112	31	44	0	0	75	0	26	27	0	53	240
05:45 PM	0	0	0	0	0	87	0	31	0	118	27	39	0	0	66	0	24	23	0	47	231
Total	0	2	1	0	3	319	0	123	0	442	91	146	0	0	237	0	95	94	0	189	871
Grand Total	0	3	1	0	4	656	0	481	0	1137	333	422	0	0	755	0	619	725	0	1344	3240
Apprch %	0	75	25	0		57.7	0	42.3	0		44.1	55.9	0	0		0	46.1	53.9	0		
Total %	0	0.1	0	0	0.1	20.2	0	14.8	0	35.1	10.3	13	0	0	23.3	0	19.1	22.4	0	41.5	

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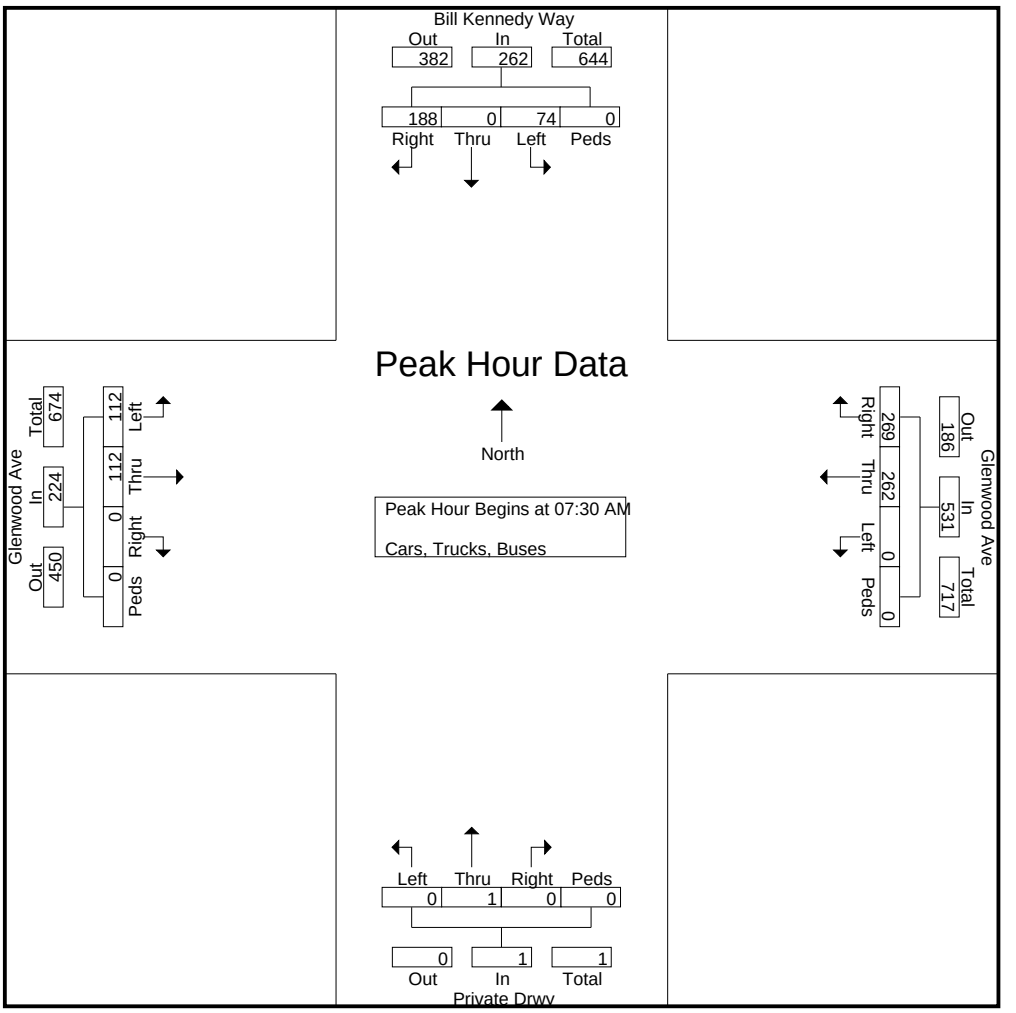
TMC Data
Bill Kennedy Way @ Glenwood Ave

7-9am I 4-6pm

File Name : 37970009
Site Code : 37970009
Start Date : 2/23/2016
Page No : 2

	Private Drwy Northbound					Bill Kennedy Way Southbound					Glenwood Ave Eastbound					Glenwood Ave Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	18	0	25	0	43	12	5	0	0	17	0	57	**90**	0	**147**	207
07:45 AM	0	**1**	0	0	**1**	15	0	**60**	0	75	26	15	0	0	41	0	59	71	0	130	247
08:00 AM	0	0	0	0	0	**24**	0	53	0	**77**	36	38	0	0	74	0	**79**	56	0	135	**286**
08:15 AM	0	0	0	0	0	17	0	50	0	67	**38**	**54**	0	0	**92**	0	67	52	0	119	278
Total Volume	0	1	0	0	1	74	0	188	0	262	112	112	0	0	224	0	262	269	0	531	1018
% App. Total	0	100	0	0		28.2	0	71.8	0		50	50	0	0		0	49.3	50.7	0		
PHF	.000	.250	.000	.000	.250	.771	.000	.783	.000	.851	.737	.519	.000	.000	.609	.000	.829	.747	.000	.903	.890



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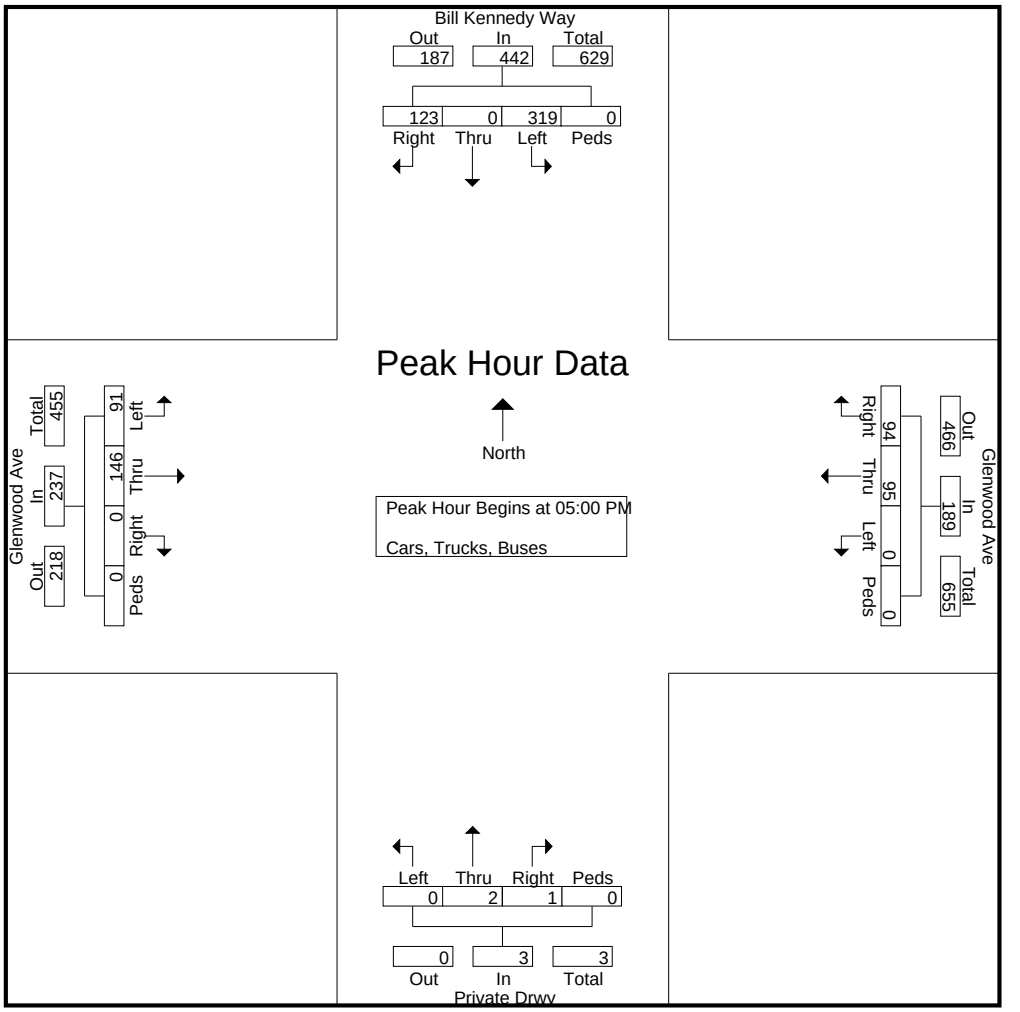
TMC Data
Bill Kennedy Way @ Glenwood Ave

7-9am I 4-6pm

File Name : 37970009
Site Code : 37970009
Start Date : 2/23/2016

	Private Drwy Northbound					Bill Kennedy Way Southbound					Glenwood Ave Eastbound					Glenwood Ave Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	**2**	**1**	0	**3**	73	0	24	0	97	19	31	0	0	50	0	17	21	0	38	188
05:15 PM	0	0	0	0	0	85	0	30	0	115	14	32	0	0	46	0	**28**	23	0	51	212
05:30 PM	0	0	0	0	0	74	0	**38**	0	112	**31**	**44**	0	0	**75**	0	26	**27**	0	**53**	**240**
05:45 PM	0	0	0	0	0	**87**	0	31	0	**118**	27	39	0	0	66	0	24	23	0	47	231
Total Volume	0	2	1	0	3	319	0	123	0	442	91	146	0	0	237	0	95	94	0	189	871
% App. Total	0	66.7	33.3	0		72.2	0	27.8	0		38.4	61.6	0	0		0	50.3	49.7	0		
PHF	.000	.250	.250	.000	.250	.917	.000	.809	.000	.936	.734	.830	.000	.000	.790	.000	.848	.870	.000	.892	.907



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TMC Data
Bill Kennedy Way @ I-20 EB Off-Ramp

7-9am I 4-6pm

File Name : 37970008
Site Code : 37970008
Start Date : 2/23/2016
Page No : 1

Groups Printed- Cars, Trucks, Buses

	Bill Kennedy Way Northbound					Bill Kennedy Way Southbound					I-20 EB Off-Ramp Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	113	0	0	113	0	10	0	0	10	37	0	16	0	53	0	0	0	0	0	176
07:15 AM	0	141	0	0	141	0	10	0	0	10	28	0	25	0	53	0	0	0	0	0	204
07:30 AM	0	152	0	0	152	0	17	0	0	17	34	0	33	0	67	0	0	0	0	0	236
07:45 AM	0	129	0	0	129	0	40	0	0	40	36	0	36	0	72	0	0	0	0	0	241
Total	0	535	0	0	535	0	77	0	0	77	135	0	110	0	245	0	0	0	0	0	857
08:00 AM	0	127	0	0	127	0	31	0	0	31	33	0	59	0	92	0	0	0	0	0	250
08:15 AM	0	126	0	0	126	0	26	0	0	26	19	0	51	0	70	0	0	0	0	0	222
08:30 AM	0	125	0	0	125	0	19	0	0	19	22	0	30	0	52	0	0	0	0	0	196
08:45 AM	0	113	0	0	113	0	18	0	0	18	36	0	29	0	65	0	0	0	0	0	196
Total	0	491	0	0	491	0	94	0	0	94	110	0	169	0	279	0	0	0	0	0	864
*** BREAK ***																					
04:00 PM	0	49	0	0	49	0	49	0	0	49	26	0	57	0	83	0	0	0	0	0	181
04:15 PM	0	43	0	0	43	0	58	0	0	58	18	0	39	0	57	0	0	0	0	0	158
04:30 PM	0	50	0	0	50	0	65	0	0	65	26	0	71	0	97	0	0	0	0	0	212
04:45 PM	0	54	0	0	54	0	62	0	0	62	26	0	52	0	78	0	0	0	0	0	194
Total	0	196	0	0	196	0	234	0	0	234	96	0	219	0	315	0	0	0	0	0	745
05:00 PM	0	75	0	0	75	0	82	0	0	82	18	0	47	0	65	0	0	0	0	0	222
05:15 PM	0	54	0	0	54	0	86	0	0	86	20	0	79	0	99	0	0	0	0	0	239
05:30 PM	0	63	0	0	63	0	90	0	0	90	31	0	78	0	109	0	0	0	0	0	262
05:45 PM	0	60	0	0	60	0	91	0	0	91	26	0	80	0	106	0	0	0	0	0	257
Total	0	252	0	0	252	0	349	0	0	349	95	0	284	0	379	0	0	0	0	0	980
Grand Total	0	1474	0	0	1474	0	754	0	0	754	436	0	782	0	1218	0	0	0	0	0	3446
Apprch %	0	100	0	0		0	100	0	0		35.8	0	64.2	0		0	0	0	0		
Total %	0	42.8	0	0	42.8	0	21.9	0	0	21.9	12.7	0	22.7	0	35.3	0	0	0	0	0	

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TMC Data
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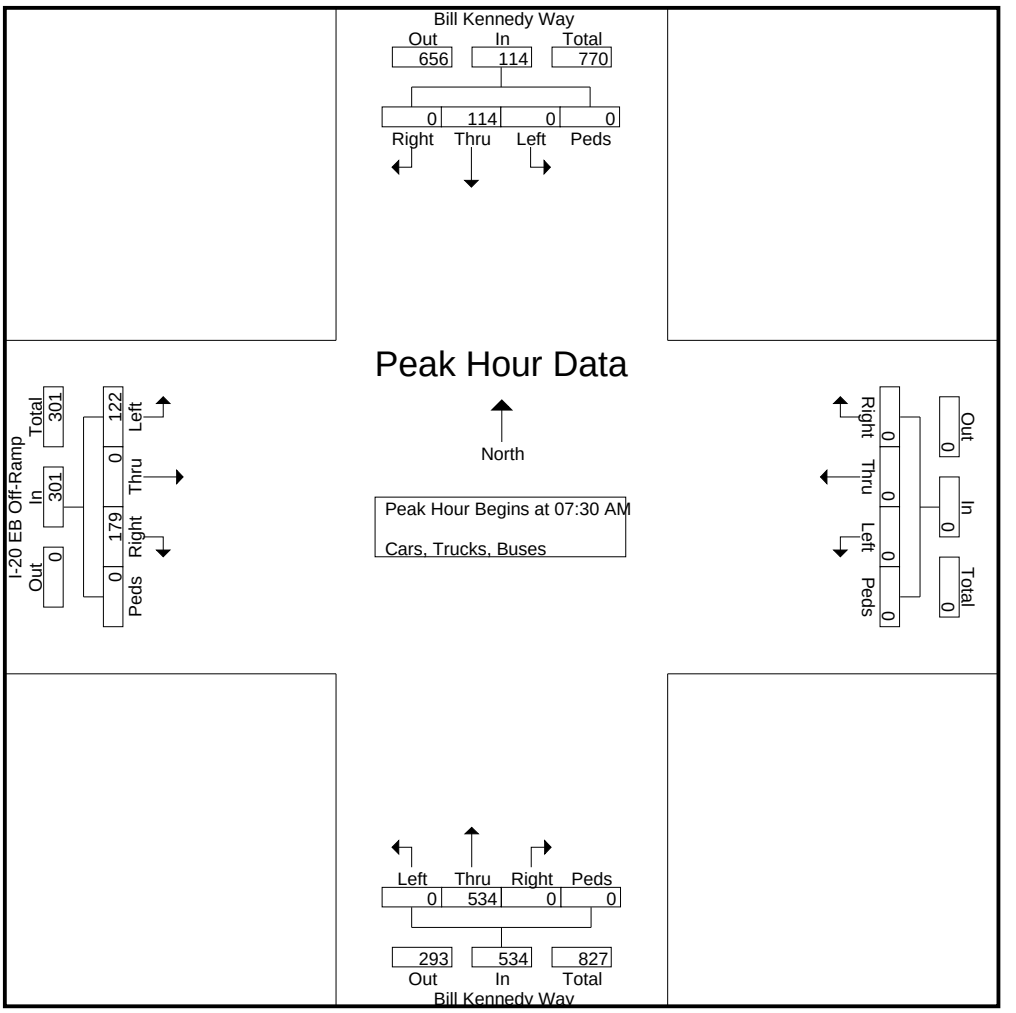
7-9am I 4-6pm

File Name : 37970008
Site Code : 37970008
Start Date : 2/23/2016

	Bill Kennedy Way Northbound					Bill Kennedy Way Southbound					I-20 EB Off-Ramp Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	**152**	0	0	**152**	0	17	0	0	17	34	0	33	0	67	0	0	0	0	0	236
07:45 AM	0	129	0	0	129	0	**40**	0	0	**40**	**36**	0	36	0	72	0	0	0	0	0	241
08:00 AM	0	127	0	0	127	0	31	0	0	31	33	0	**59**	0	**92**	0	0	0	0	0	**250**
08:15 AM	0	126	0	0	126	0	26	0	0	26	19	0	51	0	70	0	0	0	0	0	222
Total Volume	0	534	0	0	534	0	114	0	0	114	122	0	179	0	301	0	0	0	0	0	949
% App. Total	0	100	0	0		0	100	0	0		40.5	0	59.5	0		0	0	0	0		
PHF	.000	.878	.000	.000	.878	.000	.713	.000	.000	.713	.847	.000	.758	.000	.818	.000	.000	.000	.000	.000	.949



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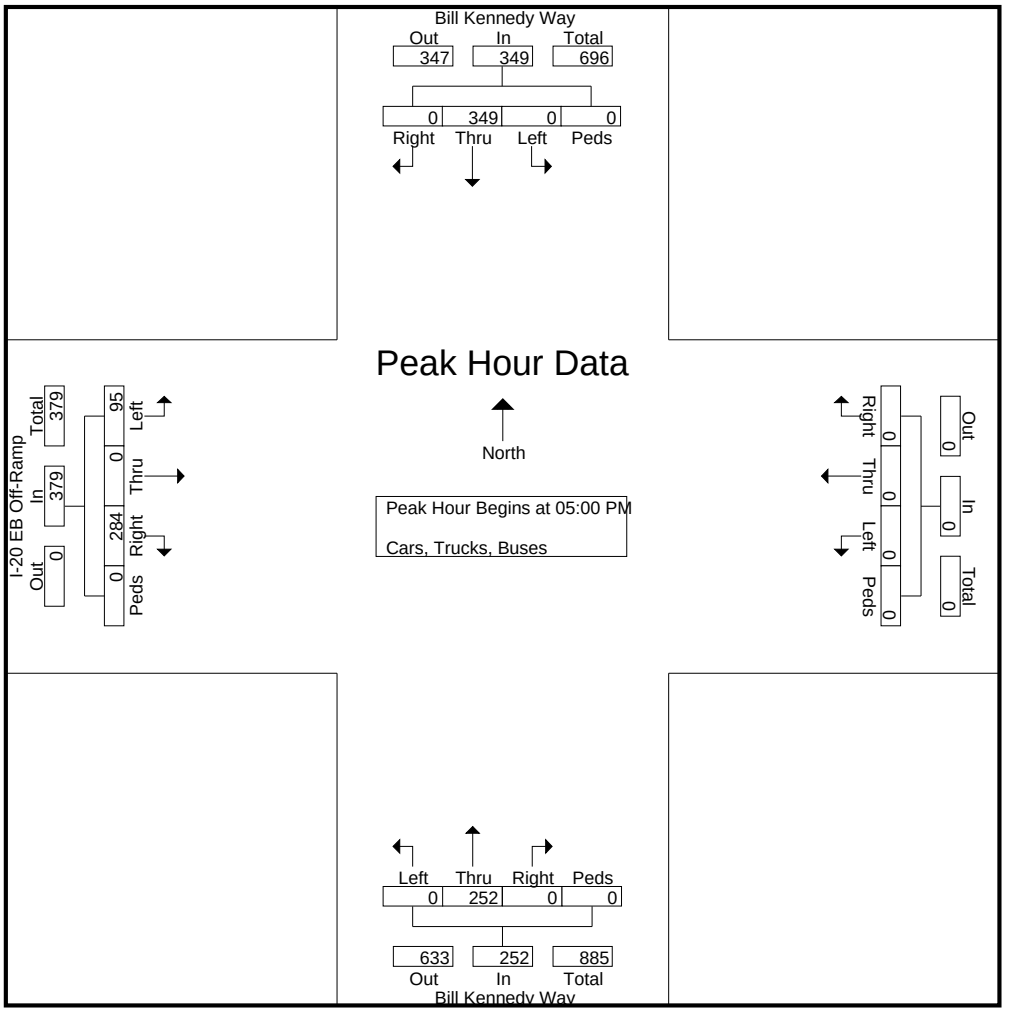
TMC Data
Bill Kennedy Way @ I-20 EB Off-Ramp

7-9am I 4-6pm

File Name : 37970008
Site Code : 37970008
Start Date : 2/23/2016
Page No : 3

	Bill Kennedy Way Northbound					Bill Kennedy Way Southbound					I-20 EB Off-Ramp Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	**75**	0	0	**75**	0	82	0	0	82	18	0	47	0	65	0	0	0	0	0	222
05:15 PM	0	54	0	0	54	0	86	0	0	86	20	0	79	0	99	0	0	0	0	0	239
05:30 PM	0	63	0	0	63	0	90	0	0	90	**31**	0	78	0	**109**	0	0	0	0	0	**262**
05:45 PM	0	60	0	0	60	0	**91**	0	0	**91**	26	0	**80**	0	106	0	0	0	0	0	257
Total Volume	0	252	0	0	252	0	349	0	0	349	95	0	284	0	379	0	0	0	0	0	980
% App. Total	0	100	0	0		0	100	0	0		25.1	0	74.9	0		0	0	0	0		
PHF	.000	.840	.000	.000	.840	.000	.959	.000	.000	.959	.766	.000	.888	.000	.869	.000	.000	.000	.000	.000	.935



Appendix F Growth Rate Analysis Worksheets

POPULATION GROWTH

US Census (Fulton County)			US Gensus (Atlanta, GA)			Georgia 2030 Population Projections (Fulton County)		
Year	**Pop**	**Growth**	**Year**	**Pop**	**Growth**	**Year**	**Pop**	**Growth**
1990	648,951		1990	360,478		2010	1,047,216	
2000	816,006	**2.32%**	2000	416,474	**1.45%**	2015	1,114,788	
2010	920,581	**1.21%**	2010	420,003	**0.08%**	2020	1,192,726	**1.36%**
						2025	1,273,988	**1.33%**
						2030	1,356,515	**1.26%**
Actual Growth								
1990	2010	**1.76%**	1990	2010	**0.77%**	2000	2010	
2000	2010	**1.21%**	2000	2010	**0.08%**	1990	2010	
1980	2010		1980	2010		1980	2010	
Projections								
2010	2020		2010	2020		2010	2020	**1.31%**
2015	2025		2015	2025		2015	2025	**1.34%**
2020	2030		2020	2030		2020	2030	**1.30%**
2010	2030		2010	2030		2010	2030	**1.30%**

TRAFFIC GROWTH

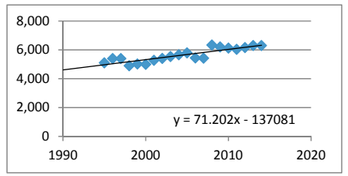
Actual Counts in lighter green

Source:	GDOT
Location:	Bill Kennedy Way
	N of Glenwood Ave
Route #:	379203
Route Type:	Major Collector
Milepoint:	netric.com/gdot-prod/
Counter #	1210405

Statistics		
5370	25	
6138	75	
1151	1.5IQR	
4220	Min	
7288	Max	

Year	Count Year	Volume	Growth Rate
0	1990		
1	1991		#DIV/0!
2	1992		#DIV/0!
3	1993		#DIV/0!
4	1994		#DIV/0!
5	1995	5,100	#DIV/0!
6	1996	5,400	5.88%
7	1997	5,400	0.00%
8	1998	4,900	-9.26%
9	1999	5,027	2.59%
10	2000	5,000	-0.54%
11	2001	5,281	5.63%
12	2002	5,409	2.41%
13	2003	5,536	2.35%
14	2004	5,663	2.30%
15	2005	5,790	2.25%
16	2006	5,440	-6.04%
17	2007	5,430	-0.18%
18	2008	6,340	16.76%
19	2009	6,210	-2.05%
20	2010	6,130	-1.29%
21	2011	6,040	-1.47%
22	2012	6,160	1.99%
23	2013	6,300	2.27%
24	2014	6,300	0.00%

Year 1	Year 2			
2004	2014	Avg. 1 Year Rate 2004-2014	1.07%	5,982
2010	2014	Avg. 1 Year Rate 2010-2014	0.69%	6,186
2012	2014	Avg. 1 Year Rate 2012-2014	1.13%	6,253

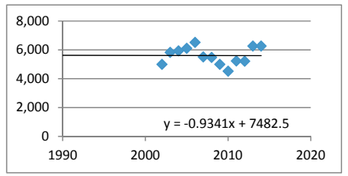


Source:	GDOT
Location:	Bill Kennedy Way
	S of Memorial Dr
Route #:	0154CO
Route Type:	Major Collector
Milepoint:	netric.com/gdot-prod/
Counter #	1210407

Statistics		
5220	25	
6110	75	
1335	1.5IQR	
3885	Min	
7445	Max	

Count Year	Volume	Growth Rate
1990		
1991		#DIV/0!
1992		#DIV/0!
1993		#DIV/0!
1994		#DIV/0!
1995		#DIV/0!
1996		#DIV/0!
1997		#DIV/0!
1998		#DIV/0!
1999		#DIV/0!
2000		#DIV/0!
2001		#DIV/0!
2002	5,000	#DIV/0!
2003	5,830	16.60%
2004	5,930	1.72%
2005	6,110	3.04%
2006	6,520	6.71%
2007	5,510	-15.49%
2008	5,480	-0.54%
2009	5,000	-8.76%
2010	4,520	-9.60%
2011	5,230	15.71%
2012	5,220	-0.19%
2013	6,270	20.11%
2014	6,270	0.00%

Avg. 1 Year Rate 2004-2014	0.56%	5,642
Avg. 1 Year Rate 2010-2014	8.53%	5,502
Avg. 1 Year Rate 2012-2014	9.60%	5,920

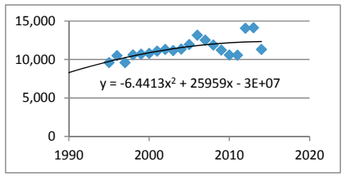


Source:	GDOT
Location:	Memorial Dr
	W of Moreland Ave
Route #:	15400
Route Type:	Minor Arterial
Milepoint:	netric.com/gdot-prod/
Counter #	1210399

Statistics		
10595	25	
11894	75	
1948	1.5IQR	
8647	Min	
13842	Max	

Count Year	Volume	Growth Rate
1990		
1991		#DIV/0!
1992		#DIV/0!
1993		#DIV/0!
1994		#DIV/0!
1995	9,600	#DIV/0!
1996	10,500	9.38%
1997	9,600	-8.57%
1998	10,600	10.42%
1999	10,700	0.94%
2000	10,800	0.93%
2001	11,100	2.78%
2002	11,312	1.91%
2003	11,160	-1.34%
2004	11,360	1.79%
2005	11,950	5.19%
2006	13,170	10.21%
2007	12,523	-4.92%
2008	11,875	-5.17%
2009	11,228	-5.45%
2010	10,580	-5.77%
2011	10,570	-0.09%
2012	14,060	33.02%
2013	14,130	0.50%
2014	11,300	-20.03%

Avg. 1 Year Rate 2004-2014	-0.05%	12,068
Avg. 1 Year Rate 2010-2014	1.66%	12,128
Avg. 1 Year Rate 2012-2014	-10.35%	13,163

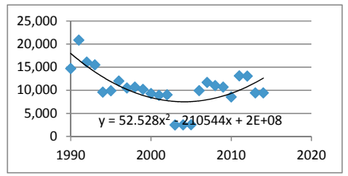


Source:	GDOT
Location:	Memorial Dr
	E of Gibson St
Route #:	15400
Route Type:	Minor Arterial
Milepoint:	netric.com/gdot-prod/t
Counter #	1215398

Statistics		
9300	25	
12000	75	
4050	1.5IQR	
5250	Min	
16050	Max	

Count Year	Volume	Growth Rate
1990	14,702	
1991	20,878	42.01%
1992	16,115	-22.81%
1993	15,500	-3.82%
1994	9,600	-38.06%
1995	9,900	3.13%
1996	12,000	21.21%
1997	10,500	-12.50%
1998	10,700	1.90%
1999	10,200	-4.67%
2000	9,300	-8.82%
2001	8,900	-4.30%
2002	9,014	1.28%
2003	2,470	-72.60%
2004	2,510	1.62%
2005	2,530	0.80%
2006	9,920	292.09%
2007	11,700	17.94%
2008	11,010	-5.90%
2009	10,700	-2.82%
2010	8,560	-20.00%
2011	13,130	53.39%
2012	13,060	-0.53%
2013	9,440	-27.72%
2014	9,440	0.00%

Avg. 1 Year Rate 2004-2014	14.16%	9,273
Avg. 1 Year Rate 2010-2014	2.48%	10,726
Avg. 1 Year Rate 2012-2014	-14.98%	10,647

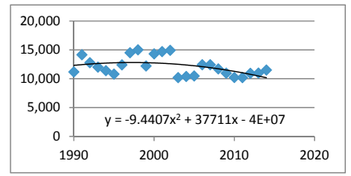


Source:	GDOT
Location:	Memorial Dr
	E of Cherokee Ave
Route #:	15400
Route Type:	Minor Arterial
Milepoint:	netric.com/gdot-prod/t
Counter #	1215396

Statistics		
10940	25	
12768	75	
2742	1.5IQR	
8198	Min	
15510	Max	

Count Year	Volume	Growth Rate
1990	11,177	
1991	14,165	26.73%
1992	12,768	-9.86%
1993	12,000	-6.02%
1994	11,400	-5.00%
1995	10,800	-5.26%
1996	12,400	14.81%
1997	14,500	16.94%
1998	15,000	3.45%
1999	12,200	-18.67%
2000	14,300	17.21%
2001	14,700	2.80%
2002	14,922	1.51%
2003	10,200	-31.64%
2004	10,380	1.76%
2005	10,480	0.96%
2006	12,430	18.61%
2007	12,430	0.00%
2008	11,700	-5.87%
2009	10,955	-6.37%
2010	10,210	-6.80%
2011	10,200	-0.10%
2012	10,940	7.25%
2013	10,990	0.46%
2014	11,500	4.64%

Avg. 1 Year Rate 2004-2014	1.03%	11,110
Avg. 1 Year Rate 2010-2014	3.02%	10,768
Avg. 1 Year Rate 2012-2014	2.53%	11,143



Appendix G Trip Generation and Internal Capture Worksheets

Existing Trip Generation - 905 Memorial Drive, Atlanta, GA

Calculation of Anticipated Project Trips

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

FORESITE group

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Project Land Use	Project Density	Project Trips Total	Inbound	Outbound	ITE Code	Variable	Equation Used[1]	In/Out Distribution
General Light Industrial	160 Employees				110	Employees		
Daily		**503**	251	252			T = 2.95(X) + 30.57	50% / 50%
AM Peak Hour		**20**	16	4			counts	80% / 20%
PM Peak Hour		**67**	5	62			counts	7% / 93%
TOTAL PROJECT TRIPS								
Daily		**503**	251	252				
AM Peak Hour		**20**	16	4				
PM Peak Hour		**67**	5	62				
TOTAL GROUP TRIPS					110	General Light Industrial		
Daily		**503**	251	252				
AM Peak Hour		**20**	16	4				
PM Peak Hour		**67**	5	62				
TOTAL INTERNAL CAPTURE TRIPS								
Daily	0%	**0**	0	0				
AM Peak Hour	0%	**0**	0	0				
PM Peak Hour	0%	**0**	0	0				
TOTAL PASS-BY TRIPS								
Daily	0%	**0**	0	0				
AM Peak Hour	0%	**0**	0	0				
PM Peak Hour	0%	**0**	0	0				
NET NEW EXTERNAL VEHICULAR TRIPS								
Daily		**503**	251	252				
AM Peak Hour		**20**	16	4				
PM Peak Hour		**67**	5	62				

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

Total Trip Gen - 905 Memorial Drive, Atlanta, GA

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
Existing					110	General Light Industrial
Daily		**-503**	-251	-252		
AM Peak Hour		**-20**	-16	-4		
PM Peak Hour		**-67**	-5	-62		
Reductions for Internal Capture						
Daily	0%	**0**	0	0		
AM Peak Hour	0%	**0**	0	0		
PM Peak Hour	0%	**0**	0	0		
Reductions for Pass-By Trips						
Daily	0%	**0**	0	0		
AM Peak Hour	0%	**0**	0	0		
PM Peak Hour	0%	**0**	0	0		
NET GROUP TRIPS						
Daily		**-503**	-251	-252		
AM Peak Hour		**-20**	-16	-4		
PM Peak Hour		**-67**	-5	-62		
Proposed					850	Supermarket
Daily		**12,656**	6,329	6,327	444	Movie Theater with Matinee
AM Peak Hour		**649**	290	359	826	Specialty Retail Center
PM Peak Hour		**1,265**	630	635	230	Residential Condominium/Townhouse
					220	Apartment
					230	Residential Condominium/Townhouse (Age-Restricted)
					710	General Office
Reductions for Internal Capture						
Daily	14%	**1,828**	914	914		
AM Peak Hour	6%	**40**	20	21		
PM Peak Hour	15%	**186**	93	93		
Reductions for Modal Split (10%)						
Daily	10%	**1,083**	542	541		
AM Peak Hour	10%	**61**	27	34		
PM Peak Hour	10%	**108**	54	54		
Reductions for Pass-By Trips						
Daily	0%	**0**	0	0		
AM Peak Hour	0%	**0**	0	0		
PM Peak Hour	13%	**124**	63	61		
NET GROUP TRIPS						
Daily		**9,746**	4,874	4,872		
AM Peak Hour		**548**	243	305		
PM Peak Hour		**847**	420	427		
TOTAL PROJECT TRIPS						
Daily		**12,154**	6,078	6,076		
AM Peak Hour		**629**	274	355		
PM Peak Hour		**1,198**	625	573		
TOTAL INTERNAL CAPTURE TRIPS						
Daily	15%	**1,828**	914	914		
AM Peak Hour	6%	**40**	20	21		
PM Peak Hour	16%	**186**	93	93		
TOTAL MODAL SPLIT TRIPS						
Daily	10%	**1,083**	542	541		
AM Peak Hour	10%	**61**	27	34		
PM Peak Hour	10%	**108**	54	54		
TOTAL PASS-BY TRIPS						
Daily	0%	**0**	0	0		
AM Peak Hour	0%	**0**	0	0		
PM Peak Hour	14%	**124**	63	61		
NET NEW EXTERNAL VEHICULAR TRIPS						
Daily		**9,243**	4,623	4,621		
AM Peak Hour		**528**	227	301		
PM Peak Hour		**780**	415	365		

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

Proposed Trip Gen - 905 Memorial Drive, Atlanta, GA

Calculation of Anticipated Project Trips

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

FORESITE group

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Project Land Use	Project Density	Project Trips Total	Inbound	Outbound	ITE Code	Variable	Equation Used[1]	In/Out Distribution
Supermarket	45,800 SF				850	1,000 SF		
Daily		**4,458**	2,229	2,229			T = 66.95(X) + 1391.56	50% / 50%
AM Peak Hour		**156**	97	59			T = 3.40(X)	62% / 38%
PM Peak Hour		**437**	223	214			Ln(T) = 0.74(X) + 3.25	51% / 49%
Reductions for Internal Capture								
Daily	12%	**545**	260	286				
AM Peak Hour	8%	**13**	8	5				
PM Peak Hour	13%	**55**	23	32				
Reductions for Modal Split								
Daily	10%	**391**	197	194				
AM Peak Hour	10%	**14**	9	5				
PM Peak Hour	10%	**38**	20	18				
Reductions for Pass-By Trips								
Daily	0%	**0**	0	0				
AM Peak Hour	0%	**0**	0	0				
PM Peak Hour	36%	**124**	63	61				
TOTAL PROJECT TRIPS								
Daily		**3,521**	1,772	1,749				
AM Peak Hour		**128**	80	48				
PM Peak Hour		**220**	117	103				
Movie Theater with Matinee	8 Screens				444	Screens		
Daily		**1,227**	614	613			T = 153.33 (X)	50% / 50%
AM Peak Hour		**0**	0	0				
PM Peak Hour		**162**	65	97			T = 20.22 (X)	40% / 60%
Reductions for Internal Capture								
Daily	12%	**150**	71	79				
AM Peak Hour	0%	**0**	0	0				
PM Peak Hour	9%	**15**	6	9				
Reductions for Modal Split								
Daily	10%	**108**	54	53				
AM Peak Hour	10%	**0**	0	0				
PM Peak Hour	10%	**15**	6	9				
Reductions for Pass-By Trips								
Daily	0%	**0**	0	0				
AM Peak Hour	0%	**0**	0	0				
PM Peak Hour	0%	**0**	0	0				
TOTAL PROJECT TRIPS								
Daily		**969**	488	481				
AM Peak Hour		**0**	0	0				
PM Peak Hour		**132**	53	79				
Specialty Retail Center	39,200 SF				826	1,000 SF		
Daily		**1,715**	857	858			T = 42.78(X) + 37.66	50% / 50%
AM Peak Hour		**25**	17	8			T =(Daily In / Out) * Distribution	2% / 0.9%
PM Road Peak		**116**	51	65			T = 2.40(X) + 21.48	44% / 56%
Reductions for Internal Capture								
Daily	12%	**210**	100	110				
AM Peak Hour	21%	**5**	3	2				
PM Peak Hour	18%	**21**	9	12				
Reductions for Modal Split								
Daily	10%	**150**	76	75				
AM Peak Hour	10%	**2**	1	1				
PM Peak Hour	10%	**9**	4	5				
Reductions for Pass-By Trips								
Daily	0%	**0**	0	0				
AM Peak Hour	0%	**0**	0	0				
PM Peak Hour	0%	**0**	0	0				
TOTAL PROJECT TRIPS								
Daily		**1,354**	681	673				
AM Peak Hour		**18**	13	5				
PM Peak Hour		**85**	38	47				
Residential Condominium/Townhouse	100 DU				230	Dwelling Units		
Daily		**643**	322	321			ln(T) = 0.87*ln(X) + 2.46	50% / 50%
AM Peak Hour		**52**	9	43			ln(T) = 0.80*ln(X) + 0.26	17% / 83%
PM Peak Hour		**60**	40	20			ln(T) = 0.82*ln(X) + 0.32	67% / 33%
Reductions for Internal Capture								
Daily	17%	**110**	61	49				
AM Peak Hour	5%	**3**	1	1				
PM Peak Hour	19%	**11**	7	5				
Reductions for Modal Split								
Daily	10%	**53**	26	27				
AM Peak Hour	10%	**5**	1	4				
PM Peak Hour	10%	**5**	3	2				
Reductions for Pass-By Trips								
Daily	0%	**0**	0	0				
AM Peak Hour	0%	**0**	0	0				
PM Peak Hour	0%	**0**	0	0				
TOTAL PROJECT TRIPS								
Daily		**480**	235	245				
AM Peak Hour		**44**	7	37				
PM Peak Hour		**44**	30	14				

Apartment	400 DU				220	Dwelling Units		
Daily		**2,548**	1,274	1,274			T = 6.06(X) + 123.56	50% / 50%
AM Peak Hour		**200**	40	160			T = 0.49(X) + 3.73	20% / 80%
PM Peak Hour		**238**	155	83			T = 0.55(X) + 17.65	65% / 35%
Reductions for Internal Capture								
Daily	17%	**437**	243	194				
AM Peak Hour	5%	**10**	4	6				
PM Peak Hour	19%	**46**	27	18				
Reductions for Modal Split								
Daily	10%	**211**	103	108				
AM Peak Hour	10%	**19**	4	15				
PM Peak Hour	10%	**19**	13	6				
Reductions for Pass-By Trips								
Daily	0%	**0**	0	0				
AM Peak Hour	0%	**0**	0	0				
PM Peak Hour	0%	**0**	0	0				
TOTAL PROJECT TRIPS								
Daily		**1,900**	928	972				
AM Peak Hour		**171**	32	139				
PM Peak Hour		**173**	115	58				

Residential Condominium/Townhouse (Age-Restricted)	200 DU				230	Dwelling Units		
Daily		**1,176**	588	588			ln(T) = 0.87*ln(X) + 2.46	50% / 50%
AM Peak Hour		**90**	15	75			ln(T) = 0.80*ln(X) + 0.26	17% / 83%
PM Peak Hour		**106**	71	35			ln(T) = 0.82*ln(X) + 0.32	67% / 33%
Reductions for Internal Capture								
Daily	17%	**202**	112	90				
AM Peak Hour	0%	**5**	2	3				
PM Peak Hour	20%	**21**	13	8				
Reductions for Modal Split								
Daily	10%	**97**	48	50				
AM Peak Hour	10%	**9**	1	7				
PM Peak Hour	10%	**9**	6	3				
Reductions for Pass-By Trips								
Daily	0%	**0**	0	0				
AM Peak Hour	0%	**0**	0	0				
PM Peak Hour	0%	**0**	0	0				
TOTAL PROJECT TRIPS								
Daily		**877**	428	448				
AM Peak Hour		**77**	12	65				
PM Peak Hour		**77**	53	24				

General Office	60,000 SF				710	1,000 SF		
Daily		**890**	445	445			ln(T) = 0.76 ln(X) + 3.68	50% / 50%
AM Peak Hour		**127**	112	15			ln(T) = 0.80 ln(X) + 1.57	88% / 12%
PM Peak Hour		**146**	25	121			T = 1.12 (X) + 78.45	17% / 83%
Reductions for Internal Capture								
Daily	20%	**174**	67	107				
AM Peak Hour	0%	**5**	2	3				
PM Peak Hour	12%	**17**	8	9				
Reductions for Modal Split								
Daily	10%	**72**	38	34				
AM Peak Hour	10%	**12**	11	1				
PM Peak Hour	10%	**13**	2	11				
Reductions for Pass-By Trips								
Daily	0%	**0**	0	0				
AM Peak Hour	0%	**0**	0	0				
PM Peak Hour	0%	**0**	0	0				
TOTAL PROJECT TRIPS								
Daily		**644**	340	304				
AM Peak Hour		**110**	99	11				
PM Peak Hour		**116**	15	101				

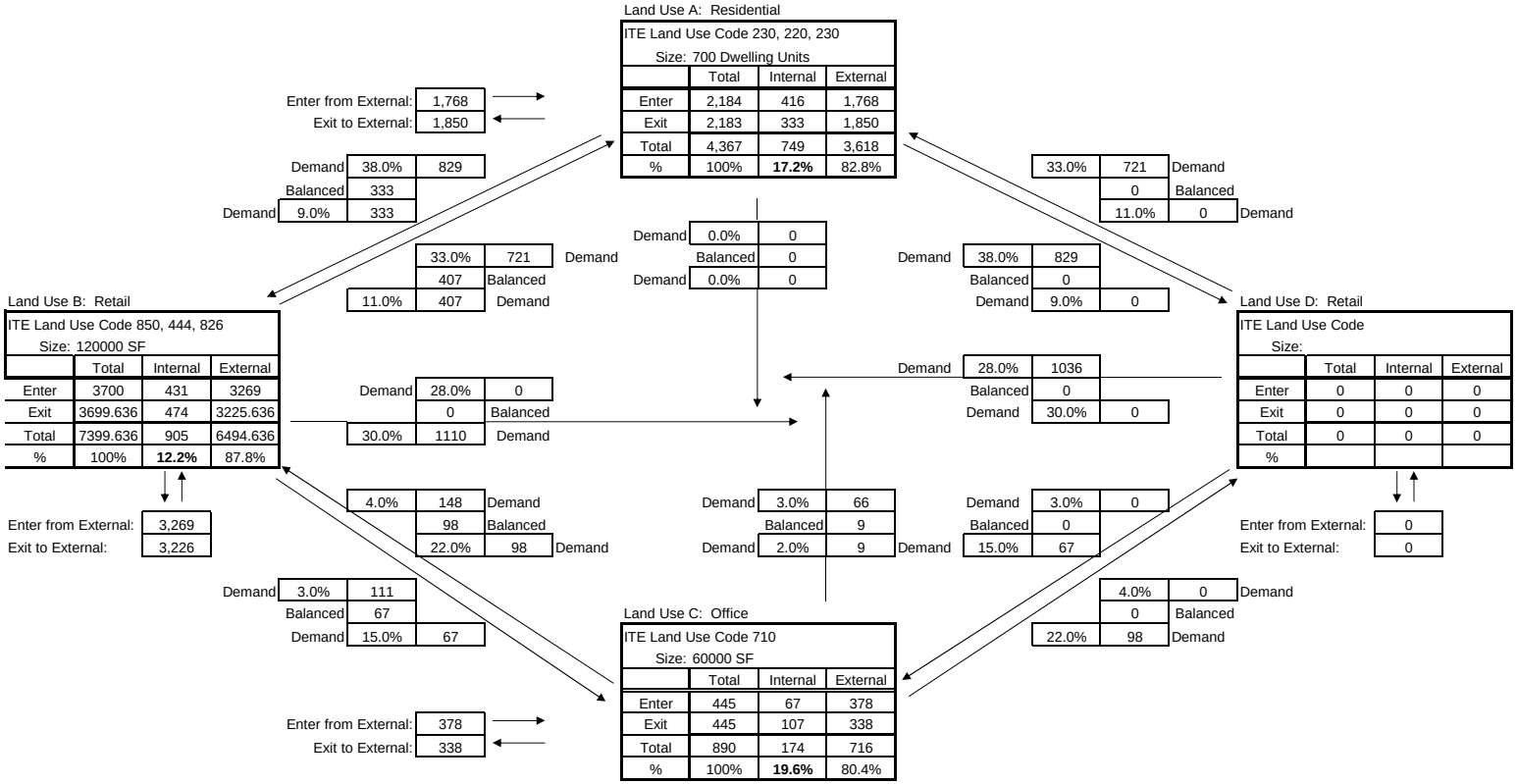
TOTAL GROUP TRIPS					850	Supermarket		
Daily		**12,656**	6,329	6,327	444	Movie Theater with Matinee		
AM Peak Hour		**649**	290	359	826	Specialty Retail Center		
PM Peak Hour		**1,265**	630	635	230	Residential Condominium/Townhouse		
					220	Apartment		
					230	Residential Condominium/Townhouse (Age-Restricted)		
					710	General Office		
TOTAL INTERNAL CAPTURE TRIPS								
Daily	14%	**1,828**	914	914				
AM Peak Hour	6%	**40**	20	21				
PM Peak Hour	15%	**186**	93	93				
MODAL SPLIT (10%)								
Daily	10%	**1,083**	542	541				
AM Peak Hour	10%	**61**	27	34				
PM Peak Hour	10%	**108**	54	54				
TOTAL PASS-BY TRIPS								
Daily	0%	**0**	0	0				
AM Peak Hour	0%	**0**	0	0				
PM Peak Hour	13%	**124**	63	61				
NET NEW EXTERNAL VEHICULAR TRIPS								
Daily		**9,746**	4,874	4,872				
AM Peak Hour		**548**	243	305				
PM Peak Hour		**847**	420	427				

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

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

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

Project Number: 0.000
Project Name: 905 Memorial Dr
Scenario:
Analysis Period: Daily



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

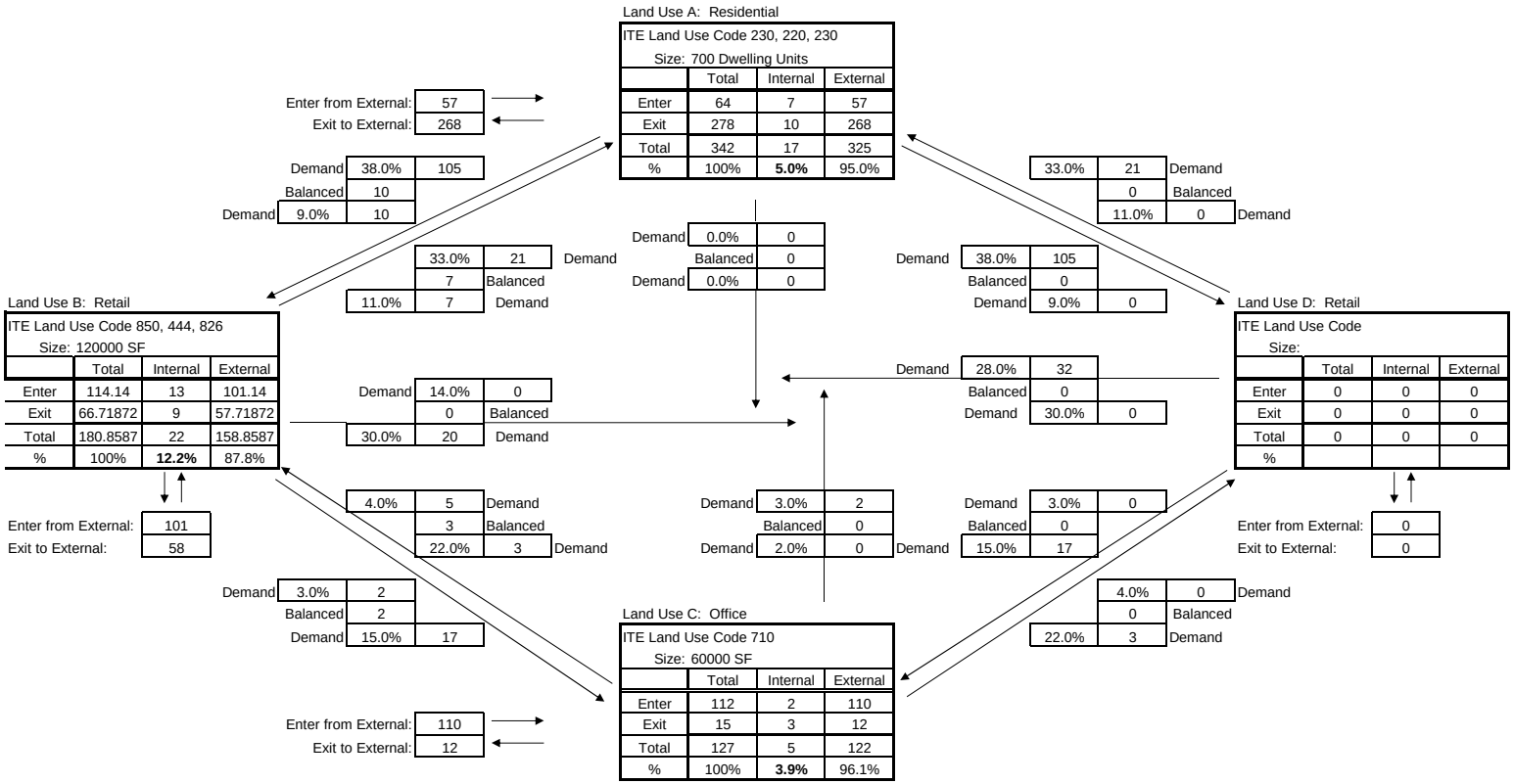
Category	Land Use A	B	C	D	Total
Enter	1,768	3,269	338	0	5,375
Exit	1,850	3,226	378	0	5,453
Total	3,618	6,495	716	0	**10,828**
Single Use Trip Gen Estimate	4,367	7,400	890	0	**12,656**

Overall Internal Capture = **14.44%**

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

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

Project Number: 0.000
Project Name: 905 Memorial Dr
Scenario: 0
Analysis Period: AM Peak



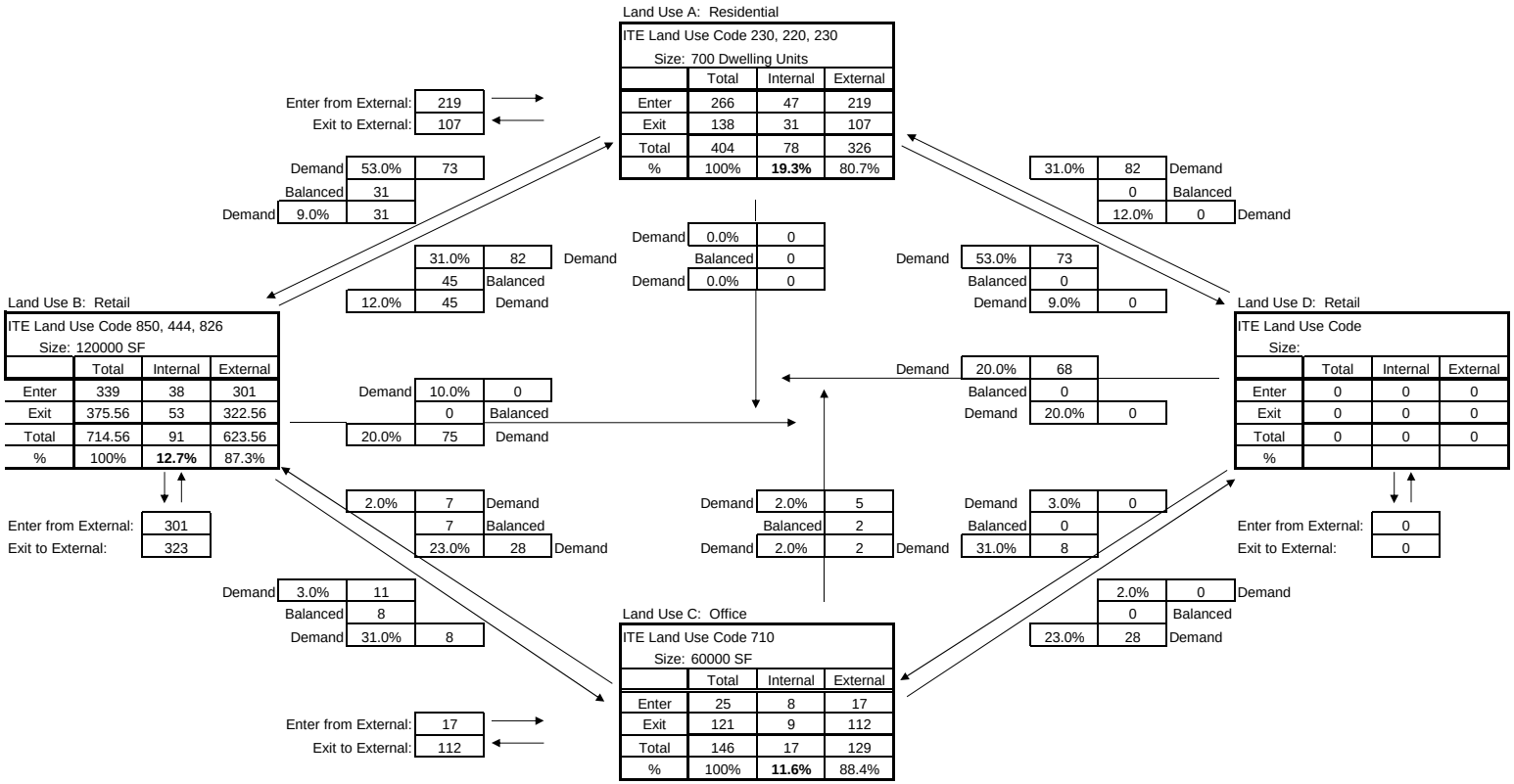
NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT					
	Land Use				
Category	A	B	C	D	Total
Enter	57	101	12	0	170
Exit	268	58	110	0	435
Total	325	159	122	0	**605**
Single Use Trip Gen Estimate	342	181	127	0	**649**

Overall Internal Capture = **6.78%**

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

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

Project Number: 0.000
Project Name: 905 Memorial Dr
Scenario: 0
Analysis Period: PM Peak



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use A	B	C	D	Total
Enter	219	301	112	0	632
Exit	107	323	17	0	447
Total	326	624	129	0	**1,079**
Single Use Trip Gen Estimate	404	715	146	0	**1,265**

Overall Internal Capture = **14.71%**

Appendix H Signal Timing Sheets

Programmed EPAC Data

3/14/2016
2:03:03PM

Intersection Name: SR 154/10 & 13 - Stovall St **Intersection Alias: SR154&Stoval**

Access Code: 9999 Channel: Address: 1 Revision: 3.32g
IP: 143.100.180.226

Access Data

:1200 Baud
:19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
2	8	5.0	50	50	3.5	1.4
4	8	3.0	35	35	3.0	2.0
6	8	5.0	50	50	3.5	1.4
8	8	3.0	35	35	3.0	2.0

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	Min_Gap
2.0	30	17	0	16	3.0
0.0	0	0	0	0	0.0
2.0	27	17	0	16	3.0
0.0	0	0	0	0	0.0

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
2	7	4	No	0	No
4	7	7	No	0	No
6	7	4	No	0	No
8	7	7	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
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	Yes	No	No	No
No	Yes	No	No	No
Yes	Yes	No	No	No

Special Sequence

Default Data

Vehical Detector Phase Assignment

	Assigned Phase	Mode	Switched Phase	Extend	Delay
Vehical Detector Channel :21	4	Veh	0	0.0	0
Vehical Detector Channel :22	4	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

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: 4.0sec
Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0
ABC connector Output Modes: 4
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

Phase	Flash Entry Phase	Flash Exit Phase

Default Data - No Flash

Channel	Flash Color	Flash Alternat

Default Data - No Flash

Overlaps

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	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(s)														
Phase	Ring	Next Phase		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2	1	3	Concurrent Phases	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
4	1	1		5	5	7	7	2	2	4	4								
6	2	7		6	6	8	8	5	6	7	8								
8	2	5																	

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	130
1/2	110
2/1	150
3/1	150
4/1	130
4/2	110

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	107	1=Coordinate	4	23	0=Actuated	6	107	1=Coordinate	8	23	0=Actuated

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	80	1=Coordinate	4	30	0=Actuated	6	80	1=Coordinate	8	30	0=Actuated

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	119	1=Coordinate	4	31	0=Actuated	6	119	1=Coordinate	8	31	0=Actuated

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	120	1=Coordinate	4	30	0=Actuated	6	120	1=Coordinate	8	30	0=Actuated

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	106	1=Coordinate	4	24	0=Actuated	6	106	1=Coordinate	8	24	0=Actuated

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	87	1=Coordinate	4	23	0=Actuated	6	87	1=Coordinate	8	23	0=Actuated

Traffic Plan Data

Plan: **1/1/1**	Offset Time: 49	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: 11	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: 12	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: 81	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: 26	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: 18	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 Reference Hours: 1 Min: 0

End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash
1	1	0:1	4/2/1	
2	1	11:0	4/1/1	
3	1	19:0	4/2/1	
4	2	0:1	1/2/1	
5	2	6:0	2/1/1	
6	2	9:30	1/1/1	
7	2	15:0	3/1/1	
8	2	19:0	1/2/1	
9	7	0:1	4/2/1	
10	7	9:0	4/1/1	
11	7	21:0	4/2/1	

PHASE FUNCTION

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

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
				☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function

SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
☐	☐	☐	☐	☐	☐	☐	☐

Phase Function

Phase Function Map

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

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: Ped Clear	Select: Yel	Select: Red	Track: Grn	Track: Ped	Track: Yel	Track: Red	Dwell Green	Return: Ped Clear	Return: Yel	Return: 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			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	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			Priority 2			Priority 3			Priority 4			Priority 5			Priority 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	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				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	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: No
Local Free: No
Coord Failure: No
Conflict Flash: No
Remote Flash: No

Local Fash: No
Cycle Fault: No
Coord Fault: No
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 %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data
Sample Interval:

Default Data
Queue: 1 Input Selection: 0=Average
Detector Failed Level : 0
Queue: 2 Input Selection: 0=Average
Detector Failed Level : 0

Default Data
Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector
Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector
Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

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

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

Volume Detector Number	Report Interval Controller Detector Channel

Default Data

Programmed EPAC Data

3/14/2016
1:35:29PM

Intersection Name: SR 154/10 & 10 - Pearl St

Intersection Alias: SR154&Pearl

Access Code: 9999 Channel: Address: 1 Revision: 3.32g
IP: 143.100.180.211

Access Data

:1200 Baud
:19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
2	8	5.0	50	50	3.6	1.6
4	8	3.0	30	30	3.2	2.5
6	8	5.0	50	50	3.6	1.6
8	18	3.0	30	30	3.2	2.5

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	Min_Gap
2.0	30	17	0	16	3.0
0.0	0	0	0	0	3.0
2.0	30	17	0	16	3.0
0.0	0	0	0	0	3.0

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
2	7	10	No	0	Yes
4	7	11	No	0	No
6	7	10	No	0	Yes
8	0	0	No	0	No

General Control

Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay
Green	None	Min	None	0
Inactive	None	None	None	0
Green	None	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	Yes	No	No	No
No	Yes	No	No	No
Yes	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 :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: 4.0sec

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

ABC connector Input Modes: 0

ABC connector Output Modes: 4

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

Phase	Flash Entry Phase	Flash Exit Phase

Default Data - No Flash

Channel	Flash Color	Flash Alternat

Default Data - No Flash

Overlaps

Phase(s)	Overlaps															
	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	3
4	1	1
6	2	7
8	2	5

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	**13**	10 - Phase 2 DPW	20 - Ped Phase 4	**14**	12 - Phase 4 DPW
22 - Ped Phase 6	**15**	14 - Phase 6 DPW	24 - Ped Phase 8	**16**	16 - Phase 8 DPW
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	130
1/2	110
2/1	150
3/1	150
4/1	130
4/2	110

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	101	1=Coordinate	4	29	0=Actuated	6	101	1=Coordinate	8	29	0=Actuated

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	82	1=Coordinate	4	28	0=Actuated	6	82	1=Coordinate	8	28	0=Actuated

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	121	1=Coordinate	4	29	0=Actuated	6	121	1=Coordinate	8	29	0=Actuated

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	119	1=Coordinate	4	31	0=Actuated	6	119	1=Coordinate	8	31	0=Actuated

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	102	1=Coordinate	4	28	0=Actuated	6	102	1=Coordinate	8	28	0=Actuated

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	83	1=Coordinate	4	27	0=Actuated	6	83	1=Coordinate	8	27	0=Actuated

Traffic Plan Data

Plan: **1/1/1**	Offset Time: 34	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/1/2**	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: **1/2/1**	Offset Time: 19	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: 38	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/2/3**	Offset Time: 3	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: 41	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: 12	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/3/1**	Offset Time: 10	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/3/2**	Offset Time: 4	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **3/3/3**	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: **4/1/1**	Offset Time: 21	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: 10	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
End of Daylight Saving Month: 11 Week: 1

Cycle Zero Reference Hours: 1 Min: 0

Source Day	Equate Days 1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

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	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
2	1	11:0	4/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
3	1	19:0	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
4	2	0:1	1/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
5	2	6:0	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
6	2	9:30	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
7	2	15:0	3/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
8	2	19:0	1/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
9	7	0:1	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
10	7	9:0	4/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
11	7	21:0	4/2/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
				☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
	☐	☐	☐	☐	☐	☐	☐	☐

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

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

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				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	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: No
Local Free: No
Coord Failure: No
Conflict Flash: Yes
Remote Flash: Yes

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

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 %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data
Sample Interval:

Default Data
Queue: 1 Input Selection: 0=Average
Detector Failed Level : 0
Queue: 2 Input Selection: 0=Average
Detector Failed Level : 0

Default Data
Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector
Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector
Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

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

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

Volume Detector Number	Report Interval Controller Detector Channel

Default Data

Programmed EPAC Data

3/21/2016
1:30:32PM

Intersection Name: SR 42 (Mlnd) @ 14 - Memorial

Intersection Alias: 172More@Mem

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

Access Data

:1200 Baud
:19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
1	5	1.5	14	25	3.1	3.4
2	8	5.0	65	65	3.9	2.1
4	8	3.5	40	35	3.8	2.1
5	5	1.5	12	25	3.0	3.5
6	8	5.0	65	65	3.9	2.1
7	5	2.0	18	18	3.0	3.6
8	8	3.5	40	35	3.8	2.1
9	8	3.0	20	20	3.8	2.1
10	8	5.0	65	65	3.9	2.1
11	8	5.0	65	65	3.9	2.1

Vehical Density Timings

Phase	Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	Min_Gap
1	0.0	0	0	0	0	0.0
2	0.0	0	0	0	0	0.0
4	0.0	0	0	0	0	0.0
5	0.0	0	0	0	0	0.0
6	0.0	0	0	0	0	0.0
7	0.0	0	0	0	0	0.0
8	0.0	0	0	0	0	0.0
9	0.0	0	0	0	0	0.0
10	0.0	0	0	0	0	0.0
11	0.0	0	0	0	0	0.0

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
1	0	0	No	0	No
2	7	15	No	0	Yes
4	7	17	No	0	No
5	0	0	No	0	No
6	7	15	No	0	Yes
7	0	0	No	0	No
8	7	17	No	0	No
9	7	17	No	0	Yes
10	7	15	No	0	No
11	0	0	No	0	No

General Control

Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay
Inactive	None	None	None	0
Green	NonActI	Max	None	0
Inactive	None	None	None	0
Inactive	None	None	None	0
Green	NonActI	Max	None	0
Inactive	None	None	None	0
Inactive	None	None	None	0
Inactive	NonActI	None	None	0
Green	None	Max	None	0
Green	NonActI	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	Yes	No	No	No
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	No	No	No	No
No	No	No	No	No

Special Sequence

Phase	Phase Omit	Minus Yellow Phase	Omit Call
1	2	0	0
2	0	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
11	0	0	0

Vehical Detector Phase Assignment

	Assigned Phase	Mode	Switched Phase	Extend	Delay
Vehical Detector Channel :1	1	Veh	0	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 :7	9	Veh	0	0.0	4
Vehical Detector Channel :8	11	Veh	0	0.0	0
Vehical Detector Channel :11	4	Veh	0	0.0	0
Vehical Detector Channel :13	7	Veh	4	0.0	0
Vehical Detector Channel :17	1	Veh	0	0.0	0
Vehical Detector Channel :18	9	Ped	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 :29	7	Veh	0	0.0	0
Vehical Detector Channel :31	8	Veh	0	0.0	0
Vehical Detector Channel :33	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: 4.0sec
Auto Ped Clear: No
Stop Time Reset: No
Alternate Sequence: 0

ABC connector Input Modes: 0
ABC connector Output Modes: 4
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

Default Data - No Flash

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	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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
1	1	2
2	1	4
4	1	1
5	2	6
6	2	7
7	2	8
8	2	5
9	3	10
10	3	9
11	4	11

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

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	9 - Veh Phase 9	9	17 - Overlap A RYG
25 - Ped Phase 9	10	18 - Overlap B RYG	10 - Veh Phase 10	11	19 - Overlap C RYG
26 - Ped Phase 10	12	20 - Overlap D RYG	18 - Ped Phase 2	13	10 - Phase 2 DPW
20 - Ped Phase 4	14	12 - Phase 4 DPW	22 - Ped Phase 6	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: 0=Permissive

Maximun Mode: 2=Max 2

Correction Mode: 0=Dwell

Offset Mode: 1=End Grn

Force Mode: 0=Plan

Max Dwell Time: 0

Yield Period: 5

Manual Dial: 1

Manual Split: 1

Manual Offset: 1

Dial/Split	Cycle
1/1	100
1/2	100
1/3	100
1/4	180
2/1	130
2/2	130
2/3	130
2/4	180
3/1	140
3/2	140
3/3	140
3/4	140
4/1	140
4/2	150
4/3	150
4/4	120

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	14	0=Actuated	2	42	1=Coordinate	4	44	0=Actuated	5	14	0=Actuated
6	42	1=Coordinate	7	16	0=Actuated	8	28	0=Actuated	9	35	0=Actuated
10	65	1=Coordinate	11	65	1=Coordinate						

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	14	0=Actuated	2	42	1=Coordinate	4	44	0=Actuated	5	14	0=Actuated
6	42	1=Coordinate	7	16	0=Actuated	8	28	0=Actuated	9	35	0=Actuated
10	65	1=Coordinate	11	65	1=Coordinate						

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	14	0=Actuated	2	42	1=Coordinate	4	44	0=Actuated	5	14	0=Actuated
6	42	1=Coordinate	7	16	0=Actuated	8	28	0=Actuated	9	35	0=Actuated
10	65	1=Coordinate	11	65	1=Coordinate						

Dial 1 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	23	0=Actuated	2	107	1=Coordinate	4	50	0=Actuated	5	16	0=Actuated
6	114	1=Coordinate	7	17	0=Actuated	8	33	0=Actuated	9	35	0=Actuated
10	145	1=Coordinate	11	145	1=Coordinate						

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	21	0=Actuated	2	60	1=Coordinate	4	49	0=Actuated	5	21	0=Actuated
6	60	1=Coordinate	7	17	0=Actuated	8	32	0=Actuated	9	35	0=Actuated
10	95	1=Coordinate	11	95	1=Coordinate						

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	21	0=Actuated	2	60	1=Coordinate	4	49	0=Actuated	5	21	0=Actuated
6	60	1=Coordinate	7	17	0=Actuated	8	32	0=Actuated	9	35	0=Actuated
10	95	1=Coordinate	11	95	1=Coordinate						

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	21	0=Actuated	2	60	1=Coordinate	4	49	0=Actuated	5	21	0=Actuated
6	60	1=Coordinate	7	17	0=Actuated	8	32	0=Actuated	9	35	0=Actuated
10	95	1=Coordinate	11	95	1=Coordinate						

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	17	0=Actuated	2	112	1=Coordinate	4	51	0=Actuated	5	17	0=Actuated
6	112	1=Coordinate	7	16	0=Actuated	8	35	0=Actuated	9	35	0=Actuated
10	145	1=Coordinate	11	145	1=Coordinate						

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	24	0=Actuated	2	56	1=Coordinate	4	60	0=Actuated	5	16	0=Actuated
6	64	1=Coordinate	7	24	0=Actuated	8	36	0=Actuated	9	35	0=Actuated
10	105	1=Coordinate	11	105	1=Coordinate						

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	24	0=Actuated	2	56	1=Coordinate	4	60	0=Actuated	5	16	0=Actuated
6	64	1=Coordinate	7	24	0=Actuated	8	36	0=Actuated	9	35	0=Actuated
10	105	1=Coordinate	11	105	1=Coordinate						

Dial 3 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	24	0=Actuated	2	56	1=Coordinate	4	60	0=Actuated	5	16	0=Actuated
6	64	1=Coordinate	7	24	0=Actuated	8	36	0=Actuated	9	35	0=Actuated
10	105	1=Coordinate	11	105	1=Coordinate						

Dial 3 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	24	0=Actuated	2	56	1=Coordinate	4	60	0=Actuated	5	16	0=Actuated
6	64	1=Coordinate	7	24	0=Actuated	8	36	0=Actuated	9	35	0=Actuated
10	105	1=Coordinate	11	105	1=Coordinate						

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	24	0=Actuated	2	56	1=Coordinate	4	60	0=Actuated	5	16	0=Actuated
6	64	1=Coordinate	7	24	0=Actuated	8	36	0=Actuated	9	35	0=Actuated
10	105	1=Coordinate	11	105	1=Coordinate						

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	23	0=Actuated	2	77	1=Coordinate	4	50	0=Actuated	5	16	0=Actuated
6	84	1=Coordinate	7	17	0=Actuated	8	33	0=Actuated	9	35	0=Actuated
10	115	1=Coordinate	11	115	1=Coordinate						

Dial 4 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	17	0=Actuated	2	82	1=Coordinate	4	51	0=Actuated	5	17	0=Actuated
6	82	1=Coordinate	7	16	0=Actuated	8	35	0=Actuated	9	35	0=Actuated
10	115	1=Coordinate	11	115	1=Coordinate						

Dial 4 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	19	0=Actuated	2	52	1=Coordinate	4	49	0=Actuated	5	15	0=Actuated
6	56	1=Coordinate	7	16	0=Actuated	8	33	0=Actuated	9	35	0=Actuated
10	85	1=Coordinate	11	85	1=Coordinate						

Traffic Plan Data

Plan: **1/1/1**	Offset Time: 47	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **1/1/2**	Offset Time: 47	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **1/1/3**	Offset Time: 47	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **1/2/1**	Offset Time: 47	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **1/2/2**	Offset Time: 47	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **1/2/3**	Offset Time: 47	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **1/3/1**	Offset Time: 47	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **1/3/2**	Offset Time: 47	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **1/3/3**	Offset Time: 47	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **1/4/1**	Offset Time: 174	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **1/4/2**	Offset Time: 154	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **1/4/3**	Offset Time: 154	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **2/1/1**	Offset Time: 125	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **2/1/2**	Offset Time: 125	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **2/1/3**	Offset Time: 125	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **2/2/1**	Offset Time: 125	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **2/2/2**	Offset Time: 125	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **2/2/3**	Offset Time: 125	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **2/3/1**	Offset Time: 125	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **2/3/2**	Offset Time: 125	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **2/3/3**	Offset Time: 125	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **2/4/1**	Offset Time: 60	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **2/4/2**	Offset Time: 60	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **2/4/3**	Offset Time: 60	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	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: 2	Rg 4 Lag Time: 0
Plan: **3/1/2**	Offset Time: 100	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **3/1/3**	Offset Time: 100	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **3/2/1**	Offset Time: 100	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **3/2/2**	Offset Time: 100	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **3/2/3**	Offset Time: 100	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **3/3/1**	Offset Time: 100	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **3/3/2**	Offset Time: 100	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **3/3/3**	Offset Time: 100	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **3/4/1**	Offset Time: 100	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **3/4/2**	Offset Time: 100	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **3/4/3**	Offset Time: 100	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **4/1/1**	Offset Time: 0	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **4/1/2**	Offset Time: 0	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **4/1/3**	Offset Time: 100	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **4/2/1**	Offset Time: 134	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **4/2/2**	Offset Time: 127	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **4/2/3**	Offset Time: 104	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **4/3/1**	Offset Time: 75	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **4/3/2**	Offset Time: 20	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **4/3/3**	Offset Time: 109	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **4/4/1**	Offset Time: 0	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **4/4/2**	Offset Time: 0	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0
Plan: **4/4/3**	Offset Time: 99	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 2	Rg 4 Lag Time: 0

Local TBC Data

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

End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
2	3	4	5	0	0	0	0

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	1/2/2																	
2	1	9:0	2/2/2																	
3	1	12:0	3/3/2																	
4	1	16:0	2/2/2																	
5	1	19:30	1/2/2																	
6	2	0:1	1/2/2																	
7	2	6:0	4/2/1																	
8	2	6:58	1/4/1																	
9	2	8:59	4/2/1																	
10	2	9:30	2/2/2																	
11	2	15:0	4/3/2																	
12	2	16:45	2/4/3																	
13	2	18:15	4/3/2																	
14	2	19:0	2/2/2																	
15	6	0:1	1/2/2																	
16	6	6:0	4/2/1																	
17	6	6:58	1/4/1																	
18	6	8:59	4/2/1																	
19	6	9:30	2/2/2																	
20	6	13:30	4/3/2																	
21	6	15:0	2/4/3																	
22	6	18:15	4/3/2																	
23	6	19:0	2/2/2																	
24	7	0:1	1/2/2																	
25	7	7:30	2/2/2																	
26	7	10:0	3/3/2																	
27	7	17:0	2/2/2																	
28	7	20:30	1/2/2																	
29	51	0:1	1/2/2																	
30	51	6:0	2/2/2																	
31	51	20:0	2/2/2																	

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	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	1					X										
2	1	8	0				X	X										
3	1	21	0					X										
4	2	0	1					X										
5	2	6	30				X	X										
6	2	7	0				X	X										
7	2	21	0					X										
8	7	0	1					X										
9	7	8	0				X	X										
10	7	22	0					X										

Event	Month	Day	Year	Special Day	Special Week
1	11	24	11	51	0
2	11	25	11	51	0
3	11	11	13	51	0
4	1	1	100	51	0
5	1	2	100	51	0
6	7	4	100	51	0
7	12	25	100	51	0
8	12	26	100	51	0
9	12	27	100	51	0
10	12	28	100	51	0
11	12	29	100	51	0
12	12	30	100	51	0
13	12	31	100	51	0

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 = 0 Ring 2 Min GRN/WLK = 0 Ring 3 Min GRN/WLK = 0 Ring 4 Min GRN/WLK = 0

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	MaxCall	Lock-Out	Select: Ped Clear	Select: Yel	Select: Red	Track: Grn	Track: Ped	Track: Yel	Track: Red	Dwell Green	Return: Ped Clear	Return: Yel	Return: 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				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	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: 60

1st Phone:

2nd Phone:

Cycle Failure: Yes
Local Free: Yes
Coord Failure: Yes
Conflict Flash: Yes
Remote Flash: Yes

Local Fash: Yes
Cycle Fault: Yes
Coord Fault: Yes
Premption: Yes
Voltage Monitor: Yes

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	12	15	5	10	1
4	14	15	5	10	1
5	32	15	5	10	1
8	34	15	5	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
1	20	0	0
7	30	0	0
11	25	0	0
13	25	0	0
19	20	0	0
32	30	0	0

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	20	0	0
7	30	0	0
11	25	0	0
13	25	0	0
19	20	0	0
32	30	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
2	15	0	0
4	15	0	0
6	15	0	0
8	15	0	0

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
2	15	0	0
4	15	0	0
6	15	0	0
8	15	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 :

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	12
2	14
5	32
6	34

Programmed EPAC Data

3/21/2016
1:28:07PM

Intersection Name: SR 42 @ 26 - Mem @ Flt Shls

Intersection Alias: 171Mem@Flat

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

Access Data

:1200 Baud
:19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
2	15	5.0	65	65	3.5	1.4
4	8	3.0	30	30	3.0	2.6
6	15	5.0	65	65	3.5	1.4
8	8	3.0	30	30	3.0	2.6

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	Min_Gap
2.0	0	0	0	0	3.0
0.0	0	0	0	0	3.0
2.0	0	0	0	0	3.0
0.0	0	0	0	0	3.0

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
2	7	9	No	0	Yes
4	7	13	No	0	No
6	7	9	No	0	Yes
8	7	13	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
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	Yes	No	No	No
No	Yes	No	No	No
Yes	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 :11	4	Veh	0	0.0	0
Vehical Detector Channel :14	31	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 :29	7	Veh	0	0.0	0
Vehical Detector Channel :31	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: All Red Red Revert: 4.0sec
Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0
ABC connector Output Modes: 4
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

Default Data - No Flash

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	3.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	2
6	2	8
8	2	6

Phase(s)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1	2	3	4	5	2	7	4	9	10	11	12	13	14	15	16
Concurrent Phases		6		8		6		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	13	10 - Phase 2 DPW	20 - Ped Phase 4	14	12 - Phase 4 DPW
22 - Ped Phase 6	15	14 - Phase 6 DPW	24 - Ped Phase 8	16	16 - Phase 8 DPW
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: 0=Dwell

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

Manual Dial: 2
Manual Split: 1
Manual Offset: 1

Dial/Split	Cycle
1/1	100
1/2	100
1/3	100
1/4	90
2/1	65
2/2	65
2/3	65
2/4	90
3/1	70
3/2	70
3/3	70
3/4	70
4/1	70
4/2	150
4/3	150
4/4	60

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	67	1=Coordinate	4	33	0=Actuated	6	67	1=Coordinate	8	33	0=Actuated

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	67	1=Coordinate	4	33	0=Actuated	6	67	1=Coordinate	8	33	0=Actuated

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	67	1=Coordinate	4	33	0=Actuated	6	67	1=Coordinate	8	33	0=Actuated

Dial 1 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	60	1=Coordinate	4	30	0=Actuated	6	60	1=Coordinate	8	30	0=Actuated

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	36	1=Coordinate	4	29	0=Actuated	6	36	1=Coordinate	8	29	0=Actuated

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	36	1=Coordinate	4	29	0=Actuated	6	36	1=Coordinate	8	29	0=Actuated

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	36	1=Coordinate	4	29	0=Actuated	6	36	1=Coordinate	8	29	0=Actuated

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	60	1=Coordinate	4	30	0=Actuated	6	60	1=Coordinate	8	30	0=Actuated

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	41	1=Coordinate	4	29	0=Actuated	6	41	1=Coordinate	8	29	0=Actuated

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	41	1=Coordinate	4	29	0=Actuated	6	41	1=Coordinate	8	29	0=Actuated

Dial 3 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	41	1=Coordinate	4	29	0=Actuated	6	41	1=Coordinate	8	29	0=Actuated

Dial 3 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	41	1=Coordinate	4	29	0=Actuated	6	41	1=Coordinate	8	29	0=Actuated

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	41	1=Coordinate	4	29	0=Actuated	6	41	1=Coordinate	8	29	0=Actuated

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	116	1=Coordinate	4	34	0=Actuated	6	116	1=Coordinate	8	34	0=Actuated

Dial 4 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	116	1=Coordinate	4	34	0=Actuated	6	116	1=Coordinate	8	34	0=Actuated

Dial 4 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	32	1=Coordinate	4	28	0=Actuated	6	32	1=Coordinate	8	28	0=Actuated

Traffic Plan Data

Plan: **1/1/1**	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: **1/1/2**	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: **1/1/3**	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: **1/2/1**	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: **1/2/2**	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: **1/2/3**	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: **1/3/1**	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: **1/3/2**	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: **1/3/3**	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: **1/4/1**	Offset Time: 10	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: 32	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/1/2**	Offset Time: 32	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/1/3**	Offset Time: 32	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/2/1**	Offset Time: 32	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/2/2**	Offset Time: 32	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/2/3**	Offset Time: 32	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/3/1**	Offset Time: 32	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/3/2**	Offset Time: 32	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/3/3**	Offset Time: 32	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/4/1**	Offset Time: 31	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/4/2**	Offset Time: 31	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/4/3**	Offset Time: 31	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: 50	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/2/2**	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: **4/2/3**	Offset Time: 40	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/2**	Offset Time: 140	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/3**	Offset Time: 140	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/4/3**	Offset Time: 53	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 Reference	Hours: 1	Min: 0
End of Daylight Saving	Month: 11	Week: 1			

Source Day	Equate Days 1	2	3	4	5	6	7
2	3	4	5	0	0	0	0

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	1/2/2																	
2	1	9:0	2/2/2																	
3	1	12:0	3/3/2																	
4	1	16:0	2/2/2																	
5	1	19:30	1/2/2																	
6	2	0:1	1/2/2																	
7	2	6:0	4/2/1																	
8	2	6:58	1/4/1																	
9	2	8:59	4/2/1																	
10	2	9:30	2/2/2																	
11	2	15:0	4/3/2																	
12	2	16:45	2/4/3																	
13	2	18:15	4/3/2																	
14	2	19:0	2/2/2																	
15	6	0:1	1/2/2																	
16	6	6:0	4/2/1																	
17	6	6:58	1/4/1																	
18	6	8:59	4/2/1																	
19	6	9:30	2/2/2																	
20	6	13:30	4/3/2																	
21	6	15:0	2/4/3																	
22	6	18:15	4/3/2																	
23	6	19:0	2/2/2																	
24	7	0:1	1/2/2																	
25	7	7:30	2/2/2																	
26	7	10:0	3/3/2																	
27	7	17:0	2/2/2																	
28	7	20:30	1/2/2																	
29	51	0:1	1/2/2																	
30	51	6:0	2/2/2																	
31	51	20:0	2/2/2																	

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Special Function Outputs Dimming	1	2	3	4	5	6	7	8
1	1	0	1					X										
2	1	8	0				X	X										
3	1	21	0					X										
4	2	0	1					X										
5	2	6	30				X	X										
6	2	7	0				X	X										
7	2	21	0					X										
8	7	0	1					X										
9	7	8	0				X	X										
10	7	22	0					X										

Event	Month	Day	Year	Special Day	Special Week
1	11	24	11	51	0
2	11	25	11	51	0
3	11	11	13	51	0
4	1	1	100	51	0
5	1	2	100	51	0
6	7	4	100	51	0
7	12	25	100	51	0
8	12	26	100	51	0
9	12	27	100	51	0
10	12	28	100	51	0
11	12	29	100	51	0
12	12	30	100	51	0
13	12	31	100	51	0

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 > Preempt 1, Preempt 1 > Preempt 2, Preempt 2 > Preempt 3, Preempt 3 > Preempt 4, Preempt 4 > Preempt 5, Preempt 5 > Preempt 6
Ring 1 Min GRN/WLK = 0 Ring 2 Min GRN/WLK = 0 Ring 3 Min GRN/WLK = 0 Ring 4 Min GRN/WLK = 0

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

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

Revert to Backup: 60

1st Phone:

2nd Phone:

Local Critical Alarms

Cycle Failure: Yes
Local Free: Yes
Coord Failure: Yes
Conflict Flash: Yes
Remote Flash: Yes

Local Fash: Yes
Cycle Fault: Yes
Coord Fault: Yes
Premption: Yes
Voltage Monitor: Yes

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 %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Default Data - No Diag 1 Values

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Default Data - No Diag 1 Values

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

Volume Detector Number	Report Interval Controller Detector Channel

Default Data

Programmed EPAC Data

3/14/2016
1:46:01PM

Intersection Name: SR 154/10 & 11 - Chester Ave **Intersection Alias: SR154&Chestr**

Access Code: 9999 Channel: Address: 1 Revision: 3.32g
IP: 143.100.180.216

Access Data

:1200 Baud
:19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
2	8	5.0	50	50	3.6	1.5
4	8	3.0	30	30	3.0	2.0
6	8	5.0	50	50	3.6	1.5
8	8	3.0	30	30	3.0	2.0

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	Min_Gap
2.0	30	17	0	16	3.0
0.0	0	0	0	0	3.0
2.0	30	17	0	16	3.0
0.0	0	0	0	0	3.0

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
2	7	5	No	0	Yes
4	7	7	No	0	No
6	7	5	No	0	Yes
8	7	7	No	0	No

General Control

Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay
Green	None	Min	None	0
Inactive	None	None	None	0
Green	None	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	Yes	No	No	No
No	Yes	No	No	No
Yes	Yes	No	No	No

Special Sequence

Phase	Phase Omit	Minus Yellow Phase	Omit Call
2	0	0	0
4	0	0	0
6	2	0	0
8	0	0	0

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 :11	4	Veh	0	0.0	0
Vehical Detector Channel :12	4	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 :31	8	Veh	0	0.0	0
Vehical Detector Channel :32	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: 4.0sec
Auto Ped Clear: Yes Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0
ABC connector Output Modes: 4
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

Phase	Flash Entry Phase	Flash Exit Phase

Default Data - No Flash

Channel	Flash Color	Flash Alternat

Default Data - No Flash

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

Ring

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

Phase(s)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Concurrent Phases	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	13	10 - Phase 2 DPW	20 - Ped Phase 4	14	12 - Phase 4 DPW
22 - Ped Phase 6	15	14 - Phase 6 DPW	24 - Ped Phase 8	16	16 - Phase 8 DPW
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: 0=Plan

Max Dwell Time: 0

Yield Period: 0

Manual Dial: 1

Manual Split: 1

Manual Offset: 1

Dial/Split	Cycle
1/1	65
1/2	110
2/1	75
3/1	75
4/1	65
4/2	110

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	44	1=Coordinate	4	21	0=Actuated	6	44	1=Coordinate	8	21	0=Actuated

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	85	1=Coordinate	4	25	0=Actuated	6	85	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	54	1=Coordinate	4	21	0=Actuated	6	54	1=Coordinate	8	21	0=Actuated

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	50	1=Coordinate	4	25	0=Actuated	6	50	1=Coordinate	8	25	0=Actuated

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	44	1=Coordinate	4	21	0=Actuated	6	44	1=Coordinate	8	21	0=Actuated

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	88	1=Coordinate	4	22	0=Actuated	6	88	1=Coordinate	8	22	0=Actuated

Traffic Plan Data

Plan: **1/1/1**	Offset Time: 35	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: 16	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: 65	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: 48	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: 16	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: 14	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 Reference	Hours: 1	Min: 0
End of Daylight Saving	Month: 11	Week: 1			

Source Day	Equate Days 1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash
1	1	0:1	4/2/1	
2	1	11:0	4/1/1	
3	1	19:0	4/2/1	
4	2	0:1	1/2/1	
5	2	6:0	2/1/1	
6	2	9:30	1/1/1	
7	2	15:0	3/1/1	
8	2	19:0	1/2/1	
9	7	0:1	4/2/1	
10	7	9:0	4/1/1	
11	7	21:0	4/2/1	

PHASE FUNCTION

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

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
				☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function

SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
☐	☐	☐	☐	☐	☐	☐	☐

Phase Function

Phase Function Map

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

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

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			Priority 2			Priority 3			Priority 4			Priority 5			Priority 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	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

Revert to Backup: 15

1st Phone:

2nd Phone:

Local Critical Alarms

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

Local Fash: No
Cycle Fault: No
Coord Fault: No
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 %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Default Data - No Diag 1 Values

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Default Data - No Diag 1 Values

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

Volume Detector Number	Report Interval Controller Detector Channel

Default Data

Programmed EPAC Data

3/14/2016
1:18:30PM

Intersection Name: SR 154/10 & 09 - Boulevard

Intersection Alias: SR154&Blvd

Access Code: 9999 Channel: Address: 1 Revision: 3.34g
IP: 143.100.180.206

Access Data

:1200 Baud
:19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
1	5	2.0	20	10	3.6	3.0
2	8	6.0	50	48	4.0	1.9
3	5	2.0	10	10	3.6	3.5
4	8	4.0	60	58	4.1	2.0
5	5	2.0	20	10	3.6	3.0
6	8	6.0	50	48	4.0	1.9
7	5	3.0	30	12	3.6	2.9
8	8	4.0	60	52	4.1	2.0

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	Min_Gap
0.0	5	0	0	0	2.0
2.0	28	15	0	25	5.0
0.0	5	0	0	0	2.0
0.0	10	0	0	0	3.2
0.0	5	0	0	0	2.0
2.0	28	15	0	25	5.0
0.0	5	0	0	0	2.0
0.0	10	0	0	0	3.0

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
1	0	0	No	0	No
2	7	14	No	0	No
3	0	0	No	0	No
4	7	16	No	0	No
5	0	0	No	0	No
6	7	14	No	0	No
7	0	0	No	0	No
8	7	16	No	0	No

General Control

Initialize	Non-Act Response	Veh Recall	Ped Recall	Recall Delay
Inactive	None	None	None	0
Green	None	Min	Ped	0
Inactive	None	None	None	0
Inactive	None	None	None	0
Inactive	None	None	None	0
Green	None	Min	Ped	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	Yes
No	Yes	Yes	No	Yes
Yes	No	No	No	Yes
Yes	Yes	No	No	Yes
Yes	No	No	No	Yes
No	Yes	Yes	No	Yes
Yes	No	No	No	Yes
Yes	Yes	No	No	Yes

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

Vehical Detector Phase Assignment

	Assigned Phase	Mode	Switched Phase	Extend	Delay
Vehical Detector Channel :9	2	Veh	0	0.0	0
Vehical Detector Channel :11	3	Veh	0	0.0	0
Vehical Detector Channel :12	4	Veh	0	0.0	0
Vehical Detector Channel :15	2	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 :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 :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: All Red Red Revert: 2.0sec

Auto Ped Clear: Yes 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

Channel	Flash Color	Flash Alternat

Default Data - No Flash

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
1	1	2
2	1	3
3	1	4
4	1	1
5	2	6
6	2	7
7	2	8
8	2	5

Phase(s)

Concurrent Phases	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

Alternate Sequences

Phase Pair(s)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	**1 2**	**3 4**	**1 2**	**5 6**	**1 2**	**3 4**	**1 2**	**7 8**	**1 2**	**3 4**	**1 2**	**5 6**	**1 2**	**3 4**	**1 2**
2	**0 0**	**0 0**	**3 4**	**0 0**	**5 6**	**5 6**	**3 4**	**0 0**	**7 8**	**7 8**	**3 4**	**7 8**	**5 6**	**5 6**	**3 4**
3	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**5 6**	**0 0**	**0 0**	**0 0**	**7 8**	**0 0**	**7 8**	**7 8**	**5 6**
4	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**0 0**	**7 8**

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: 1=Yield

Maximun Mode: 0=Inhibit

Correction Mode: 2=Short Way

Offset Mode: 1=End Grn

Force Mode: 0=Plan

Max Dwell Time: 0

Yield Period: 15

Manual Dial: 4

Manual Split: 3

Manual Offset: 1

Dial/Split	Cycle
1/1	130
1/2	110
2/1	150
2/2	150
2/3	150
2/4	150
3/1	150
4/1	130
4/2	110
4/3	180

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	15	0=Actuated	2	37	1=Coordinate	3	15	0=Actuated	4	63	0=Actuated
5	20	0=Actuated	6	32	1=Coordinate	7	15	0=Actuated	8	63	0=Actuated

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	17	0=Actuated	2	28	1=Coordinate	3	14	0=Actuated	4	51	7=Dual Coord
5	15	0=Actuated	6	30	1=Coordinate	7	17	0=Actuated	8	48	7=Dual Coord

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	15	0=Actuated	2	36	1=Coordinate	3	14	0=Actuated	4	75	0=Actuated
5	15	0=Actuated	6	36	1=Coordinate	7	42	0=Actuated	8	47	0=Actuated

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	38	1=Coordinate	3	14	0=Actuated	4	78	7=Dual Coord
5	20	0=Actuated	6	38	1=Coordinate	7	45	0=Actuated	8	47	7=Dual Coord

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	38	1=Coordinate	3	14	0=Actuated	4	78	7=Dual Coord
5	20	0=Actuated	6	38	1=Coordinate	7	45	0=Actuated	8	47	7=Dual Coord

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	38	1=Coordinate	3	14	0=Actuated	4	78	7=Dual Coord
5	20	0=Actuated	6	38	1=Coordinate	7	45	0=Actuated	8	47	7=Dual Coord

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	35	1=Coordinate	3	20	0=Actuated	4	75	0=Actuated
5	20	0=Actuated	6	35	1=Coordinate	7	15	0=Actuated	8	75	0=Actuated

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	15	0=Actuated	2	45	1=Coordinate	3	15	0=Actuated	4	55	7=Dual Coord
5	20	0=Actuated	6	40	1=Coordinate	7	15	0=Actuated	8	55	7=Dual Coord

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	17	0=Actuated	2	28	1=Coordinate	3	14	0=Actuated	4	51	7=Dual Coord
5	15	0=Actuated	6	30	1=Coordinate	7	17	0=Actuated	8	48	7=Dual Coord

Dial 4 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	15	0=Actuated	2	76	1=Coordinate	3	14	0=Actuated	4	75	0=Actuated
5	15	0=Actuated	6	76	1=Coordinate	7	42	0=Actuated	8	47	0=Actuated

Traffic Plan Data

Plan: **1/1/1**	Offset Time: 60	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: 37	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: 147	Alt. Sequence: 0	Mode: 3=Permissive Yield	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/1/2**	Offset Time: 143	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/2/1**	Offset Time: 147	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/2/2**	Offset Time: 143	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/3/1**	Offset Time: 147	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/3/2**	Offset Time: 143	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/4/1**	Offset Time: 147	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **2/4/2**	Offset Time: 143	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: 68	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: 93	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: 60	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: 37	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: 147	Alt. Sequence: 0	Mode: 3=Permissive Yield	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **4/3/2**	Offset Time: 143	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 Reference	Hours: 1	Min: 0
End of Daylight Saving	Month: 11	Week: 1			

Source Day	Equate Days 1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

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	0:0	0/0/4																	
2	1	11:0	0/0/4																	
3	1	19:0	0/0/4																	
4	2	0:0	0/0/4																	
5	2	6:0	2/1/1																	
6	2	9:30	0/0/4																	
7	2	15:0	3/1/1																	
8	2	19:0	0/0/4																	
9	7	0:0	0/0/4																	
10	7	9:0	0/0/4																	
11	7	21:0	0/0/4																	

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	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	0															
2	2	0	1				X	X										
3	2	6	0					X										
4	2	19	0					X										
5	2	22	0				X											
6	7	0	0															

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8

Phase Function

Phase Function Map

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

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

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				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 2

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	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: No
Local Free: No
Coord Failure: No
Conflict Flash: Yes
Remote Flash: Yes

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

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	21	12	5	1	80
2	22	12	5	1	80
5	9	12	5	1	80
6	15	12	5	1	80

Sample Interval: 60

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
9	60	0	0
11	60	0	0
12	60	0	0
15	60	0	0
19	60	0	0
21	60	0	0
22	60	0	0
29	60	0	0
31	60	0	0
32	60	0	0

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
9	10	0	0
11	10	0	0
12	10	0	0
15	10	0	0
19	10	0	0
21	10	0	0
22	10	0	0
29	10	0	0
31	10	0	0
32	10	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

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
60

Volume Detector Number	Controller Detector Channel
1	21
2	22
5	9
6	15

Programmed EPAC Data

3/14/2016
1:56:12PM

Intersection Name: SR 154/10 & 12 - Bill Kndy Way

Intersection Alias: SR154&BilKen

Access Code: 9999 Channel: Address: 1 Revision: 3.32g
IP: 143.100.180.221

Access Data

:1200 Baud
:19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
2	8	5.0	50	50	3.8	1.6
4	8	3.0	35	35	3.4	1.4
6	8	5.0	50	50	3.8	1.6

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	Min_Gap
2.0	15	17	0	16	3.0
0.0	0	0	0	0	0.0
2.0	15	17	0	16	3.0

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
2	0	0	No	0	No
4	7	8	No	0	No
6	7	16	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	No	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 :21	4	Veh	0	0.0	0
Vehical Detector Channel :22	4	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

Pedestrian Detector

Pedestrian Detector Channel :8	4	Ped	0	0.0	0

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: 4.0sec
Auto Ped Clear: No Stop Time Reset: No Alternate Sequence: 0

ABC connector Input Modes: 0
ABC connector Output Modes: 4
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

Phase	Flash Entry Phase	Flash Exit Phase

Default Data - No Flash

Channel	Flash Color	Flash Alternat

Default Data - No Flash

Overlaps

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	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	3
4	1	1
6	2	7

Phase(s)

Concurrent Phases	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	130
1/2	110
2/1	150
3/1	150
4/1	130
4/2	110

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	105	1=Coordinate	4	25	0=Actuated	6	105	1=Coordinate			

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	86	1=Coordinate	4	24	0=Actuated	6	86	1=Coordinate			

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	100	1=Coordinate	4	50	0=Actuated	6	100	1=Coordinate			

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	125	1=Coordinate	4	25	0=Actuated	6	125	1=Coordinate			

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	108	1=Coordinate	4	22	0=Actuated	6	108	1=Coordinate			

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	87	1=Coordinate	4	23	0=Actuated	6	87	1=Coordinate			

Traffic Plan Data

Plan: **1/1/1**	Offset Time: 31	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: 20	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: 118	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: 50	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: 13	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: 16	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

End of Daylight Saving — Month: 11 — Week: 1

Cycle Zero Reference — Hours: 1 — Min: 0

Source Day	Equate Days 1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash
1	1	0:1	4/2/1	
2	1	11:0	4/1/1	
3	1	19:0	4/2/1	
4	2	0:1	1/2/1	
5	2	6:0	2/1/1	
6	2	9:30	1/1/1	
7	2	15:0	3/1/1	
8	2	19:0	1/2/1	
9	7	0:1	4/2/1	
10	7	9:0	4/1/1	
11	7	21:0	4/2/1	

PHASE FUNCTION

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

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
				☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8
	☐	☐	☐	☐	☐	☐	☐	☐

Phase Function

Phase Function Map	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

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: Ped Clear	Select: Yel	Select: Red	Track: Grn	Track: Ped	Track: Yel	Track: Red	Dwell Green	Return: Ped Clear	Return: Yel	Return: 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			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	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			Priority 2			Priority 3			Priority 4			Priority 5			Priority 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	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				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	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: No
Local Free: No
Coord Failure: No
Conflict Flash: No
Remote Flash: No

Local Fash: No
Cycle Fault: No
Coord Fault: No
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 %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data
Sample Interval:

Default Data
Queue: 1 Input Selection: 0=Average
Detector Failed Level : 0
Queue: 2 Input Selection: 0=Average
Detector Failed Level : 0

Default Data
Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector
Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector
Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

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

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

Volume Detector Number	Report Interval Controller Detector Channel

Default Data

Programmed EPAC Data

3/7/2016
2:56:04PM

Intersection Name: 018 Bill Kennedy & I-20 EB **Intersection Alias: 018**

Access Code: 9999 Channel: 1 Address: 0 Revision: 3.34b
IP:

Access Data

:1200 Baud
:19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
2	30	5.0	30	30	3.6	1.9
4	0	0.0	0	0	3.0	0.0
6	30	5.0	30	30	3.6	1.9
8	25	3.0	30	30	3.6	1.5

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
0.0	0	0	0	0	0.0
0.0	0	0	0	0	0.0
0.0	0	0	0	0	0.0

Pedestrian 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
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	None	Min	None	0
Inactive	None	None	None	0
Green	None	Min	None	0
Inactive	None	Min	None	0

Miscellaneous

Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
No	Yes	No	No	No
No	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	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	4	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: All Red Red Revert: 2.0sec

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

Phase	Flash Entry Phase	Flash Exit Phase

Default Data - No Flash

Channel	Flash Color	Flash Alternat

Default Data - No Flash

Overlaps

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
	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	3
6	2	7
8	2	5

Phase(s)

Concurrent Phases	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

Dial/Split	Cycle
/	

General Coordination Data

Operation Mode: 0=Free
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: 15

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

Split Times and Phase Modes

Dial / Split

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode

Traffic Plan Data

Plan: // Offset Time: Alt. Sequence: Mode: Rg 2 Lag Time: Rg 3 Lag Time: Rg 4 Lag Time:

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0

End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
1	2	3	4	5	6	7	0

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		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
				☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Default Data - No Special Day(s) or Week(s) Programmed

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

Local Fash: No
Cycle Fault: No
Coord Fault: No
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 %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Default Data - No Diag 1 Values

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Default Data - No Diag 1 Values

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

Volume Detector Number	Report Interval Controller Detector Channel

Default Data

Programmed EPAC Data

3/7/2016
3:55:48PM

Intersection Name: 764 Glenwood & Glen Mem

Intersection Alias: 764

Access Code: 9999 Channel: Address: IP: Revision: 3.30

Access Data

:1200 Baud
:19200 Baud

Phase Data

Vehical Basic Timings

Phase	Min_Grn	Passage	Max1	Max2	Yellow	All Red
1	8	2.0	12	12	3.5	1.6
2	14	5.0	35	35	3.6	1.9
4	20	3.0	30	30	3.2	1.9
6	24	5.0	35	35	3.6	1.9

Vehical Density Timings

Added Initial	Max_Initial	Time B4 Reduction	Cars Before	Time To Reduce	Min_Gap
0.0	0	0	0	0	2.0
0.0	0	0	0	0	3.0
0.0	0	0	0	0	2.0
0.0	0	0	0	0	3.0

Pedestrian Timing

Phase	Walk	Ped Clear	Flashing Walk	Extended Ped Clear	Actuated Rest in Walk
1	0	0	No	0	No
2	7	12	No	0	Yes
4	7	8	No	0	No
6	7	9	No	0	Yes

General Control

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

Miscellaneous

Non Lock	Dual Entry	Last Car Passage	Conditional Service	No Simultaneous Gap Out
No	No	No	No	No
No	Yes	No	No	No
Yes	No	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 :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 :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: 2.0sec
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

Phase	Flash Entry Phase	Flash Exit Phase

Default Data - No Flash

Channel	Flash Color	Flash Alternat

Default Data - No Flash

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
1	1	2
2	1	3
4	1	1
6	2	7

Phase(s)

Concurrent Phases	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: 0=Free
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	80
1/2	70
1/3	80
1/4	70
2/1	100
3/1	80
3/2	100

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	15	0=Actuated	2	30	1=Coordinate	4	35	0=Actuated	6	45	1=Coordinate

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	14	0=Actuated	2	31	1=Coordinate	4	25	0=Actuated	6	45	1=Coordinate

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	15	0=Actuated	2	30	0=Actuated	4	35	0=Actuated	6	45	0=Actuated

Dial 1 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	15	0=Actuated	2	30	1=Coordinate	4	25	0=Actuated	6	45	1=Coordinate

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	38	1=Coordinate	4	42	0=Actuated	6	58	1=Coordinate

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	15	0=Actuated	2	30	1=Coordinate	4	35	0=Actuated	6	45	1=Coordinate

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	43	1=Coordinate	4	37	0=Actuated	6	63	1=Coordinate

Traffic Plan Data

Plan: **1/1/1**	Offset Time: 5	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: 6	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/2/2**	Offset Time: 6	Alt. Sequence: 0	Mode: 0=Normal	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: **1/3/1**	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: **1/4/1**	Offset Time: 6	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: 11	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 Reference	Hours: 3	Min: 0
End of Daylight Saving	Month: 11	Week: 1			

Source Day	Equate Days 1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

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	8:30	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
2	1	22:0	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
3	2	6:0	1/2/2		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
4	2	6:40	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
5	2	9:0	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
6	2	15:10	3/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
7	2	16:25	3/2/2		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
8	2	18:20	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
9	7	7:0	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
10	7	9:0	1/3/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
11	7	21:0	1/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
12	7	23:59	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
				☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Default Data - No Special Day(s) or Week(s) Programmed

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				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 2

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	No	P	Red	Red	No

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle
1	Red	Red	No	1	Don't Walk	Don't Walk	No	A	Red	Red	No
2	Red	Red	No	2	Don't Walk	Don't Walk	No	B	Red	Red	No
3	Red	Red	No	3	Don't Walk	Don't Walk	No	C	Red	Red	No
4	Red	Red	No	4	Don't Walk	Don't Walk	No	D	Red	Red	No
5	Red	Red	No	5	Don't Walk	Don't Walk	No	E	Red	Red	No
6	Red	Red	No	6	Don't Walk	Don't Walk	No	F	Red	Red	No
7	Red	Red	No	7	Don't Walk	Don't Walk	No	G	Red	Red	No
8	Red	Red	No	8	Don't Walk	Don't Walk	No	H	Red	Red	No
9	Red	Red	No	9	Don't Walk	Don't Walk	No	I	Red	Red	No
10	Red	Red	No	10	Don't Walk	Don't Walk	No	J	Red	Red	No
11	Red	Red	No	11	Don't Walk	Don't Walk	No	K	Red	Red	No
12	Red	Red	No	12	Don't Walk	Don't Walk	No	L	Red	Red	No
13	Red	Red	No	13	Don't Walk	Don't Walk	No	M	Red	Red	No
14	Red	Red	No	14	Don't Walk	Don't Walk	No	N	Red	Red	No
15	Red	Red	No	15	Don't Walk	Don't Walk	No	O	Red	Red	No
16	Red	Red	No	16	Don't Walk	Don't Walk	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: No
Local Free: No
Coord Failure: No
Conflict Flash: No
Remote Flash: No

Local Fash: No
Cycle Fault: No
Coord Fault: No
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 %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Default Data - No Diag 1 Values

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Default Data - No Diag 1 Values

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

Volume Detector Number	Report Interval Controller Detector Channel

Default Data

Appendix I Synchro and SimTraffic Reports

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	192	25	38	691	210	379	790	16	33	175	59
Future Volume (veh/h)	106	192	25	38	691	210	379	790	16	33	175	59
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	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	115	209	27	40	727	221	403	840	17	34	180	61
Adj No. of Lanes	0	2	0	1	2	0	1	1	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.94	0.94	0.94	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	473	61	102	1047	318	659	843	17	101	858	282
Arrive On Green	0.32	0.32	0.32	0.03	0.39	0.39	0.17	0.46	0.46	0.03	0.33	0.32
Sat Flow, veh/h	18	1473	190	1774	2676	813	1774	1819	37	1774	2620	860
Grp Volume(v), veh/h	115	0	236	40	481	467	403	0	857	34	120	121
Grp Sat Flow(s),veh/h/ln	18	0	1663	1774	1770	1719	1774	0	1856	1774	1770	1711
Q Serve(g_s), s	30.2	0.0	16.8	2.4	34.1	34.1	21.7	0.0	69.0	1.9	7.3	7.7
Cycle Q Clear(g_c), s	30.2	0.0	16.8	2.4	34.1	34.1	21.7	0.0	69.0	1.9	7.3	7.7
Prop In Lane	1.00		0.11	1.00		0.47	1.00		0.02	1.00		0.50
Lane Grp Cap(c), veh/h	0	0	534	102	693	673	659	0	860	101	579	560
V/C Ratio(X)	0.00	0.00	0.44	0.39	0.69	0.69	0.61	0.00	1.00	0.34	0.21	0.22
Avail Cap(c_a), veh/h	0	0	534	154	693	673	787	0	860	139	579	560
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	40.3	43.0	38.1	38.3	23.9	0.0	40.1	39.7	36.4	36.6
Incr Delay (d2), s/veh	0.0	0.0	2.6	0.9	5.7	5.8	1.0	0.0	29.8	0.7	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	8.1	1.2	17.7	17.3	10.7	0.0	42.4	0.9	3.7	3.8
LnGrp Delay(d),s/veh	0.0	0.0	43.0	43.9	43.8	44.1	24.9	0.0	70.0	40.5	37.2	37.5
LnGrp LOS			D	D	D	D	C		E	D	D	D
Approach Vol, veh/h		351			988			1260			275	
Approach Delay, s/veh		28.9			43.9			55.6			37.7	
Approach LOS		C			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		64.2	10.8	75.0	10.6	53.7	31.2	54.6
Change Period (Y+Rc), s		6.0	7.0	6.0	6.5	6.0	6.5	6.0
Max Green Setting (Gmax), s		40.0	7.0	69.0	8.5	40.0	35.5	41.0
Max Q Clear Time (g_c+I1), s		36.1	3.9	71.0	4.4	32.2	23.7	9.7
Green Ext Time (p_c), s		3.5	0.0	0.0	0.0	6.8	1.0	13.3

Intersection Summary	
HCM 2010 Ctrl Delay	46.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	229	4	50	1069	71	22	6	18	22	5	28
Future Volume (veh/h)	8	229	4	50	1069	71	22	6	18	22	5	28
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	9	254	4	53	1125	75	29	8	23	35	8	44
Adj No. of Lanes	0	1	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.95	0.95	0.95	0.77	0.77	0.77	0.63	0.63	0.63
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	1158	18	114	2084	137	211	69	130	177	58	172
Arrive On Green	0.66	0.66	0.65	1.00	1.00	1.00	0.22	0.22	0.21	0.22	0.22	0.21
Sat Flow, veh/h	19	1754	27	94	3157	207	636	314	591	500	264	782
Grp Volume(v), veh/h	267	0	0	654	0	599	60	0	0	87	0	0
Grp Sat Flow(s),veh/h/ln	1800	0	0	1800	0	1658	1541	0	0	1546	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	4.3	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	3.2	0.0	0.0
Prop In Lane	0.03		0.01	0.08		0.13	0.48		0.38	0.40		0.51
Lane Grp Cap(c), veh/h	1238	0	0	1240	0	1095	410	0	0	407	0	0
V/C Ratio(X)	0.22	0.00	0.00	0.53	0.00	0.55	0.15	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	1238	0	0	1240	0	1095	410	0	0	407	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.76	0.00	0.76	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.1	0.0	0.0	0.0	0.0	0.0	23.7	0.0	0.0	24.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	1.2	0.0	1.5	0.8	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.4	0.0	0.5	1.1	0.0	0.0	1.6	0.0	0.0
LnGrp Delay(d),s/veh	5.5	0.0	0.0	1.2	0.0	1.5	24.5	0.0	0.0	25.3	0.0	0.0
LnGrp LOS	A			A		A	C			C		
Approach Vol, veh/h		267			1253			60			87	
Approach Delay, s/veh		5.5			1.4			24.5			25.3	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		54.0		21.0		54.0		21.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		49.0		16.0		49.0		16.0
Max Q Clear Time (g_c+I1), s		6.3		5.2		2.0		4.1
Green Ext Time (p_c), s		27.2		0.5		28.9		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	4.1
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	191	79	100	832	355	127
Future Volume (veh/h)	191	79	100	832	355	127
Number	2	12	1	6	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	1900	1900	1863	1863	1863
Adj Flow Rate, veh/h	230	95	111	924	382	137
Adj No. of Lanes	1	0	0	2	1	1
Peak Hour Factor	0.83	0.83	0.90	0.90	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	879	363	256	2033	418	373
Arrive On Green	1.00	1.00	0.70	0.70	0.24	0.24
Sat Flow, veh/h	1254	518	324	2983	1774	1583
Grp Volume(v), veh/h	0	325	519	516	382	137
Grp Sat Flow(s),veh/h/ln	0	1771	1612	1610	1774	1583
Q Serve(g_s), s	0.0	0.0	14.8	21.1	31.5	10.9
Cycle Q Clear(g_c), s	0.0	0.0	20.2	21.1	31.5	10.9
Prop In Lane		0.29	0.21		1.00	1.00
Lane Grp Cap(c), veh/h	0	1242	1160	1129	418	373
V/C Ratio(X)	0.00	0.26	0.45	0.46	0.91	0.37
Avail Cap(c_a), veh/h	0	1242	1160	1129	538	480
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.98	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	9.6	9.8	55.9	48.0
Incr Delay (d2), s/veh	0.0	0.5	1.3	1.3	17.4	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	0.0	0.2	9.6	9.7	17.4	4.8
LnGrp Delay(d),s/veh	0.0	0.5	10.8	11.2	73.2	48.6
LnGrp LOS		A	B	B	E	D
Approach Vol, veh/h	325			1035	519	
Approach Delay, s/veh	0.5			11.0	66.7	
Approach LOS	A			B	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		110.2		39.8		110.2		
Change Period (Y+Rc), s		5.5		5.0		5.5		
Max Green Setting (Gmax), s		94.5		45.0		94.5		
Max Q Clear Time (g_c+I1), s		2.0		33.5		23.1		
Green Ext Time (p_c), s		32.1		1.3		29.7		

Intersection Summary	
HCM 2010 Ctrl Delay	24.6
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	13	304	902	1	2	18
Future Vol, veh/h	13	304	902	1	2	18
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	90	90	91	91	71	71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	338	991	1	3	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	992	0	-	0	1359	496
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	367	-
Critical Hdwy	4.14	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.22	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	693	-	-	-	151	520
Stage 1	-	-	-	-	321	-
Stage 2	-	-	-	-	700	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	693	-	-	-	147	520
Mov Cap-2 Maneuver	-	-	-	-	147	-
Stage 1	-	-	-	-	321	-
Stage 2	-	-	-	-	683	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	693	-	-	-	415
HCM Lane V/C Ratio	0.021	-	-	-	0.068
HCM Control Delay (s)	10.3	0	-	-	14.3
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	32	265	8	7	894	12	0	0	4	3	1	17
Future Vol, veh/h	32	265	8	7	894	12	0	0	4	3	1	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	92	92	92	33	33	33	53	53	53
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	298	9	8	972	13	0	0	12	6	2	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	985	0	0	307	0	0	876	1374	302	1373	1372	492
Stage 1	-	-	-	-	-	-	374	374	-	993	993	-
Stage 2	-	-	-	-	-	-	502	1000	-	380	379	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.22	-	-	2.218	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	697	-	-	1254	-	-	256	145	737	114	145	523
Stage 1	-	-	-	-	-	-	646	617	-	264	322	-
Stage 2	-	-	-	-	-	-	521	320	-	641	614	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	697	-	-	1254	-	-	224	134	737	106	134	523
Mov Cap-2 Maneuver	-	-	-	-	-	-	224	134	-	106	134	-
Stage 1	-	-	-	-	-	-	606	579	-	248	317	-
Stage 2	-	-	-	-	-	-	479	316	-	591	576	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.2	10	18.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	737	697	-	-	1254	-	-	308
HCM Lane V/C Ratio	0.016	0.052	-	-	0.006	-	-	0.129
HCM Control Delay (s)	10	10.4	0	-	7.9	0.1	-	18.4
HCM Lane LOS	B	B	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	223	15	3	866	41	2	2	4	11	2	6
Future Volume (veh/h)	18	223	15	3	866	41	2	2	4	11	2	6
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	19	240	16	3	984	47	3	3	6	16	3	9
Adj No. of Lanes	0	1	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.67	0.67	0.67	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	943	61	41	2076	99	135	140	225	286	62	135
Arrive On Green	0.62	0.62	0.61	0.41	0.41	0.41	0.28	0.28	0.27	0.28	0.28	0.27
Sat Flow, veh/h	64	1530	98	2	3366	160	305	504	809	803	222	486
Grp Volume(v), veh/h	275	0	0	546	0	488	12	0	0	28	0	0
Grp Sat Flow(s),veh/h/ln	1692	0	0	1862	0	1667	1618	0	0	1512	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	19.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.1	0.0	0.0	19.2	0.0	19.3	0.5	0.0	0.0	1.1	0.0	0.0
Prop In Lane	0.07		0.06	0.01		0.10	0.25		0.50	0.57		0.32
Lane Grp Cap(c), veh/h	1086	0	0	1188	0	1028	500	0	0	483	0	0
V/C Ratio(X)	0.25	0.00	0.00	0.46	0.00	0.48	0.02	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	1086	0	0	1188	0	1028	500	0	0	483	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.48	0.00	0.48	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.8	0.0	0.0	15.8	0.0	15.8	23.7	0.0	0.0	23.9	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.6	0.0	0.8	0.1	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	10.1	0.0	9.1	0.2	0.0	0.0	0.5	0.0	0.0
LnGrp Delay(d),s/veh	8.3	0.0	0.0	16.4	0.0	16.5	23.8	0.0	0.0	24.1	0.0	0.0
LnGrp LOS	A			B		B	C			C		
Approach Vol, veh/h		275			1034			12			28	
Approach Delay, s/veh		8.3			16.5			23.8			24.1	
Approach LOS		A			B			C			C	

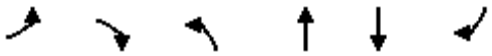
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0		30.0
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		55.0		24.5		55.0		24.5
Max Q Clear Time (g_c+I1), s		8.1		3.1		21.3		2.5
Green Ext Time (p_c), s		23.5		0.1		19.6		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	15.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	120	31	61	502	46	323	1989	48	20	488	69
Future Volume (veh/h)	28	120	31	61	502	46	323	1989	48	20	488	69
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	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	33	143	37	64	523	48	344	2116	51	23	567	80
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.84	0.84	0.84	0.96	0.96	0.96	0.94	0.94	0.94	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	361	110	25	392	60	571	2249	54	95	1760	248
Arrive On Green	0.08	0.08	0.08	0.25	0.25	0.24	0.09	0.64	0.63	0.02	0.56	0.56
Sat Flow, veh/h	127	1460	443	4	1585	241	1774	3533	85	1774	3116	439
Grp Volume(v), veh/h	78	0	135	306	0	329	344	1056	1111	23	321	326
Grp Sat Flow(s),veh/h/ln	413	0	1617	176	0	1654	1774	1770	1848	1774	1770	1785
Q Serve(g_s), s	7.2	0.0	14.2	31.6	0.0	33.7	14.3	96.7	98.7	1.0	17.4	17.5
Cycle Q Clear(g_c), s	40.9	0.0	14.2	31.6	0.0	33.7	14.3	96.7	98.7	1.0	17.4	17.5
Prop In Lane	0.42		0.27	0.21		0.15	1.00		0.05	1.00		0.25
Lane Grp Cap(c), veh/h	131	0	400	0	0	409	571	1126	1176	95	999	1008
V/C Ratio(X)	0.60	0.00	0.34	0.00	0.00	0.80	0.60	0.94	0.94	0.24	0.32	0.32
Avail Cap(c_a), veh/h	131	0	400	0	0	409	573	1126	1176	155	999	1008
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)	0.97	0.00	0.97	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	84.7	0.0	68.8	0.0	0.0	63.7	14.1	29.5	29.8	39.0	20.8	20.9
Incr Delay (d2), s/veh	18.1	0.0	2.2	0.0	0.0	15.4	1.8	15.4	15.9	1.3	0.9	0.8
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	4.5	0.0	6.6	0.0	0.0	17.1	7.3	51.7	55.2	0.7	8.7	8.8
LnGrp Delay(d),s/veh	102.8	0.0	71.0	0.0	0.0	79.1	15.9	44.9	45.8	40.3	21.7	21.7
LnGrp LOS	F		E			E	B	D	D	D	C	C
Approach Vol, veh/h		213			635			2511			670	
Approach Delay, s/veh		82.6			41.0			41.3			22.3	
Approach LOS		F			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	22.8	107.2		50.0	9.9	120.1		50.0
Change Period (Y+Rc), s	6.5	6.0		6.0	6.5	6.0		6.0
Max Green Setting (Gmax), s	16.5	101.0		44.0	9.5	108.0		27.0
Max Q Clear Time (g_c+I1), s	16.3	19.5		35.7	3.0	100.7		42.9
Green Ext Time (p_c), s	0.0	56.1		3.3	0.0	6.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	40.3
HCM 2010 LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	183	482	101	55
Future Volume (Veh/h)	0	0	183	482	101	55
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.72	0.72
Hourly flow rate (vph)	0	0	199	524	140	76
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				420	924	
pX, platoon unblocked	0.79					
vC, conflicting volume	1100	178	216			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	996	178	216			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	85			
cM capacity (veh/h)	183	865	1354			

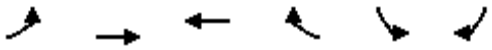
Direction, Lane #	NB 1	NB 2	SB 1
Volume Total	199	524	216
Volume Left	199	0	0
Volume Right	0	0	76
cSH	1354	1700	1700
Volume to Capacity	0.15	0.31	0.13
Queue Length 95th (ft)	13	0	0
Control Delay (s)	8.1	0.0	0.0
Lane LOS	A		
Approach Delay (s)	2.2		0.0
Approach LOS			

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	122	179	0	534	114	0
Future Volume (veh/h)	122	179	0	534	114	0
Number	3	18	5	2	6	16
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	0	1863	1863	0
Adj Flow Rate, veh/h	149	218	0	607	161	0
Adj No. of Lanes	1	1	0	1	1	0
Peak Hour Factor	0.82	0.82	0.88	0.88	0.71	0.71
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	714	638	0	890	890	0
Arrive On Green	0.40	0.40	0.00	0.48	0.48	0.00
Sat Flow, veh/h	1774	1583	0	1863	1863	0
Grp Volume(v), veh/h	149	218	0	607	161	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1863	1863	0
Q Serve(g_s), s	3.7	6.4	0.0	16.9	3.3	0.0
Cycle Q Clear(g_c), s	3.7	6.4	0.0	16.9	3.3	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	714	638	0	890	890	0
V/C Ratio(X)	0.21	0.34	0.00	0.68	0.18	0.00
Avail Cap(c_a), veh/h	715	638	0	890	890	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.0	13.9	0.0	13.5	10.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.0	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.8	0.0	9.0	1.7	0.0
LnGrp Delay(d),s/veh	13.1	14.0	0.0	15.3	10.0	0.0
LnGrp LOS	B	B		B	B	
Approach Vol, veh/h	367			607	161	
Approach Delay, s/veh	13.6			15.3	10.0	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		36.0				36.0		31.0
Change Period (Y+Rc), s		6.0				6.0		6.0
Max Green Setting (Gmax), s		30.0				30.0		25.0
Max Q Clear Time (g_c+I1), s		18.9				5.3		8.4
Green Ext Time (p_c), s		0.7				0.7		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	14.0
HCM 2010 LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	112	112	262	269	74	188
Future Volume (vph)	112	112	262	269	74	188
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5	
Lane Util. Factor		1.00	1.00		1.00	
Frt		1.00	0.93		0.90	
Flt Protected		0.98	1.00		0.99	
Satd. Flow (prot)		1817	1735		1659	
Flt Permitted		0.13	1.00		0.99	
Satd. Flow (perm)		234	1735		1659	
Peak-hour factor, PHF	0.61	0.61	0.90	0.90	0.85	0.85
Adj. Flow (vph)	184	184	291	299	87	221
RTOR Reduction (vph)	0	0	37	0	92	0
Lane Group Flow (vph)	0	368	553	0	216	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases	6					
Actuated Green, G (s)		52.5	32.5		36.5	
Effective Green, g (s)		54.5	34.5		38.5	
Actuated g/C Ratio		0.54	0.34		0.38	
Clearance Time (s)		5.5	5.5		5.5	
Vehicle Extension (s)		5.0	5.0		3.0	
Lane Grp Cap (vph)		396	598		638	
v/s Ratio Prot		c0.16	0.32		c0.13	
v/s Ratio Perm		c0.35				
v/c Ratio		0.93	0.93		0.34	
Uniform Delay, d1		21.0	31.5		21.8	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		27.5	22.4		1.4	
Delay (s)		48.4	53.9		23.2	
Level of Service		D	D		C	
Approach Delay (s)		48.4	53.9		23.2	
Approach LOS		D	D		C	

Intersection Summary			
HCM 2000 Control Delay	44.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection: 1: Boulevard SE & Memorial Dr

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	LT	TR	L	T	TR	L	TR	L	T	TR
Maximum Queue (ft)	261	248	100	1739	1770	356	761	74	153	133
Average Queue (ft)	157	120	28	965	996	208	451	31	87	50
95th Queue (ft)	232	223	82	1705	1724	323	694	63	142	117
Link Distance (ft)	1995	1995		1739	1739	1226	1226		834	834
Upstream Blk Time (%)				0	1					
Queuing Penalty (veh)				0	7					
Storage Bay Dist (ft)			75					150		
Storage Blk Time (%)			3	75					1	
Queuing Penalty (veh)			9	29					0	

Intersection: 2: Chester Ave & Memorial Dr

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	303	236	243	53	94
Average Queue (ft)	83	119	134	26	31
95th Queue (ft)	193	192	212	52	64
Link Distance (ft)	872	230	230	762	862
Upstream Blk Time (%)		0	1		
Queuing Penalty (veh)		1	3		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Bill Kennedy Way & Memorial Dr

Movement	EB	WB	WB	NB	NB	B8
Directions Served	UTR	LT	T	L	R	T
Maximum Queue (ft)	198	379	379	530	90	402
Average Queue (ft)	104	181	178	374	60	84
95th Queue (ft)	190	346	345	584	117	300
Link Distance (ft)	230	379	379	411		401
Upstream Blk Time (%)		0	0	20		0
Queuing Penalty (veh)		1	0	96		0
Storage Bay Dist (ft)					65	
Storage Blk Time (%)				56	2	
Queuing Penalty (veh)				71	6	

Intersection: 4: Memorial Dr & Holtzclaw St

Movement	EB	WB	SB
Directions Served	LT	T	LR
Maximum Queue (ft)	96	54	51
Average Queue (ft)	16	2	16
95th Queue (ft)	59	18	43
Link Distance (ft)	379	258	871
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Gibson St & Memorial Dr

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	141	31	31	31
Average Queue (ft)	13	2	6	15
95th Queue (ft)	67	15	26	40
Link Distance (ft)	258	349	608	1240
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Flat Shoals Ave & Memorial Dr

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	209	290	297	28	48
Average Queue (ft)	67	223	230	5	12
95th Queue (ft)	164	302	305	20	36
Link Distance (ft)	1155	272	272	408	822
Upstream Blk Time (%)		2	2		
Queuing Penalty (veh)		9	10		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 7: Moreland Ave & Memorial Dr

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	TR	LT	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	172	177	561	586	602	880	845	70	285	226
Average Queue (ft)	69	85	358	322	133	512	489	24	148	102
95th Queue (ft)	129	166	517	495	294	763	734	54	247	220
Link Distance (ft)	272	272	874	874	959	959	959	727	727	727
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 9: Bill Kennedy Way & WB I-20 On-Ramp

Movement	NB	NB
Directions Served	L	T
Maximum Queue (ft)	76	31
Average Queue (ft)	26	1
95th Queue (ft)	65	10
Link Distance (ft)	378	378
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Bill Kennedy Way & EB I-20 Off-Ramp

Movement	EB	EB	NB	SB
Directions Served	L	R	T	T
Maximum Queue (ft)	119	72	319	117
Average Queue (ft)	54	39	162	33
95th Queue (ft)	99	64	275	79
Link Distance (ft)	1489	1489	332	378
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Bill Kennedy Way & Glenwood Place

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: 12: Glenwood Ave & Bill Kennedy Way

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	205	386	268
Average Queue (ft)	90	237	87
95th Queue (ft)	158	351	165
Link Distance (ft)	1148	1698	706
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 244

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	478	131	122	255	73	71	399	68	139	789	52
Future Volume (veh/h)	63	478	131	122	255	73	71	399	68	139	789	52
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	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	70	531	146	140	293	84	82	459	78	146	831	55
Adj No. of Lanes	0	2	0	1	2	0	1	1	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.87	0.87	0.87	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	30	268	149	188	983	277	318	719	122	360	1640	109
Arrive On Green	0.24	0.24	0.24	0.08	0.36	0.36	0.04	0.46	0.46	0.06	0.49	0.48
Sat Flow, veh/h	5	1108	617	1774	2728	768	1774	1552	264	1774	3370	223
Grp Volume(v), veh/h	371	0	376	140	188	189	82	0	537	146	436	450
Grp Sat Flow(s),veh/h/ln	142	0	1588	1774	1770	1727	1774	0	1816	1774	1770	1823
Q Serve(g_s), s	34.9	0.0	35.2	9.3	11.4	11.8	3.6	0.0	33.8	6.4	25.2	25.2
Cycle Q Clear(g_c), s	34.9	0.0	35.2	9.3	11.4	11.8	3.6	0.0	33.8	6.4	25.2	25.2
Prop In Lane	0.19		0.39	1.00		0.44	1.00		0.15	1.00		0.12
Lane Grp Cap(c), veh/h	0	0	384	188	637	622	318	0	842	360	861	887
V/C Ratio(X)	0.00	0.00	0.98	0.75	0.30	0.30	0.26	0.00	0.64	0.41	0.51	0.51
Avail Cap(c_a), veh/h	0	0	384	214	637	622	353	0	842	413	861	887
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	56.6	45.6	34.4	34.6	21.2	0.0	30.7	23.2	26.2	26.3
Incr Delay (d2), s/veh	0.0	0.0	41.1	9.5	1.2	1.3	0.4	0.0	3.7	0.3	2.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	19.8	5.0	5.8	5.8	1.8	0.0	17.7	3.2	12.8	13.1
LnGrp Delay(d),s/veh	0.0	0.0	97.7	55.2	35.5	35.8	21.7	0.0	34.4	23.4	28.4	28.3
LnGrp LOS			F	E	D	D	C		C	C	C	C
Approach Vol, veh/h		747			517			619			1032	
Approach Delay, s/veh		49.1			40.9			32.7			27.6	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		59.5	15.5	75.0	17.8	41.7	12.0	78.5
Change Period (Y+Rc), s		6.0	7.0	6.0	6.5	6.0	6.5	6.0
Max Green Setting (Gmax), s		29.0	13.0	69.0	13.5	29.0	8.5	69.0
Max Q Clear Time (g_c+I1), s		13.8	8.4	35.8	11.3	37.2	5.6	27.2
Green Ext Time (p_c), s		11.1	0.1	16.3	0.0	0.0	0.0	18.1

Intersection Summary	
HCM 2010 Ctrl Delay	36.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	671	15	11	290	55	4	1	39	95	9	27
Future Volume (veh/h)	23	671	15	11	290	55	4	1	39	95	9	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	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	25	737	16	12	330	62	5	1	53	113	11	32
Adj No. of Lanes	0	2	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.73	0.73	0.73	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	2046	44	60	906	166	66	31	391	358	41	82
Arrive On Green	0.61	0.61	0.60	1.00	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	53	3372	72	18	1493	274	49	113	1430	1006	151	298
Grp Volume(v), veh/h	404	0	374	404	0	0	59	0	0	156	0	0
Grp Sat Flow(s),veh/h/ln	1815	0	1682	1785	0	0	1592	0	0	1455	0	0
Q Serve(g_s), s	0.0	0.0	8.4	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0
Cycle Q Clear(g_c), s	8.2	0.0	8.4	0.0	0.0	0.0	2.1	0.0	0.0	6.1	0.0	0.0
Prop In Lane	0.06		0.04	0.03		0.15	0.08		0.90	0.72		0.21
Lane Grp Cap(c), veh/h	1152	0	1021	1132	0	0	487	0	0	480	0	0
V/C Ratio(X)	0.35	0.00	0.37	0.36	0.00	0.00	0.12	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	1152	0	1021	1132	0	0	487	0	0	480	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.71	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.4	0.0	7.5	0.0	0.0	0.0	20.7	0.0	0.0	21.9	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	1.0	0.6	0.0	0.0	0.5	0.0	0.0	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	4.1	0.2	0.0	0.0	1.0	0.0	0.0	2.8	0.0	0.0
LnGrp Delay(d),s/veh	8.3	0.0	8.5	0.6	0.0	0.0	21.2	0.0	0.0	23.7	0.0	0.0
LnGrp LOS	A		A	A			C			C		
Approach Vol, veh/h		778			404			59			156	
Approach Delay, s/veh		8.4			0.6			21.2			23.7	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.0		25.0		50.0		25.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		45.0		20.0		45.0		20.0
Max Q Clear Time (g_c+I1), s		10.4		8.1		2.0		4.1
Green Ext Time (p_c), s		17.4		1.0		19.3		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	8.4
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	440	370	205	253	88	93
Future Volume (veh/h)	440	370	205	253	88	93
Number	2	12	1	6	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	1900	1900	1863	1863	1863
Adj Flow Rate, veh/h	468	394	220	272	97	102
Adj No. of Lanes	2	0	0	1	1	1
Peak Hour Factor	0.94	0.94	0.93	0.93	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1561	1312	412	491	146	130
Arrive On Green	1.00	1.00	0.85	0.85	0.08	0.08
Sat Flow, veh/h	1920	1535	442	575	1774	1583
Grp Volume(v), veh/h	453	409	492	0	97	102
Grp Sat Flow(s),veh/h/ln	1770	1592	1017	0	1774	1583
Q Serve(g_s), s	0.0	0.0	15.7	0.0	8.0	9.5
Cycle Q Clear(g_c), s	0.0	0.0	17.7	0.0	8.0	9.5
Prop In Lane		0.96	0.45		1.00	1.00
Lane Grp Cap(c), veh/h	1512	1360	903	0	146	130
V/C Ratio(X)	0.30	0.30	0.54	0.00	0.67	0.78
Avail Cap(c_a), veh/h	1512	1360	903	0	242	216
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	2.7	0.0	66.8	67.5
Incr Delay (d2), s/veh	0.5	0.5	2.4	0.0	5.1	9.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	5.8	0.0	4.1	4.5
LnGrp Delay(d),s/veh	0.5	0.5	5.0	0.0	72.0	77.4
LnGrp LOS	A	A	A		E	E
Approach Vol, veh/h	862			492	199	
Approach Delay, s/veh	0.5			5.0	74.7	
Approach LOS	A			A	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		133.2		16.8		133.2		
Change Period (Y+Rc), s		5.5		5.0		5.5		
Max Green Setting (Gmax), s		119.5		20.0		119.5		
Max Q Clear Time (g_c+I1), s		2.0		11.5		19.7		
Green Ext Time (p_c), s		39.9		0.3		38.3		

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	15	508	416	1	3	33
Future Vol, veh/h	15	508	416	1	3	33
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	95	95	91	91	39	39
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	535	457	1	8	85

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	458	0	-	0	757	458
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	299	-
Critical Hdwy	4.12	-	-	-	6.63	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.83	-
Follow-up Hdwy	2.218	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1103	-	-	-	359	602
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	727	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1103	-	-	-	351	602
Mov Cap-2 Maneuver	-	-	-	-	351	-
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	712	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1103	-	-	-	568
HCM Lane V/C Ratio	0.014	-	-	-	0.163
HCM Control Delay (s)	8.3	0.1	-	-	12.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	19	516	3	2	359	2	38	1	23	2	0	25
Future Vol, veh/h	19	516	3	2	359	2	38	1	23	2	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	89	89	89	42	42	42	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	561	3	2	403	2	90	2	55	3	0	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	406	0	0	564	0	0	1030	1014	282	732	1014	404
Stage 1	-	-	-	-	-	-	604	604	-	409	409	-
Stage 2	-	-	-	-	-	-	426	410	-	323	605	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.33	6.53	6.93	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.218	-	-	2.22	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1153	-	-	1004	-	-	199	238	716	323	238	646
Stage 1	-	-	-	-	-	-	453	487	-	619	595	-
Stage 2	-	-	-	-	-	-	606	595	-	664	486	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1153	-	-	1004	-	-	184	231	716	289	231	646
Mov Cap-2 Maneuver	-	-	-	-	-	-	184	231	-	289	231	-
Stage 1	-	-	-	-	-	-	441	474	-	602	593	-
Stage 2	-	-	-	-	-	-	573	593	-	594	473	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	36.9	11.5
HCM LOS			E	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	255	1153	-	-	1004	-	-	592
HCM Lane V/C Ratio	0.579	0.018	-	-	0.002	-	-	0.061
HCM Control Delay (s)	36.9	8.2	0.1	-	8.6	0	-	11.5
HCM Lane LOS	E	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	3.3	0.1	-	-	0	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	450	24	21	308	19	1	5	7	22	28	7
Future Volume (veh/h)	16	450	24	21	308	19	1	5	7	22	28	7
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	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	17	474	25	25	362	22	3	15	21	25	31	8
Adj No. of Lanes	0	2	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.33	0.33	0.33	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	2000	104	572	1072	65	57	202	252	208	244	57
Arrive On Green	0.62	0.62	0.61	1.00	1.00	1.00	0.28	0.28	0.27	0.28	0.28	0.27
Sat Flow, veh/h	62	3244	169	895	1738	106	50	727	907	547	877	204
Grp Volume(v), veh/h	269	0	247	25	0	384	39	0	0	64	0	0
Grp Sat Flow(s),veh/h/ln	1809	0	1665	895	0	1844	1684	0	0	1628	0	0
Q Serve(g_s), s	0.0	0.0	6.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.8	0.0	6.0	6.3	0.0	0.0	1.5	0.0	0.0	2.4	0.0	0.0
Prop In Lane	0.06		0.10	1.00		0.06	0.08		0.54	0.39		0.12
Lane Grp Cap(c), veh/h	1158	0	1027	572	0	1137	511	0	0	508	0	0
V/C Ratio(X)	0.23	0.00	0.24	0.04	0.00	0.34	0.08	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	1158	0	1027	572	0	1137	511	0	0	508	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.55	0.00	0.55	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.7	0.0	7.8	0.3	0.0	0.0	24.1	0.0	0.0	24.4	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.6	0.1	0.0	0.4	0.3	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	2.9	0.1	0.0	0.1	0.8	0.0	0.0	1.3	0.0	0.0
LnGrp Delay(d),s/veh	8.2	0.0	8.3	0.4	0.0	0.4	24.4	0.0	0.0	24.9	0.0	0.0
LnGrp LOS	A		A	A		A	C			C		
Approach Vol, veh/h		516			409			39			64	
Approach Delay, s/veh		8.3			0.4			24.4			24.9	
Approach LOS		A			A			C			C	

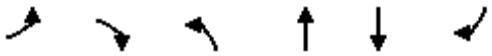
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0		30.0
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		55.0		24.5		55.0		24.5
Max Q Clear Time (g_c+I1), s		8.0		4.4		8.3		3.5
Green Ext Time (p_c), s		14.1		0.5		14.1		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	6.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	306	111	142	197	46	105	1244	106	57	1656	44
Future Volume (veh/h)	45	306	111	142	197	46	105	1244	106	57	1656	44
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	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	47	322	117	163	226	53	108	1282	109	58	1690	45
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.87	0.87	0.87	0.97	0.97	0.97	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	410	187	45	336	79	177	2060	175	240	2171	58
Arrive On Green	0.08	0.08	0.08	0.25	0.25	0.25	0.04	0.62	0.62	0.03	0.62	0.61
Sat Flow, veh/h	127	1623	740	19	1330	312	1774	3303	280	1774	3522	94
Grp Volume(v), veh/h	239	0	247	163	0	279	108	685	706	58	847	888
Grp Sat Flow(s),veh/h/ln	926	0	1564	19	0	1642	1774	1770	1813	1774	1770	1846
Q Serve(g_s), s	18.0	0.0	27.5	33.9	0.0	27.5	4.1	42.8	43.2	2.2	63.4	64.0
Cycle Q Clear(g_c), s	45.5	0.0	27.5	33.9	0.0	27.5	4.1	42.8	43.2	2.2	63.4	64.0
Prop In Lane	0.20		0.47	1.00		0.19	1.00		0.15	1.00		0.05
Lane Grp Cap(c), veh/h	258	0	395	0	0	415	177	1104	1131	240	1091	1138
V/C Ratio(X)	0.93	0.00	0.63	0.00	0.00	0.67	0.61	0.62	0.62	0.24	0.78	0.78
Avail Cap(c_a), veh/h	258	0	395	0	0	415	221	1104	1131	297	1091	1138
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	0.00	0.98	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	86.6	0.0	74.3	0.0	0.0	60.6	30.2	20.8	20.9	17.4	25.4	25.5
Incr Delay (d2), s/veh	39.1	0.0	7.1	0.0	0.0	8.4	1.3	2.6	2.6	0.2	5.4	5.3
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	14.7	0.0	12.7	0.0	0.0	13.5	3.2	21.7	22.4	1.0	32.5	34.3
LnGrp Delay(d),s/veh	125.7	0.0	81.4	0.0	0.0	69.0	31.5	23.4	23.5	17.6	30.8	30.9
LnGrp LOS	F		F			E	C	C	C	B	C	C
Approach Vol, veh/h		486			442			1499			1793	
Approach Delay, s/veh		103.2			43.6			24.0			30.4	
Approach LOS		F			D			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	12.6	116.4		51.0	11.2	117.8		51.0
Change Period (Y+Rc), s	6.5	6.0		6.0	6.5	6.0		6.0
Max Green Setting (Gmax), s	10.5	106.0		45.0	10.5	106.0		29.0
Max Q Clear Time (g_c+I1), s	6.1	66.0		35.9	4.2	45.2		47.5
Green Ext Time (p_c), s	0.0	39.1		4.4	0.0	58.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	37.9
HCM 2010 LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	151	201	370	200
Future Volume (Veh/h)	0	0	151	201	370	200
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.91	0.91
Hourly flow rate (vph)	0	0	168	223	407	220
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				420	924	
pX, platoon unblocked						
vC, conflicting volume	1076	517	627			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1076	517	627			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	82			
cM capacity (veh/h)	200	558	955			

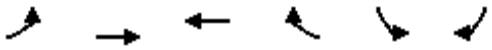
Direction, Lane #	NB 1	NB 2	SB 1
Volume Total	168	223	627
Volume Left	168	0	0
Volume Right	0	0	220
cSH	955	1700	1700
Volume to Capacity	0.18	0.13	0.37
Queue Length 95th (ft)	16	0	0
Control Delay (s)	9.6	0.0	0.0
Lane LOS	A		
Approach Delay (s)	4.1		0.0
Approach LOS			

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	95	284	0	252	349	0
Future Volume (veh/h)	95	284	0	252	349	0
Number	3	18	5	2	6	16
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	0	1863	1863	0
Adj Flow Rate, veh/h	109	326	0	300	364	0
Adj No. of Lanes	1	1	0	1	1	0
Peak Hour Factor	0.87	0.87	0.84	0.84	0.96	0.96
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	731	653	0	910	910	0
Arrive On Green	0.41	0.41	0.00	0.49	0.49	0.00
Sat Flow, veh/h	1774	1583	0	1863	1863	0
Grp Volume(v), veh/h	109	326	0	300	364	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1863	1863	0
Q Serve(g_s), s	2.5	10.0	0.0	6.4	8.1	0.0
Cycle Q Clear(g_c), s	2.5	10.0	0.0	6.4	8.1	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	731	653	0	910	910	0
V/C Ratio(X)	0.15	0.50	0.00	0.33	0.40	0.00
Avail Cap(c_a), veh/h	758	677	0	924	924	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.1	14.3	0.0	10.2	10.6	0.0
Incr Delay (d2), s/veh	0.1	0.6	0.0	0.4	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	4.5	0.0	3.4	4.3	0.0
LnGrp Delay(d),s/veh	12.2	14.8	0.0	10.7	11.3	0.0
LnGrp LOS	B	B		B	B	
Approach Vol, veh/h	435			300	364	
Approach Delay, s/veh	14.2			10.7	11.3	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		35.5				35.5		30.0
Change Period (Y+Rc), s		5.5				5.5		5.0
Max Green Setting (Gmax), s		30.5				30.5		26.0
Max Q Clear Time (g_c+I1), s		8.4				10.1		12.0
Green Ext Time (p_c), s		7.4				7.1		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	12.2
HCM 2010 LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	91	146	95	94	319	123
Future Volume (vph)	91	146	95	94	319	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5	
Lane Util. Factor		1.00	1.00		1.00	
Frt		1.00	0.93		0.96	
Flt Protected		0.98	1.00		0.97	
Satd. Flow (prot)		1828	1738		1730	
Flt Permitted		0.79	1.00		0.97	
Satd. Flow (perm)		1479	1738		1730	
Peak-hour factor, PHF	0.79	0.79	0.89	0.89	0.94	0.94
Adj. Flow (vph)	115	185	107	106	339	131
RTOR Reduction (vph)	0	0	34	0	14	0
Lane Group Flow (vph)	0	300	179	0	456	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases	6					
Actuated Green, G (s)		57.5	40.3		31.5	
Effective Green, g (s)		59.5	42.3		33.5	
Actuated g/C Ratio		0.60	0.42		0.34	
Clearance Time (s)		5.5	5.5		5.5	
Vehicle Extension (s)		5.0	5.0		3.0	
Lane Grp Cap (vph)		929	735		579	
v/s Ratio Prot		c0.05	0.10		c0.26	
v/s Ratio Perm		c0.15				
v/c Ratio		0.32	0.24		0.79	
Uniform Delay, d1		10.2	18.6		30.0	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.1	0.8		10.4	
Delay (s)		10.2	19.3		40.4	
Level of Service		B	B		D	
Approach Delay (s)		10.2	19.3		40.4	
Approach LOS		B	B		D	

Intersection Summary			
HCM 2000 Control Delay	26.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection: 1: Boulevard SE & Memorial Dr

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	LT	TR	L	T	TR	L	TR	L	T	TR
Maximum Queue (ft)	1359	1312	149	298	272	115	348	250	382	374
Average Queue (ft)	927	918	90	165	175	42	228	84	220	190
95th Queue (ft)	1427	1395	159	289	272	84	324	199	327	299
Link Distance (ft)	1995	1995		1739	1739	1226	1226		834	834
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			75					150		
Storage Blk Time (%)			29	41				0	19	
Queuing Penalty (veh)			37	49				1	26	

Intersection: 2: Chester Ave & Memorial Dr

Movement	EB	EB	WB	NB	SB
Directions Served	LT	TR	LTR	LTR	LTR
Maximum Queue (ft)	109	155	232	104	118
Average Queue (ft)	31	49	120	26	65
95th Queue (ft)	75	100	213	63	102
Link Distance (ft)	873	873	230	750	874
Upstream Blk Time (%)			0		
Queuing Penalty (veh)			1		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Bill Kennedy Way & Memorial Dr

Movement	EB	EB	WB	NB	NB
Directions Served	T	TR	LT	L	R
Maximum Queue (ft)	75	100	399	272	89
Average Queue (ft)	20	41	187	101	37
95th Queue (ft)	60	93	357	200	63
Link Distance (ft)	230	230	380	399	
Upstream Blk Time (%)			1		
Queuing Penalty (veh)			6		
Storage Bay Dist (ft)					65
Storage Blk Time (%)				31	1
Queuing Penalty (veh)				29	1

Intersection: 4: Memorial Dr & Holtzclaw St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	53	197	31
Average Queue (ft)	4	9	23
95th Queue (ft)	23	71	44
Link Distance (ft)	380	258	883
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Gibson St & Memorial Dr

Movement	EB	NB	SB
Directions Served	LT	LTR	LTR
Maximum Queue (ft)	30	77	55
Average Queue (ft)	3	33	17
95th Queue (ft)	17	52	46
Link Distance (ft)	258	596	1252
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Flat Shoals Ave & Memorial Dr

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	L	TR	LTR	LTR
Maximum Queue (ft)	167	196	19	247	28	93
Average Queue (ft)	71	85	7	60	8	32
95th Queue (ft)	140	169	21	155	27	64
Link Distance (ft)	1157	1157	271	271	402	828
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: Moreland Ave & Memorial Dr

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	TR	LT	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	288	307	471	518	135	533	464	640	742	666
Average Queue (ft)	263	272	199	237	77	296	265	56	424	365
95th Queue (ft)	326	326	350	391	133	445	404	239	653	569
Link Distance (ft)	271	271	874	874	958	958	958	727	727	727
Upstream Blk Time (%)	28	37							0	
Queuing Penalty (veh)	67	89							0	
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 9: Bill Kennedy Way & WB I-20 On-Ramp

Movement	NB	SB
Directions Served	L	TR
Maximum Queue (ft)	119	22
Average Queue (ft)	50	2
95th Queue (ft)	97	13
Link Distance (ft)	378	401
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Bill Kennedy Way & EB I-20 Off-Ramp

Movement	EB	EB	NB	SB
Directions Served	L	R	T	T
Maximum Queue (ft)	96	123	160	205
Average Queue (ft)	45	66	85	98
95th Queue (ft)	75	108	153	163
Link Distance (ft)	1489	1489	332	378
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Bill Kennedy Way

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: 12: Glenwood Ave & Bill Kennedy Way

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	140	118	393
Average Queue (ft)	71	70	220
95th Queue (ft)	131	119	336
Link Distance (ft)	1148	1698	707
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 306

Arterial Level of Service: NB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
EB I-20 Off-Ramp	III	35	26.4	18.5	44.9	0.22	17.6	D
Memorial Dr	III	35	30.5	72.4	102.9	0.25	8.9	F
Total	III		56.9	90.9	147.8	0.47	11.6	E

Arterial Level of Service: SB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
EB I-20 Off-Ramp	III	35	30.5	10.7	41.2	0.25	22.2	C
Glenwood Ave	III	35	26.4	13.2	39.6	0.22	20.0	C
Total	III		56.9	23.9	80.8	0.47	21.1	C

Arterial Level of Service: EB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Boulevard SE	III	35	46.4	35.6	82.0	0.39	17.0	D
Chester Ave	III	35	62.1	4.0	66.1	0.52	28.2	B
Bill Kennedy Way	III	35	8.0	21.1	29.1	0.06	6.9	F
Flat Shoals Ave	III	35	54.3	8.5	62.8	0.45	26.0	B
Moreland Ave	III	35	10.3	84.4	94.7	0.07	2.7	F
Total	III		181.1	153.6	334.7	1.48	16.0	D

Arterial Level of Service: WB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Moreland Ave	III	35	22.3	81.3	103.6	0.17	6.1	F
Flat Shoals Ave	III	35	10.3	15.9	26.2	0.07	9.8	F
Bill Kennedy Way	III	35	54.3	13.3	67.6	0.45	24.1	B
Chester Ave	III	35	8.0	7.3	15.3	0.06	13.1	E
Boulevard SE	III	35	62.1	69.2	131.3	0.52	14.2	D
Total	III		157.0	187.0	344.0	1.27	13.3	E

Arterial Level of Service: NB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
EB I-20 Off-Ramp	III	35	26.4	11.5	37.9	0.22	20.9	C
Memorial Dr	III	35	30.5	78.9	109.4	0.25	8.4	F
Total	III		56.9	90.4	147.3	0.47	11.6	E

Arterial Level of Service: SB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
EB I-20 Off-Ramp	III	35	30.5	12.3	42.8	0.25	21.4	C
Glenwood Ave	III	35	26.4	40.1	66.5	0.22	11.9	E
Total	III		56.9	52.4	109.3	0.47	15.6	D

Arterial Level of Service: EB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Boulevard SE	III	35	46.4	57.1	103.5	0.39	13.4	E
Chester Ave	III	35	62.1	14.7	76.8	0.52	24.3	B
Bill Kennedy Way	III	35	8.0	0.6	8.6	0.06	23.2	C
Flat Shoals Ave	III	35	54.3	8.0	62.3	0.45	26.2	B
Moreland Ave	III	35	10.3	106.4	116.7	0.07	2.2	F
Total	III		181.1	186.8	367.9	1.48	14.5	D

Arterial Level of Service: WB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Moreland Ave	III	35	22.3	69.2	91.5	0.17	6.9	F
Flat Shoals Ave	III	35	10.3	6.9	17.2	0.07	14.9	D
Bill Kennedy Way	III	35	54.3	10.2	64.5	0.45	25.3	B
Chester Ave	III	35	8.0	9.9	17.9	0.06	11.2	E
Boulevard SE	III	35	62.1	66.4	128.5	0.52	14.5	D
Total	III		157.0	162.6	319.6	1.27	14.3	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	192	25	38	691	210	379	790	16	33	175	59
Future Volume (veh/h)	106	192	25	38	691	210	379	790	16	33	175	59
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	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	115	209	27	40	727	221	403	840	17	34	180	61
Adj No. of Lanes	0	2	0	1	2	0	1	1	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.94	0.94	0.94	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	443	57	102	994	302	680	879	18	125	925	304
Arrive On Green	0.30	0.30	0.30	0.03	0.37	0.37	0.16	0.48	0.48	0.03	0.35	0.35
Sat Flow, veh/h	20	1473	190	1774	2676	813	1774	1819	37	1774	2620	860
Grp Volume(v), veh/h	115	0	236	40	481	467	403	0	857	34	120	121
Grp Sat Flow(s),veh/h/ln	20	0	1663	1774	1770	1719	1774	0	1856	1774	1770	1711
Q Serve(g_s), s	30.2	0.0	17.3	2.4	35.2	35.2	20.8	0.0	66.5	1.8	7.0	7.4
Cycle Q Clear(g_c), s	30.2	0.0	17.3	2.4	35.2	35.2	20.8	0.0	66.5	1.8	7.0	7.4
Prop In Lane	1.00		0.11	1.00		0.47	1.00		0.02	1.00		0.50
Lane Grp Cap(c), veh/h	0	0	501	102	657	639	680	0	897	125	625	604
V/C Ratio(X)	0.00	0.00	0.47	0.39	0.73	0.73	0.59	0.00	0.96	0.27	0.19	0.20
Avail Cap(c_a), veh/h	0	0	501	154	657	639	830	0	897	139	625	604
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	42.7	43.5	40.7	40.8	22.0	0.0	37.2	37.0	33.7	33.9
Incr Delay (d2), s/veh	0.0	0.0	3.2	0.9	7.1	7.2	0.8	0.0	21.0	0.4	0.7	0.7
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	0.0	0.0	8.4	1.2	18.5	18.0	10.2	0.0	39.3	0.9	3.6	3.6
LnGrp Delay(d),s/veh	0.0	0.0	45.9	44.4	47.7	48.1	22.9	0.0	58.2	37.4	34.4	34.6
LnGrp LOS			D	D	D	D	C		E	D	C	C
Approach Vol, veh/h		351			988			1260			275	
Approach Delay, s/veh		30.9			47.8			46.9			34.9	
Approach LOS		C			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		61.2	10.8	78.0	10.6	50.7	30.4	58.4
Change Period (Y+Rc), s		6.0	7.0	6.0	6.5	6.0	6.5	6.0
Max Green Setting (Gmax), s		39.0	5.0	72.0	8.5	39.0	36.5	41.0
Max Q Clear Time (g_c+I1), s		37.2	3.8	68.5	4.4	32.2	22.8	9.4
Green Ext Time (p_c), s		1.6	0.0	2.6	0.0	5.9	1.1	13.4

Intersection Summary	
HCM 2010 Ctrl Delay	44.1
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	229	4	50	1069	71	22	6	18	22	5	28
Future Volume (veh/h)	8	229	4	50	1069	71	22	6	18	22	5	28
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	9	254	4	53	1125	75	29	8	23	35	8	44
Adj No. of Lanes	0	1	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.95	0.95	0.95	0.77	0.77	0.77	0.63	0.63	0.63
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	1158	18	114	2084	137	211	69	130	177	58	172
Arrive On Green	0.66	0.66	0.65	1.00	1.00	1.00	0.22	0.22	0.21	0.22	0.22	0.21
Sat Flow, veh/h	19	1754	27	94	3157	207	636	314	591	500	264	782
Grp Volume(v), veh/h	267	0	0	654	0	599	60	0	0	87	0	0
Grp Sat Flow(s),veh/h/ln	1800	0	0	1800	0	1658	1541	0	0	1546	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	4.3	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	3.2	0.0	0.0
Prop In Lane	0.03		0.01	0.08		0.13	0.48		0.38	0.40		0.51
Lane Grp Cap(c), veh/h	1238	0	0	1240	0	1095	410	0	0	407	0	0
V/C Ratio(X)	0.22	0.00	0.00	0.53	0.00	0.55	0.15	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	1238	0	0	1240	0	1095	410	0	0	407	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.76	0.00	0.76	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.1	0.0	0.0	0.0	0.0	0.0	23.7	0.0	0.0	24.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	1.2	0.0	1.5	0.8	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.4	0.0	0.5	1.1	0.0	0.0	1.6	0.0	0.0
LnGrp Delay(d),s/veh	5.5	0.0	0.0	1.2	0.0	1.5	24.5	0.0	0.0	25.3	0.0	0.0
LnGrp LOS	A			A		A	C			C		
Approach Vol, veh/h		267			1253			60			87	
Approach Delay, s/veh		5.5			1.4			24.5			25.3	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		54.0		21.0		54.0		21.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		49.0		16.0		49.0		16.0
Max Q Clear Time (g_c+I1), s		6.3		5.2		2.0		4.1
Green Ext Time (p_c), s		27.2		0.5		28.9		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	4.1
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	191	79	100	832	355	127
Future Volume (veh/h)	191	79	100	832	355	127
Number	2	12	1	6	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	1900	1900	1863	1863	1863
Adj Flow Rate, veh/h	230	95	111	924	382	137
Adj No. of Lanes	1	0	0	2	1	1
Peak Hour Factor	0.83	0.83	0.90	0.90	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	879	363	256	2033	418	373
Arrive On Green	1.00	1.00	0.70	0.70	0.24	0.24
Sat Flow, veh/h	1254	518	324	2983	1774	1583
Grp Volume(v), veh/h	0	325	519	516	382	137
Grp Sat Flow(s),veh/h/ln	0	1771	1612	1610	1774	1583
Q Serve(g_s), s	0.0	0.0	14.8	21.1	31.5	10.9
Cycle Q Clear(g_c), s	0.0	0.0	20.2	21.1	31.5	10.9
Prop In Lane		0.29	0.21		1.00	1.00
Lane Grp Cap(c), veh/h	0	1242	1160	1129	418	373
V/C Ratio(X)	0.00	0.26	0.45	0.46	0.91	0.37
Avail Cap(c_a), veh/h	0	1242	1160	1129	538	480
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.98	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	9.6	9.8	55.9	48.0
Incr Delay (d2), s/veh	0.0	0.5	1.3	1.3	17.4	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	0.0	0.2	9.6	9.7	17.4	4.8
LnGrp Delay(d),s/veh	0.0	0.5	10.8	11.2	73.2	48.6
LnGrp LOS		A	B	B	E	D
Approach Vol, veh/h	325			1035	519	
Approach Delay, s/veh	0.5			11.0	66.7	
Approach LOS	A			B	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		110.2		39.8		110.2		
Change Period (Y+Rc), s		5.5		5.0		5.5		
Max Green Setting (Gmax), s		94.5		45.0		94.5		
Max Q Clear Time (g_c+I1), s		2.0		33.5		23.1		
Green Ext Time (p_c), s		32.1		1.3		29.7		

Intersection Summary	
HCM 2010 Ctrl Delay	24.6
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	13	304	902	1	2	18
Future Vol, veh/h	13	304	902	1	2	18
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	90	90	91	91	71	71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	338	991	1	3	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	992	0	-	0	1359	496
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	367	-
Critical Hdwy	4.14	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.22	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	693	-	-	-	151	520
Stage 1	-	-	-	-	321	-
Stage 2	-	-	-	-	700	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	693	-	-	-	147	520
Mov Cap-2 Maneuver	-	-	-	-	147	-
Stage 1	-	-	-	-	321	-
Stage 2	-	-	-	-	683	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	693	-	-	-	415
HCM Lane V/C Ratio	0.021	-	-	-	0.068
HCM Control Delay (s)	10.3	0	-	-	14.3
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	32	265	8	7	894	12	0	0	4	3	1	17
Future Vol, veh/h	32	265	8	7	894	12	0	0	4	3	1	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	92	92	92	33	33	33	53	53	53
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	298	9	8	972	13	0	0	12	6	2	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	985	0	0	307	0	0	876	1374	302	1373	1372	492
Stage 1	-	-	-	-	-	-	374	374	-	993	993	-
Stage 2	-	-	-	-	-	-	502	1000	-	380	379	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.22	-	-	2.218	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	697	-	-	1254	-	-	256	145	737	114	145	523
Stage 1	-	-	-	-	-	-	646	617	-	264	322	-
Stage 2	-	-	-	-	-	-	521	320	-	641	614	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	697	-	-	1254	-	-	224	134	737	106	134	523
Mov Cap-2 Maneuver	-	-	-	-	-	-	224	134	-	106	134	-
Stage 1	-	-	-	-	-	-	606	579	-	248	317	-
Stage 2	-	-	-	-	-	-	479	316	-	591	576	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.2	10	18.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	737	697	-	-	1254	-	-	308
HCM Lane V/C Ratio	0.016	0.052	-	-	0.006	-	-	0.129
HCM Control Delay (s)	10	10.4	0	-	7.9	0.1	-	18.4
HCM Lane LOS	B	B	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	223	15	3	866	41	2	2	4	11	2	6
Future Volume (veh/h)	18	223	15	3	866	41	2	2	4	11	2	6
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	19	240	16	3	984	47	3	3	6	16	3	9
Adj No. of Lanes	0	1	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.67	0.67	0.67	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	943	61	41	2076	99	135	140	225	286	62	135
Arrive On Green	0.62	0.62	0.61	0.41	0.41	0.41	0.28	0.28	0.27	0.28	0.28	0.27
Sat Flow, veh/h	64	1530	98	2	3366	160	305	504	809	803	222	486
Grp Volume(v), veh/h	275	0	0	546	0	488	12	0	0	28	0	0
Grp Sat Flow(s),veh/h/ln	1692	0	0	1862	0	1667	1618	0	0	1512	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	19.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.1	0.0	0.0	19.2	0.0	19.3	0.5	0.0	0.0	1.1	0.0	0.0
Prop In Lane	0.07		0.06	0.01		0.10	0.25		0.50	0.57		0.32
Lane Grp Cap(c), veh/h	1086	0	0	1188	0	1028	500	0	0	483	0	0
V/C Ratio(X)	0.25	0.00	0.00	0.46	0.00	0.48	0.02	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	1086	0	0	1188	0	1028	500	0	0	483	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.69	0.00	0.69	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.8	0.0	0.0	15.8	0.0	15.8	23.7	0.0	0.0	23.9	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.9	0.0	1.1	0.1	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	10.2	0.0	9.2	0.2	0.0	0.0	0.5	0.0	0.0
LnGrp Delay(d),s/veh	8.3	0.0	0.0	16.7	0.0	16.9	23.8	0.0	0.0	24.1	0.0	0.0
LnGrp LOS	A			B		B	C			C		
Approach Vol, veh/h		275			1034			12			28	
Approach Delay, s/veh		8.3			16.8			23.8			24.1	
Approach LOS		A			B			C			C	

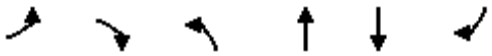
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0		30.0
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		55.0		24.5		55.0		24.5
Max Q Clear Time (g_c+I1), s		8.1		3.1		21.3		2.5
Green Ext Time (p_c), s		23.5		0.1		19.6		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	15.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	120	31	61	502	46	323	1989	48	20	488	69
Future Volume (veh/h)	28	120	31	61	502	46	323	1989	48	20	488	69
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	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	33	143	37	64	523	48	344	2116	51	23	567	80
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.84	0.84	0.84	0.96	0.96	0.96	0.94	0.94	0.94	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	33	338	104	25	410	62	557	2210	53	90	1740	245
Arrive On Green	0.09	0.09	0.08	0.26	0.26	0.26	0.09	0.63	0.62	0.02	0.56	0.56
Sat Flow, veh/h	10	1307	402	4	1588	241	1774	3533	85	1774	3116	439
Grp Volume(v), veh/h	63	0	150	306	0	329	344	1056	1111	23	321	326
Grp Sat Flow(s),veh/h/ln	93	0	1626	179	0	1654	1774	1770	1848	1774	1770	1785
Q Serve(g_s), s	10.7	0.0	15.6	28.4	0.0	33.2	14.8	99.7	101.7	1.0	17.6	17.8
Cycle Q Clear(g_c), s	10.7	0.0	15.6	28.4	0.0	33.2	14.8	99.7	101.7	1.0	17.6	17.8
Prop In Lane	0.52		0.25	0.21		0.15	1.00		0.05	1.00		0.25
Lane Grp Cap(c), veh/h	0	0	420	0	0	427	557	1107	1156	90	988	997
V/C Ratio(X)	0.00	0.00	0.36	0.00	0.00	0.77	0.62	0.95	0.96	0.26	0.33	0.33
Avail Cap(c_a), veh/h	0	0	420	0	0	427	557	1107	1156	130	988	997
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)	0.97	0.00	0.97	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	68.2	0.0	0.0	61.8	15.0	31.3	31.7	41.5	21.5	21.5
Incr Delay (d2), s/veh	0.0	0.0	2.3	0.0	0.0	12.6	2.1	18.0	18.7	1.5	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	7.3	0.0	0.0	16.7	7.5	53.9	57.6	0.7	8.8	9.0
LnGrp Delay(d),s/veh	0.0	0.0	70.5	0.0	0.0	74.4	17.0	49.3	50.4	43.0	22.3	22.4
LnGrp LOS			E			E	B	D	D	D	C	C
Approach Vol, veh/h		213			635			2511			670	
Approach Delay, s/veh		49.5			38.6			45.4			23.1	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	22.0	106.0		52.0	9.9	118.1		52.0
Change Period (Y+Rc), s	6.5	6.0		6.0	6.5	6.0		6.0
Max Green Setting (Gmax), s	15.5	88.0		46.0	7.5	96.0		41.0
Max Q Clear Time (g_c+I1), s	16.8	19.8		35.2	3.0	103.7		17.6
Green Ext Time (p_c), s	0.0	49.6		3.9	0.0	0.0		5.4

Intersection Summary	
HCM 2010 Ctrl Delay	40.8
HCM 2010 LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	183	482	101	55
Future Volume (Veh/h)	0	0	183	482	101	55
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.72	0.72
Hourly flow rate (vph)	0	0	199	524	140	76
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				420	924	
pX, platoon unblocked	0.79					
vC, conflicting volume	1100	178	216			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	996	178	216			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	85			
cM capacity (veh/h)	183	865	1354			

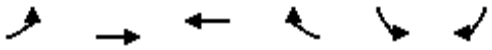
Direction, Lane #	NB 1	NB 2	SB 1
Volume Total	199	524	216
Volume Left	199	0	0
Volume Right	0	0	76
cSH	1354	1700	1700
Volume to Capacity	0.15	0.31	0.13
Queue Length 95th (ft)	13	0	0
Control Delay (s)	8.1	0.0	0.0
Lane LOS	A		
Approach Delay (s)	2.2		0.0
Approach LOS			

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	122	179	0	534	114	0
Future Volume (veh/h)	122	179	0	534	114	0
Number	3	18	5	2	6	16
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	0	1863	1863	0
Adj Flow Rate, veh/h	149	218	0	607	161	0
Adj No. of Lanes	1	1	0	1	1	0
Peak Hour Factor	0.82	0.82	0.88	0.88	0.71	0.71
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	714	638	0	890	890	0
Arrive On Green	0.40	0.40	0.00	0.48	0.48	0.00
Sat Flow, veh/h	1774	1583	0	1863	1863	0
Grp Volume(v), veh/h	149	218	0	607	161	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1863	1863	0
Q Serve(g_s), s	3.7	6.4	0.0	16.9	3.3	0.0
Cycle Q Clear(g_c), s	3.7	6.4	0.0	16.9	3.3	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	714	638	0	890	890	0
V/C Ratio(X)	0.21	0.34	0.00	0.68	0.18	0.00
Avail Cap(c_a), veh/h	715	638	0	890	890	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.0	13.9	0.0	13.5	10.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.0	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.8	0.0	9.0	1.7	0.0
LnGrp Delay(d),s/veh	13.1	14.0	0.0	15.3	10.0	0.0
LnGrp LOS	B	B		B	B	
Approach Vol, veh/h	367			607	161	
Approach Delay, s/veh	13.6			15.3	10.0	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		36.0				36.0		31.0
Change Period (Y+Rc), s		6.0				6.0		6.0
Max Green Setting (Gmax), s		30.0				30.0		25.0
Max Q Clear Time (g_c+I1), s		18.9				5.3		8.4
Green Ext Time (p_c), s		0.7				0.7		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	14.0
HCM 2010 LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	112	112	262	269	74	188
Future Volume (vph)	112	112	262	269	74	188
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5	
Lane Util. Factor		1.00	1.00		1.00	
Frt		1.00	0.93		0.90	
Flt Protected		0.98	1.00		0.99	
Satd. Flow (prot)		1817	1735		1659	
Flt Permitted		0.22	1.00		0.99	
Satd. Flow (perm)		408	1735		1659	
Peak-hour factor, PHF	0.61	0.61	0.90	0.90	0.85	0.85
Adj. Flow (vph)	184	184	291	299	87	221
RTOR Reduction (vph)	0	0	36	0	92	0
Lane Group Flow (vph)	0	368	554	0	216	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases	6					
Actuated Green, G (s)		56.5	37.5		32.5	
Effective Green, g (s)		58.5	39.5		34.5	
Actuated g/C Ratio		0.58	0.40		0.34	
Clearance Time (s)		5.5	5.5		5.5	
Vehicle Extension (s)		5.0	5.0		3.0	
Lane Grp Cap (vph)		464	685		572	
v/s Ratio Prot		c0.13	0.32		c0.13	
v/s Ratio Perm		c0.34				
v/c Ratio		0.79	0.81		0.38	
Uniform Delay, d1		16.1	26.9		24.7	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		8.5	9.9		1.9	
Delay (s)		24.5	36.8		26.6	
Level of Service		C	D		C	
Approach Delay (s)		24.5	36.8		26.6	
Approach LOS		C	D		C	

Intersection Summary			
HCM 2000 Control Delay	30.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection: 1: Boulevard SE & Memorial Dr

Movement	EB	EB	WB	WB	WB	B29	B29	NB	NB	SB	SB	SB
Directions Served	LT	TR	L	T	TR	T	T	L	TR	L	T	TR
Maximum Queue (ft)	314	273	96	1834	1858	620	622	350	766	73	137	134
Average Queue (ft)	202	163	11	1371	1395	122	127	197	421	29	88	48
95th Queue (ft)	290	267	47	2148	2163	424	437	296	680	59	138	102
Link Distance (ft)	1995	1995		1739	1739	872	872	1226	1226		834	834
Upstream Blk Time (%)				32	36							
Queuing Penalty (veh)				179	201							
Storage Bay Dist (ft)			75							150		
Storage Blk Time (%)			2	76							0	
Queuing Penalty (veh)			8	29							0	

Intersection: 2: Chester Ave & Memorial Dr

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	183	192	258	53	76
Average Queue (ft)	83	108	116	30	32
95th Queue (ft)	171	168	188	56	67
Link Distance (ft)	872	230	230	762	862
Upstream Blk Time (%)			0		
Queuing Penalty (veh)			2		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Bill Kennedy Way & Memorial Dr

Movement	EB	WB	WB	NB	NB	B8
Directions Served	UTR	LT	T	L	R	T
Maximum Queue (ft)	243	372	368	485	90	70
Average Queue (ft)	123	173	170	323	49	10
95th Queue (ft)	230	337	330	517	105	44
Link Distance (ft)	230	379	379	411		401
Upstream Blk Time (%)	1	0	0	7		
Queuing Penalty (veh)	2	0	0	33		
Storage Bay Dist (ft)					65	
Storage Blk Time (%)				53	2	
Queuing Penalty (veh)				68	6	

Intersection: 4: Memorial Dr & Holtzclaw St

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	275	72
Average Queue (ft)	18	22
95th Queue (ft)	101	53
Link Distance (ft)	379	871
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Gibson St & Memorial Dr

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	203	24	31	31
Average Queue (ft)	29	1	7	10
95th Queue (ft)	107	8	29	33
Link Distance (ft)	258	349	608	1240
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Flat Shoals Ave & Memorial Dr

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	294	297	290	28	28
Average Queue (ft)	75	208	196	4	9
95th Queue (ft)	182	304	302	19	29
Link Distance (ft)	1155	272	272	408	822
Upstream Blk Time (%)		2	1		
Queuing Penalty (veh)		7	4		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 7: Moreland Ave & Memorial Dr

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	TR	LT	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	198	204	482	476	998	990	998	70	295	259
Average Queue (ft)	88	101	317	274	795	944	905	20	167	139
95th Queue (ft)	151	166	451	419	1334	1085	1114	50	255	229
Link Distance (ft)	272	272	874	874	959	959	959	727	727	727
Upstream Blk Time (%)					24	38	24			
Queuing Penalty (veh)					0	0	0			
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 9: Bill Kennedy Way & WB I-20 On-Ramp

Movement	NB
Directions Served	L
Maximum Queue (ft)	97
Average Queue (ft)	26
95th Queue (ft)	74
Link Distance (ft)	378
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Bill Kennedy Way & EB I-20 Off-Ramp

Movement	EB	EB	NB	SB
Directions Served	L	R	T	T
Maximum Queue (ft)	97	76	318	91
Average Queue (ft)	48	43	161	40
95th Queue (ft)	87	66	266	81
Link Distance (ft)	1489	1489	332	378
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Bill Kennedy Way & Glenwood Place

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: 12: Glenwood Ave & Bill Kennedy Way

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	184	402	267
Average Queue (ft)	87	235	109
95th Queue (ft)	149	371	203
Link Distance (ft)	1148	1698	706
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 540

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	478	131	122	255	73	71	399	68	139	789	52
Future Volume (veh/h)	63	478	131	122	255	73	71	399	68	139	789	52
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	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	70	531	146	140	293	84	82	459	78	146	831	55
Adj No. of Lanes	0	2	0	1	2	0	1	1	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.87	0.87	0.87	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	30	342	182	171	1100	310	282	688	117	294	1494	99
Arrive On Green	0.29	0.29	0.29	0.07	0.40	0.40	0.04	0.44	0.44	0.04	0.44	0.44
Sat Flow, veh/h	4	1164	619	1774	2728	768	1774	1552	264	1774	3370	223
Grp Volume(v), veh/h	372	0	375	140	188	189	82	0	537	146	436	450
Grp Sat Flow(s),veh/h/ln	199	0	1588	1774	1770	1727	1774	0	1816	1774	1770	1823
Q Serve(g_s), s	32.5	0.0	32.7	7.9	10.6	11.0	3.8	0.0	35.1	5.5	27.3	27.3
Cycle Q Clear(g_c), s	32.5	0.0	32.7	7.9	10.6	11.0	3.8	0.0	35.1	5.5	27.3	27.3
Prop In Lane	0.19		0.39	1.00		0.44	1.00		0.15	1.00		0.12
Lane Grp Cap(c), veh/h	0	0	467	171	714	697	282	0	805	294	785	808
V/C Ratio(X)	0.00	0.00	0.80	0.82	0.26	0.27	0.29	0.00	0.67	0.50	0.56	0.56
Avail Cap(c_a), veh/h	0	0	467	190	714	697	282	0	805	294	785	808
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	49.0	38.2	29.9	30.1	23.9	0.0	33.0	31.8	30.8	30.9
Incr Delay (d2), s/veh	0.0	0.0	13.6	19.8	0.9	1.0	0.6	0.0	4.4	0.5	2.8	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	16.1	4.8	5.4	5.4	1.9	0.0	18.6	2.5	14.0	14.4
LnGrp Delay(d),s/veh	0.0	0.0	62.6	58.1	30.8	31.0	24.4	0.0	37.4	32.3	33.7	33.6
LnGrp LOS			E	E	C	C	C		D	C	C	C
Approach Vol, veh/h		747			517			619			1032	
Approach Delay, s/veh		31.4			38.3			35.7			33.5	
Approach LOS		C			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		66.0	12.0	72.0	16.4	49.6	12.0	72.0
Change Period (Y+Rc), s		6.0	7.0	6.0	6.5	6.0	6.5	6.0
Max Green Setting (Gmax), s		47.0	5.0	66.0	11.5	42.0	5.5	66.0
Max Q Clear Time (g_c+I1), s		13.0	7.5	37.1	9.9	34.7	5.8	29.3
Green Ext Time (p_c), s		19.9	0.0	15.2	0.0	5.8	0.0	17.1

Intersection Summary	
HCM 2010 Ctrl Delay	34.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	671	15	11	290	55	4	1	39	95	9	27
Future Volume (veh/h)	23	671	15	11	290	55	4	1	39	95	9	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	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	25	737	16	12	330	62	5	1	53	113	11	32
Adj No. of Lanes	0	2	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.73	0.73	0.73	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	2046	44	60	906	166	66	31	391	358	41	82
Arrive On Green	0.61	0.61	0.60	1.00	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	53	3372	72	18	1493	274	49	113	1430	1006	151	298
Grp Volume(v), veh/h	404	0	374	404	0	0	59	0	0	156	0	0
Grp Sat Flow(s),veh/h/ln	1815	0	1682	1785	0	0	1592	0	0	1455	0	0
Q Serve(g_s), s	0.0	0.0	8.4	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0
Cycle Q Clear(g_c), s	8.2	0.0	8.4	0.0	0.0	0.0	2.1	0.0	0.0	6.1	0.0	0.0
Prop In Lane	0.06		0.04	0.03		0.15	0.08		0.90	0.72		0.21
Lane Grp Cap(c), veh/h	1152	0	1021	1132	0	0	487	0	0	480	0	0
V/C Ratio(X)	0.35	0.00	0.37	0.36	0.00	0.00	0.12	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	1152	0	1021	1132	0	0	487	0	0	480	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.71	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.4	0.0	7.5	0.0	0.0	0.0	20.7	0.0	0.0	21.9	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	1.0	0.6	0.0	0.0	0.5	0.0	0.0	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	4.1	0.2	0.0	0.0	1.0	0.0	0.0	2.8	0.0	0.0
LnGrp Delay(d),s/veh	8.3	0.0	8.5	0.6	0.0	0.0	21.2	0.0	0.0	23.7	0.0	0.0
LnGrp LOS	A		A	A			C			C		
Approach Vol, veh/h		778			404			59			156	
Approach Delay, s/veh		8.4			0.6			21.2			23.7	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.0		25.0		50.0		25.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		45.0		20.0		45.0		20.0
Max Q Clear Time (g_c+I1), s		10.4		8.1		2.0		4.1
Green Ext Time (p_c), s		17.4		1.0		19.3		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	8.4
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	440	370	205	253	88	93
Future Volume (veh/h)	440	370	205	253	88	93
Number	2	12	1	6	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	1900	1900	1863	1863	1863
Adj Flow Rate, veh/h	468	394	220	272	97	102
Adj No. of Lanes	2	0	0	1	1	1
Peak Hour Factor	0.94	0.94	0.93	0.93	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1560	1311	412	491	147	131
Arrive On Green	1.00	1.00	0.85	0.85	0.08	0.08
Sat Flow, veh/h	1920	1535	442	575	1774	1583
Grp Volume(v), veh/h	453	409	492	0	97	102
Grp Sat Flow(s),veh/h/ln	1770	1592	1017	0	1774	1583
Q Serve(g_s), s	0.0	0.0	15.8	0.0	8.0	9.5
Cycle Q Clear(g_c), s	0.0	0.0	17.8	0.0	8.0	9.5
Prop In Lane		0.96	0.45		1.00	1.00
Lane Grp Cap(c), veh/h	1511	1359	903	0	147	131
V/C Ratio(X)	0.30	0.30	0.55	0.00	0.66	0.78
Avail Cap(c_a), veh/h	1511	1359	903	0	302	269
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	2.7	0.0	66.7	67.4
Incr Delay (d2), s/veh	0.5	0.5	2.4	0.0	5.0	9.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	5.8	0.0	4.1	4.5
LnGrp Delay(d),s/veh	0.5	0.5	5.1	0.0	71.7	76.9
LnGrp LOS	A	A	A		E	E
Approach Vol, veh/h	862			492	199	
Approach Delay, s/veh	0.5			5.1	74.4	
Approach LOS	A			A	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		133.1		16.9		133.1		
Change Period (Y+Rc), s		5.5		5.0		5.5		
Max Green Setting (Gmax), s		114.5		25.0		114.5		
Max Q Clear Time (g_c+I1), s		2.0		11.5		19.8		
Green Ext Time (p_c), s		39.5		0.5		37.7		

Intersection Summary	
HCM 2010 Ctrl Delay	11.4
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	15	508	416	1	3	33
Future Vol, veh/h	15	508	416	1	3	33
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	95	95	91	91	39	39
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	535	457	1	8	85

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	458	0	-	0	757	458
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	299	-
Critical Hdwy	4.12	-	-	-	6.63	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.83	-
Follow-up Hdwy	2.218	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1103	-	-	-	359	602
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	727	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1103	-	-	-	351	602
Mov Cap-2 Maneuver	-	-	-	-	351	-
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	712	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1103	-	-	-	568
HCM Lane V/C Ratio	0.014	-	-	-	0.163
HCM Control Delay (s)	8.3	0.1	-	-	12.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	19	516	3	2	359	2	38	1	23	2	0	25
Future Vol, veh/h	19	516	3	2	359	2	38	1	23	2	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	89	89	89	42	42	42	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	561	3	2	403	2	90	2	55	3	0	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	406	0	0	564	0	0	1030	1014	282	732	1014	404
Stage 1	-	-	-	-	-	-	604	604	-	409	409	-
Stage 2	-	-	-	-	-	-	426	410	-	323	605	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.33	6.53	6.93	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.218	-	-	2.22	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1153	-	-	1004	-	-	199	238	716	323	238	646
Stage 1	-	-	-	-	-	-	453	487	-	619	595	-
Stage 2	-	-	-	-	-	-	606	595	-	664	486	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1153	-	-	1004	-	-	184	231	716	289	231	646
Mov Cap-2 Maneuver	-	-	-	-	-	-	184	231	-	289	231	-
Stage 1	-	-	-	-	-	-	441	474	-	602	593	-
Stage 2	-	-	-	-	-	-	573	593	-	594	473	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	36.9	11.5
HCM LOS			E	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	255	1153	-	-	1004	-	-	592
HCM Lane V/C Ratio	0.579	0.018	-	-	0.002	-	-	0.061
HCM Control Delay (s)	36.9	8.2	0.1	-	8.6	0	-	11.5
HCM Lane LOS	E	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	3.3	0.1	-	-	0	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	450	24	21	308	19	1	5	7	22	28	7
Future Volume (veh/h)	16	450	24	21	308	19	1	5	7	22	28	7
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	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	17	474	25	25	362	22	3	15	21	25	31	8
Adj No. of Lanes	0	2	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.33	0.33	0.33	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	2000	104	572	1072	65	57	202	252	208	244	57
Arrive On Green	0.62	0.62	0.61	1.00	1.00	1.00	0.28	0.28	0.27	0.28	0.28	0.27
Sat Flow, veh/h	62	3244	169	895	1738	106	50	727	907	547	877	204
Grp Volume(v), veh/h	269	0	247	25	0	384	39	0	0	64	0	0
Grp Sat Flow(s),veh/h/ln	1809	0	1665	895	0	1844	1684	0	0	1628	0	0
Q Serve(g_s), s	0.0	0.0	6.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.8	0.0	6.0	6.3	0.0	0.0	1.5	0.0	0.0	2.4	0.0	0.0
Prop In Lane	0.06		0.10	1.00		0.06	0.08		0.54	0.39		0.12
Lane Grp Cap(c), veh/h	1158	0	1027	572	0	1137	511	0	0	508	0	0
V/C Ratio(X)	0.23	0.00	0.24	0.04	0.00	0.34	0.08	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	1158	0	1027	572	0	1137	511	0	0	508	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.75	0.00	0.75	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.7	0.0	7.8	0.3	0.0	0.0	24.1	0.0	0.0	24.4	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.6	0.1	0.0	0.6	0.3	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	2.9	0.1	0.0	0.2	0.8	0.0	0.0	1.3	0.0	0.0
LnGrp Delay(d),s/veh	8.2	0.0	8.3	0.4	0.0	0.6	24.4	0.0	0.0	24.9	0.0	0.0
LnGrp LOS	A		A	A		A	C			C		
Approach Vol, veh/h		516			409			39			64	
Approach Delay, s/veh		8.3			0.6			24.4			24.9	
Approach LOS		A			A			C			C	

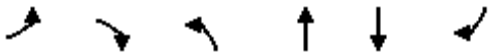
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0		30.0
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		55.0		24.5		55.0		24.5
Max Q Clear Time (g_c+I1), s		8.0		4.4		8.3		3.5
Green Ext Time (p_c), s		14.1		0.5		14.1		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	6.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	306	111	142	197	46	105	1244	106	57	1656	44
Future Volume (veh/h)	45	306	111	142	197	46	105	1244	106	57	1656	44
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	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	47	322	117	163	226	53	108	1282	109	58	1690	45
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.87	0.87	0.87	0.97	0.97	0.97	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	283	174	45	329	77	180	2079	176	244	2191	58
Arrive On Green	0.49	0.49	0.49	0.25	0.25	0.24	0.04	0.63	0.63	0.03	0.62	0.62
Sat Flow, veh/h	4	1145	702	20	1330	312	1774	3303	280	1774	3522	94
Grp Volume(v), veh/h	224	0	262	163	0	279	108	685	706	58	847	888
Grp Sat Flow(s),veh/h/ln	278	0	1573	20	0	1642	1774	1770	1813	1774	1770	1846
Q Serve(g_s), s	21.6	0.0	22.8	30.9	0.0	27.7	4.0	42.2	42.5	2.1	62.4	63.1
Cycle Q Clear(g_c), s	21.6	0.0	22.8	30.9	0.0	27.7	4.0	42.2	42.5	2.1	62.4	63.1
Prop In Lane	0.21		0.45	1.00		0.19	1.00		0.15	1.00		0.05
Lane Grp Cap(c), veh/h	0	0	389	0	0	406	180	1114	1141	244	1101	1149
V/C Ratio(X)	0.00	0.00	0.67	0.00	0.00	0.69	0.60	0.62	0.62	0.24	0.77	0.77
Avail Cap(c_a), veh/h	0	0	389	0	0	406	342	1114	1141	300	1101	1149
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	0.00	0.98	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	40.2	0.0	0.0	61.5	29.3	20.2	20.3	16.9	24.6	24.8
Incr Delay (d2), s/veh	0.0	0.0	8.8	0.0	0.0	9.2	1.2	2.5	2.5	0.2	5.2	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	10.7	0.0	0.0	13.7	3.1	21.3	22.0	1.0	31.9	33.7
LnGrp Delay(d),s/veh	0.0	0.0	49.0	0.0	0.0	70.6	30.5	22.7	22.8	17.1	29.8	29.9
LnGrp LOS			D			E	C	C	C	B	C	C
Approach Vol, veh/h		486			442			1499			1793	
Approach Delay, s/veh		26.4			44.6			23.3			29.4	
Approach LOS		C			D			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	12.5	117.5		50.0	11.2	118.8		50.0
Change Period (Y+Rc), s	6.5	6.0		6.0	6.5	6.0		6.0
Max Green Setting (Gmax), s	6.0	82.0		44.0	10.5	94.0		42.0
Max Q Clear Time (g_c+I1), s	6.0	65.1		32.9	4.1	44.5		24.8
Green Ext Time (p_c), s	0.1	16.7		5.1	0.0	48.2		6.6

Intersection Summary	
HCM 2010 Ctrl Delay	28.5
HCM 2010 LOS	C



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	151	201	370	200
Future Volume (Veh/h)	0	0	151	201	370	200
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.91	0.91
Hourly flow rate (vph)	0	0	168	223	407	220
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				420	924	
pX, platoon unblocked						
vC, conflicting volume	1076	517	627			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1076	517	627			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	82			
cM capacity (veh/h)	200	558	955			

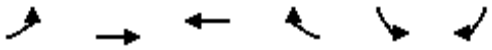
Direction, Lane #	NB 1	NB 2	SB 1
Volume Total	168	223	627
Volume Left	168	0	0
Volume Right	0	0	220
cSH	955	1700	1700
Volume to Capacity	0.18	0.13	0.37
Queue Length 95th (ft)	16	0	0
Control Delay (s)	9.6	0.0	0.0
Lane LOS	A		
Approach Delay (s)	4.1		0.0
Approach LOS			

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	95	284	0	252	349	0
Future Volume (veh/h)	95	284	0	252	349	0
Number	3	18	5	2	6	16
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	0	1863	1863	0
Adj Flow Rate, veh/h	109	326	0	300	364	0
Adj No. of Lanes	1	1	0	1	1	0
Peak Hour Factor	0.87	0.87	0.84	0.84	0.96	0.96
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	731	653	0	910	910	0
Arrive On Green	0.41	0.41	0.00	0.49	0.49	0.00
Sat Flow, veh/h	1774	1583	0	1863	1863	0
Grp Volume(v), veh/h	109	326	0	300	364	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1863	1863	0
Q Serve(g_s), s	2.5	10.0	0.0	6.4	8.1	0.0
Cycle Q Clear(g_c), s	2.5	10.0	0.0	6.4	8.1	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	731	653	0	910	910	0
V/C Ratio(X)	0.15	0.50	0.00	0.33	0.40	0.00
Avail Cap(c_a), veh/h	758	677	0	924	924	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.1	14.3	0.0	10.2	10.6	0.0
Incr Delay (d2), s/veh	0.1	0.6	0.0	0.4	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	4.5	0.0	3.4	4.3	0.0
LnGrp Delay(d),s/veh	12.2	14.8	0.0	10.7	11.3	0.0
LnGrp LOS	B	B		B	B	
Approach Vol, veh/h	435			300	364	
Approach Delay, s/veh	14.2			10.7	11.3	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		35.5				35.5		30.0
Change Period (Y+Rc), s		5.5				5.5		5.0
Max Green Setting (Gmax), s		30.5				30.5		26.0
Max Q Clear Time (g_c+I1), s		8.4				10.1		12.0
Green Ext Time (p_c), s		7.4				7.1		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	12.2
HCM 2010 LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	91	146	95	94	319	123
Future Volume (vph)	91	146	95	94	319	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5	
Lane Util. Factor		1.00	1.00		1.00	
Frt		1.00	0.93		0.96	
Flt Protected		0.98	1.00		0.97	
Satd. Flow (prot)		1828	1738		1730	
Flt Permitted		0.79	1.00		0.97	
Satd. Flow (perm)		1479	1738		1730	
Peak-hour factor, PHF	0.79	0.79	0.89	0.89	0.94	0.94
Adj. Flow (vph)	115	185	107	106	339	131
RTOR Reduction (vph)	0	0	34	0	14	0
Lane Group Flow (vph)	0	300	179	0	456	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases	6					
Actuated Green, G (s)		57.5	40.3		31.5	
Effective Green, g (s)		59.5	42.3		33.5	
Actuated g/C Ratio		0.60	0.42		0.34	
Clearance Time (s)		5.5	5.5		5.5	
Vehicle Extension (s)		5.0	5.0		3.0	
Lane Grp Cap (vph)		929	735		579	
v/s Ratio Prot		c0.05	0.10		c0.26	
v/s Ratio Perm		c0.15				
v/c Ratio		0.32	0.24		0.79	
Uniform Delay, d1		10.2	18.6		30.0	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.1	0.8		10.4	
Delay (s)		10.2	19.3		40.4	
Level of Service		B	B		D	
Approach Delay (s)		10.2	19.3		40.4	
Approach LOS		B	B		D	

Intersection Summary			
HCM 2000 Control Delay	26.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection: 1: Boulevard SE & Memorial Dr

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	LT	TR	L	T	TR	L	TR	L	T	TR
Maximum Queue (ft)	356	319	150	247	218	160	492	250	311	293
Average Queue (ft)	214	224	88	124	140	55	261	88	217	176
95th Queue (ft)	308	314	160	207	216	117	422	185	300	277
Link Distance (ft)	1995	1995		1739	1739	1226	1226		834	834
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			75					150		
Storage Blk Time (%)			14	35					20	
Queuing Penalty (veh)			18	42					28	

Intersection: 2: Chester Ave & Memorial Dr

Movement	EB	EB	WB	NB	SB
Directions Served	LT	TR	LTR	LTR	LTR
Maximum Queue (ft)	115	150	233	71	166
Average Queue (ft)	32	68	127	23	65
95th Queue (ft)	80	119	216	52	115
Link Distance (ft)	873	873	230	750	874
Upstream Blk Time (%)			2		
Queuing Penalty (veh)			8		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Bill Kennedy Way & Memorial Dr

Movement	EB	EB	WB	NB	NB
Directions Served	T	TR	LT	L	R
Maximum Queue (ft)	116	199	392	160	97
Average Queue (ft)	41	90	215	76	41
95th Queue (ft)	101	183	373	131	73
Link Distance (ft)	230	230	380	399	
Upstream Blk Time (%)			1		
Queuing Penalty (veh)			3		
Storage Bay Dist (ft)					65
Storage Blk Time (%)				25	1
Queuing Penalty (veh)				23	1

Intersection: 4: Memorial Dr & Holtzclaw St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	53	103	74
Average Queue (ft)	7	7	24
95th Queue (ft)	30	47	54
Link Distance (ft)	380	258	883
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Gibson St & Memorial Dr

Movement	EB	WB	NB	SB
Directions Served	LT	LTR	LTR	LTR
Maximum Queue (ft)	52	74	79	54
Average Queue (ft)	7	2	38	19
95th Queue (ft)	33	24	67	47
Link Distance (ft)	258	349	596	1252
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Flat Shoals Ave & Memorial Dr

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	L	TR	LTR	LTR
Maximum Queue (ft)	181	178	19	190	28	116
Average Queue (ft)	52	62	6	68	6	33
95th Queue (ft)	112	130	19	151	24	83
Link Distance (ft)	1157	1157	271	271	402	828
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: Moreland Ave & Memorial Dr

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	TR	LT	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	283	291	310	349	199	618	559	742	766	742
Average Queue (ft)	170	195	163	228	75	372	337	292	681	620
95th Queue (ft)	277	295	272	332	153	524	497	848	861	839
Link Distance (ft)	271	271	874	874	958	958	958	727	727	727
Upstream Blk Time (%)	4	6						7	25	13
Queuing Penalty (veh)	10	15						0	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 9: Bill Kennedy Way & WB I-20 On-Ramp

Movement	NB	SB
Directions Served	L	TR
Maximum Queue (ft)	79	22
Average Queue (ft)	42	2
95th Queue (ft)	80	12
Link Distance (ft)	378	401
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Bill Kennedy Way & EB I-20 Off-Ramp

Movement	EB	EB	NB	SB
Directions Served	L	R	T	T
Maximum Queue (ft)	100	98	154	238
Average Queue (ft)	42	64	73	106
95th Queue (ft)	86	94	129	187
Link Distance (ft)	1489	1489	332	378
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Bill Kennedy Way & Glenwood Place

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: 12: Glenwood Ave & Bill Kennedy Way

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	197	160	419
Average Queue (ft)	79	74	243
95th Queue (ft)	148	139	392
Link Distance (ft)	1148	1698	707
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 148

Arterial Level of Service: NB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
EB I-20 Off-Ramp	III	35	26.4	18.5	44.9	0.22	17.6	D
Memorial Dr	III	35	30.5	72.4	102.9	0.25	8.9	F
Total	III		56.9	90.9	147.8	0.47	11.6	E

Arterial Level of Service: SB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
EB I-20 Off-Ramp	III	35	30.5	10.7	41.2	0.25	22.2	C
Glenwood Ave	III	35	26.4	16.0	42.4	0.22	18.7	C
Total	III		56.9	26.7	83.6	0.47	20.4	C

Arterial Level of Service: EB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Boulevard SE	III	35	46.4	36.4	82.8	0.39	16.8	D
Chester Ave	III	35	62.1	4.0	66.1	0.52	28.2	B
Bill Kennedy Way	III	35	8.0	21.2	29.2	0.06	6.8	F
Flat Shoals Ave	III	35	54.3	8.5	62.8	0.45	26.0	B
Moreland Ave	III	35	10.3	53.2	63.5	0.07	4.0	F
Total	III		181.1	123.3	304.4	1.48	17.5	D

Arterial Level of Service: WB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Moreland Ave	III	35	22.3	53.7	76.0	0.17	8.3	F
Flat Shoals Ave	III	35	10.3	9.0	19.3	0.07	13.2	E
Bill Kennedy Way	III	35	54.3	13.3	67.6	0.45	24.1	B
Chester Ave	III	35	8.0	7.3	15.3	0.06	13.1	E
Boulevard SE	III	35	62.1	76.1	138.2	0.52	13.5	E
Total	III		157.0	159.4	316.4	1.27	14.5	D

Arterial Level of Service: NB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
EB I-20 Off-Ramp	III	35	26.4	11.5	37.9	0.22	20.9	C
Memorial Dr	III	35	30.5	78.8	109.3	0.25	8.4	F
Total	III		56.9	90.3	147.2	0.47	11.6	E

Arterial Level of Service: SB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
EB I-20 Off-Ramp	III	35	30.5	12.3	42.8	0.25	21.4	C
Glenwood Ave	III	35	26.4	40.1	66.5	0.22	11.9	E
Total	III		56.9	52.4	109.3	0.47	15.6	D

Arterial Level of Service: EB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Boulevard SE	III	35	46.4	44.7	91.1	0.39	15.3	D
Chester Ave	III	35	62.1	9.9	72.0	0.52	25.9	B
Bill Kennedy Way	III	35	8.0	1.1	9.1	0.06	22.0	C
Flat Shoals Ave	III	35	54.3	8.0	62.3	0.45	26.2	B
Moreland Ave	III	35	10.3	47.4	57.7	0.07	4.4	F
Total	III		181.1	111.1	292.2	1.48	18.3	C

Arterial Level of Service: WB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Moreland Ave	III	35	22.3	53.2	75.5	0.17	8.3	F
Flat Shoals Ave	III	35	10.3	10.9	21.2	0.07	12.1	E
Bill Kennedy Way	III	35	54.3	10.2	64.5	0.45	25.3	B
Chester Ave	III	35	8.0	10.8	18.8	0.06	10.6	E
Boulevard SE	III	35	62.1	46.6	108.7	0.52	17.1	D
Total	III		157.0	131.7	288.7	1.27	15.8	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	210	26	39	715	214	387	806	16	34	179	60
Future Volume (veh/h)	108	210	26	39	715	214	387	806	16	34	179	60
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	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	117	228	28	41	753	225	412	857	17	35	185	62
Adj No. of Lanes	0	2	0	1	2	0	1	1	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.94	0.94	0.94	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	475	58	102	1051	314	658	843	17	99	850	276
Arrive On Green	0.32	0.32	0.32	0.03	0.39	0.39	0.17	0.46	0.46	0.03	0.32	0.32
Sat Flow, veh/h	18	1483	182	1774	2688	803	1774	1820	36	1774	2628	854
Grp Volume(v), veh/h	117	0	256	41	496	482	412	0	874	35	123	124
Grp Sat Flow(s),veh/h/ln	18	0	1665	1774	1770	1721	1774	0	1856	1774	1770	1712
Q Serve(g_s), s	32.3	0.0	18.5	2.5	35.6	35.6	22.3	0.0	69.5	2.0	7.6	8.0
Cycle Q Clear(g_c), s	32.3	0.0	18.5	2.5	35.6	35.6	22.3	0.0	69.5	2.0	7.6	8.0
Prop In Lane	1.00		0.11	1.00		0.47	1.00		0.02	1.00		0.50
Lane Grp Cap(c), veh/h	0	0	533	102	692	673	658	0	860	99	573	554
V/C Ratio(X)	0.00	0.00	0.48	0.40	0.72	0.72	0.63	0.00	1.02	0.35	0.21	0.22
Avail Cap(c_a), veh/h	0	0	533	154	692	673	779	0	860	137	573	554
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	41.0	43.0	38.6	38.7	24.1	0.0	40.3	39.9	36.9	37.1
Incr Delay (d2), s/veh	0.0	0.0	3.1	0.9	6.3	6.4	1.2	0.0	34.8	0.8	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	9.0	1.2	18.6	18.1	11.1	0.0	43.9	1.0	3.8	3.9
LnGrp Delay(d),s/veh	0.0	0.0	44.0	44.0	44.9	45.2	25.3	0.0	75.0	40.7	37.7	38.0
LnGrp LOS			D	D	D	D	C		F	D	D	D
Approach Vol, veh/h		373			1019			1286			282	
Approach Delay, s/veh		30.2			45.0			59.1			38.2	
Approach LOS		C			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		64.2	10.8	75.0	10.6	53.6	31.8	54.0
Change Period (Y+Rc), s		6.0	7.0	6.0	6.5	6.0	6.5	6.0
Max Green Setting (Gmax), s		40.0	7.0	69.0	8.5	40.0	35.5	41.0
Max Q Clear Time (g_c+I1), s		37.6	4.0	71.5	4.5	34.3	24.3	10.0
Green Ext Time (p_c), s		2.2	0.0	0.0	0.0	5.1	1.0	13.7

Intersection Summary	
HCM 2010 Ctrl Delay	48.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	248	4	51	1100	72	22	6	18	22	5	29
Future Volume (veh/h)	8	248	4	51	1100	72	22	6	18	22	5	29
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	9	276	4	54	1158	76	29	8	23	35	8	46
Adj No. of Lanes	0	1	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.95	0.95	0.95	0.77	0.77	0.77	0.63	0.63	0.63
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	1164	16	114	2084	135	211	69	130	174	58	176
Arrive On Green	0.66	0.66	0.65	1.00	1.00	1.00	0.22	0.22	0.21	0.22	0.22	0.21
Sat Flow, veh/h	17	1764	25	94	3158	204	636	314	591	485	263	800
Grp Volume(v), veh/h	289	0	0	671	0	617	60	0	0	89	0	0
Grp Sat Flow(s),veh/h/ln	1806	0	0	1797	0	1659	1542	0	0	1548	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	4.7	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	3.3	0.0	0.0
Prop In Lane	0.03		0.01	0.08		0.12	0.48		0.38	0.39		0.52
Lane Grp Cap(c), veh/h	1241	0	0	1238	0	1095	410	0	0	408	0	0
V/C Ratio(X)	0.23	0.00	0.00	0.54	0.00	0.56	0.15	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	1241	0	0	1238	0	1095	410	0	0	408	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.72	0.00	0.72	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.1	0.0	0.0	0.0	0.0	0.0	23.7	0.0	0.0	24.2	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	1.2	0.0	1.5	0.7	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	0.4	0.0	0.5	1.1	0.0	0.0	1.7	0.0	0.0
LnGrp Delay(d),s/veh	5.6	0.0	0.0	1.2	0.0	1.5	24.5	0.0	0.0	25.4	0.0	0.0
LnGrp LOS	A			A		A	C			C		
Approach Vol, veh/h		289			1288			60			89	
Approach Delay, s/veh		5.6			1.4			24.5			25.4	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		54.0		21.0		54.0		21.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		49.0		16.0		49.0		16.0
Max Q Clear Time (g_c+I1), s		6.7		5.3		2.0		4.1
Green Ext Time (p_c), s		28.2		0.6		30.2		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	4.1
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	195	95	116	849	372	140
Future Volume (veh/h)	195	95	116	849	372	140
Number	2	12	1	6	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	1900	1900	1863	1863	1863
Adj Flow Rate, veh/h	235	114	129	943	400	151
Adj No. of Lanes	1	0	0	2	1	1
Peak Hour Factor	0.83	0.83	0.90	0.90	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	820	398	283	1943	435	389
Arrive On Green	1.00	1.00	0.69	0.69	0.25	0.25
Sat Flow, veh/h	1186	575	366	2895	1774	1583
Grp Volume(v), veh/h	0	349	531	541	400	151
Grp Sat Flow(s),veh/h/ln	0	1761	1566	1610	1774	1583
Q Serve(g_s), s	0.0	0.0	19.5	23.4	33.0	11.9
Cycle Q Clear(g_c), s	0.0	0.0	23.0	23.4	33.0	11.9
Prop In Lane		0.33	0.24		1.00	1.00
Lane Grp Cap(c), veh/h	0	1218	1112	1113	435	389
V/C Ratio(X)	0.00	0.29	0.48	0.49	0.92	0.39
Avail Cap(c_a), veh/h	0	1218	1112	1113	538	480
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.98	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	10.6	10.8	55.1	47.2
Incr Delay (d2), s/veh	0.0	0.6	1.5	1.5	18.6	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	0.0	0.2	10.5	10.8	18.4	5.3
LnGrp Delay(d),s/veh	0.0	0.6	12.0	12.3	73.7	47.8
LnGrp LOS		A	B	B	E	D
Approach Vol, veh/h	349			1072	551	
Approach Delay, s/veh	0.6			12.2	66.6	
Approach LOS	A			B	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		108.7		41.3		108.7		
Change Period (Y+Rc), s		5.5		5.0		5.5		
Max Green Setting (Gmax), s		94.5		45.0		94.5		
Max Q Clear Time (g_c+I1), s		2.0		35.0		25.4		
Green Ext Time (p_c), s		35.1		1.4		31.7		

Intersection Summary	
HCM 2010 Ctrl Delay	25.3
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	13	320	934	1	2	18
Future Vol, veh/h	13	320	934	1	2	18
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	90	90	91	91	71	71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	356	1026	1	3	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1027	0	-	0	1411	514
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	384	-
Critical Hdwy	4.14	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.22	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	672	-	-	-	140	506
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	688	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	672	-	-	-	136	506
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	670	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	672	-	-	-	398
HCM Lane V/C Ratio	0.021	-	-	-	0.071
HCM Control Delay (s)	10.5	0	-	-	14.7
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	33	280	8	7	926	12	0	0	4	3	1	17
Future Vol, veh/h	33	280	8	7	926	12	0	0	4	3	1	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	92	92	92	33	33	33	53	53	53
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	315	9	8	1007	13	0	0	12	6	2	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1020	0	0	324	0	0	912	1428	319	1427	1426	510
Stage 1	-	-	-	-	-	-	393	393	-	1028	1028	-
Stage 2	-	-	-	-	-	-	519	1035	-	399	398	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.22	-	-	2.218	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	676	-	-	1236	-	-	241	134	721	104	135	509
Stage 1	-	-	-	-	-	-	631	605	-	251	310	-
Stage 2	-	-	-	-	-	-	509	308	-	626	602	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	676	-	-	1236	-	-	209	123	721	96	124	509
Mov Cap-2 Maneuver	-	-	-	-	-	-	209	123	-	96	124	-
Stage 1	-	-	-	-	-	-	589	564	-	234	305	-
Stage 2	-	-	-	-	-	-	467	303	-	574	562	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.2	10.1	19.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	721	676	-	-	1236	-	-	289
HCM Lane V/C Ratio	0.017	0.055	-	-	0.006	-	-	0.137
HCM Control Delay (s)	10.1	10.6	0	-	7.9	0.1	-	19.4
HCM Lane LOS	B	B	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	237	15	3	897	42	2	2	4	11	2	6
Future Volume (veh/h)	18	237	15	3	897	42	2	2	4	11	2	6
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	19	255	16	3	1019	48	3	3	6	16	3	9
Adj No. of Lanes	0	1	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.67	0.67	0.67	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	953	58	41	2077	98	135	140	225	286	62	135
Arrive On Green	0.62	0.62	0.61	0.41	0.41	0.41	0.28	0.28	0.27	0.28	0.28	0.27
Sat Flow, veh/h	59	1545	94	2	3369	158	305	504	809	803	222	486
Grp Volume(v), veh/h	290	0	0	564	0	506	12	0	0	28	0	0
Grp Sat Flow(s),veh/h/ln	1698	0	0	1862	0	1667	1618	0	0	1512	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	20.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	0.0	0.0	20.1	0.0	20.1	0.5	0.0	0.0	1.1	0.0	0.0
Prop In Lane	0.07		0.06	0.01		0.09	0.25		0.50	0.57		0.32
Lane Grp Cap(c), veh/h	1089	0	0	1188	0	1028	500	0	0	483	0	0
V/C Ratio(X)	0.27	0.00	0.00	0.48	0.00	0.49	0.02	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	1089	0	0	1188	0	1028	500	0	0	483	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.40	0.00	0.40	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.9	0.0	0.0	16.0	0.0	16.0	23.7	0.0	0.0	23.9	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.5	0.0	0.7	0.1	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	10.5	0.0	9.4	0.2	0.0	0.0	0.5	0.0	0.0
LnGrp Delay(d),s/veh	8.5	0.0	0.0	16.6	0.0	16.7	23.8	0.0	0.0	24.1	0.0	0.0
LnGrp LOS	A			B		B	C			C		
Approach Vol, veh/h		290			1070			12			28	
Approach Delay, s/veh		8.5			16.6			23.8			24.1	
Approach LOS		A			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0		30.0
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		55.0		24.5		55.0		24.5
Max Q Clear Time (g_c+I1), s		8.4		3.1		22.1		2.5
Green Ext Time (p_c), s		24.6		0.1		20.1		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	15.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	132	32	62	526	47	329	2029	49	20	498	70
Future Volume (veh/h)	29	132	32	62	526	47	329	2029	49	20	498	70
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	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	35	157	38	65	548	49	350	2159	52	23	579	81
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.84	0.84	0.84	0.96	0.96	0.96	0.94	0.94	0.94	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	362	104	25	391	59	565	2249	54	89	1759	246
Arrive On Green	0.08	0.08	0.08	0.25	0.25	0.24	0.09	0.64	0.63	0.02	0.56	0.56
Sat Flow, veh/h	107	1465	420	4	1583	238	1774	3533	85	1774	3120	435
Grp Volume(v), veh/h	83	0	147	321	0	341	350	1077	1134	23	328	332
Grp Sat Flow(s),veh/h/ln	372	0	1621	171	0	1655	1774	1770	1848	1774	1770	1786
Q Serve(g_s), s	8.1	0.0	15.4	33.3	0.0	35.1	14.6	101.8	103.9	1.0	17.8	18.0
Cycle Q Clear(g_c), s	43.2	0.0	15.4	33.3	0.0	35.1	14.6	101.8	103.9	1.0	17.8	18.0
Prop In Lane	0.42		0.26	0.20		0.14	1.00		0.05	1.00		0.24
Lane Grp Cap(c), veh/h	120	0	401	0	0	409	565	1126	1176	89	998	1007
V/C Ratio(X)	0.69	0.00	0.37	0.00	0.00	0.83	0.62	0.96	0.96	0.26	0.33	0.33
Avail Cap(c_a), veh/h	120	0	401	0	0	409	565	1126	1176	149	998	1007
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)	0.97	0.00	0.97	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	86.6	0.0	69.3	0.0	0.0	64.3	14.3	30.4	30.8	41.9	21.0	21.1
Incr Delay (d2), s/veh	27.4	0.0	2.5	0.0	0.0	17.7	2.1	18.2	18.9	1.5	0.9	0.9
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	5.1	0.0	7.2	0.0	0.0	18.1	7.4	55.1	58.8	0.7	9.0	9.1
LnGrp Delay(d),s/veh	114.1	0.0	71.8	0.0	0.0	81.9	16.3	48.5	49.7	43.4	21.9	21.9
LnGrp LOS	F		E			F	B	D	D	D	C	C
Approach Vol, veh/h		230			662			2561			683	
Approach Delay, s/veh		87.1			42.2			44.6			22.6	
Approach LOS		F			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	23.0	107.0		50.0	9.9	120.1		50.0
Change Period (Y+Rc), s	6.5	6.0		6.0	6.5	6.0		6.0
Max Green Setting (Gmax), s	16.5	101.0		44.0	9.5	108.0		27.0
Max Q Clear Time (g_c+I1), s	10.6	20.0		37.1	3.0	105.9		45.2
Green Ext Time (p_c), s	0.0	58.0		3.0	0.0	2.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	43.0
HCM 2010 LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	216	511	131	56
Future Volume (veh/h)	0	0	216	511	131	56
Number			5	2	6	16
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)			1.00			1.00
Parking Bus, Adj			1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln			1863	1863	1863	1900
Adj Flow Rate, veh/h			235	555	182	78
Adj No. of Lanes			1	1	1	0
Peak Hour Factor			0.92	0.92	0.72	0.72
Percent Heavy Veh, %			2	2	2	2
Cap, veh/h			1085	1751	1008	432
Arrive On Green			0.07	0.94	0.81	0.81
Sat Flow, veh/h			1774	1863	1238	531
Grp Volume(v), veh/h			235	555	0	260
Grp Sat Flow(s),veh/h/ln			1774	1863	0	1769
Q Serve(g_s), s			1.1	1.9	0.0	2.4
Cycle Q Clear(g_c), s			1.1	1.9	0.0	2.4
Prop In Lane			1.00			0.30
Lane Grp Cap(c), veh/h			1085	1751	0	1440
V/C Ratio(X)			0.22	0.32	0.00	0.18
Avail Cap(c_a), veh/h			1594	1751	0	1440
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			0.70	0.70	0.00	1.00
Uniform Delay (d), s/veh			0.5	0.2	0.0	1.5
Incr Delay (d2), s/veh			0.1	0.3	0.0	0.3
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			0.5	0.9	0.0	1.3
LnGrp Delay(d),s/veh			0.6	0.5	0.0	1.8
LnGrp LOS			A	A		A
Approach Vol, veh/h				790	260	
Approach Delay, s/veh				0.6	1.8	
Approach LOS				A	A	

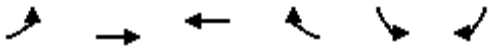
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		
Phs Duration (G+Y+Rc), s		75.0			9.5	65.5		
Change Period (Y+Rc), s		4.5			4.5	4.5		
Max Green Setting (Gmax), s		70.5			26.5	39.5		
Max Q Clear Time (g_c+I1), s		3.9			3.1	4.4		
Green Ext Time (p_c), s		6.1			0.6	5.8		

Intersection Summary	
HCM 2010 Ctrl Delay	0.9
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	124	225	0	594	144	0
Future Volume (veh/h)	124	225	0	594	144	0
Number	3	18	5	2	6	16
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	0	1863	1863	0
Adj Flow Rate, veh/h	151	274	0	675	203	0
Adj No. of Lanes	1	1	0	1	1	0
Peak Hour Factor	0.82	0.82	0.88	0.88	0.71	0.71
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	715	638	0	890	890	0
Arrive On Green	0.40	0.40	0.00	0.48	0.48	0.00
Sat Flow, veh/h	1774	1583	0	1863	1863	0
Grp Volume(v), veh/h	151	274	0	675	203	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1863	1863	0
Q Serve(g_s), s	3.7	8.4	0.0	19.9	4.3	0.0
Cycle Q Clear(g_c), s	3.7	8.4	0.0	19.9	4.3	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	715	638	0	890	890	0
V/C Ratio(X)	0.21	0.43	0.00	0.76	0.23	0.00
Avail Cap(c_a), veh/h	715	638	0	890	890	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.1	14.4	0.0	14.3	10.3	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.0	3.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.7	0.0	11.0	2.2	0.0
LnGrp Delay(d),s/veh	13.1	14.6	0.0	17.8	10.3	0.0
LnGrp LOS	B	B		B	B	
Approach Vol, veh/h	425			675	203	
Approach Delay, s/veh	14.1			17.8	10.3	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		36.0				36.0		31.0
Change Period (Y+Rc), s		6.0				6.0		6.0
Max Green Setting (Gmax), s		30.0				30.0		25.0
Max Q Clear Time (g_c+I1), s		21.9				6.3		10.4
Green Ext Time (p_c), s		0.7				0.8		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	118	114	267	274	75	192
Future Volume (vph)	118	114	267	274	75	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5	
Lane Util. Factor		1.00	1.00		1.00	
Frt		1.00	0.93		0.90	
Flt Protected		0.98	1.00		0.99	
Satd. Flow (prot)		1817	1736		1659	
Flt Permitted		0.10	1.00		0.99	
Satd. Flow (perm)		190	1736		1659	
Peak-hour factor, PHF	0.61	0.61	0.90	0.90	0.85	0.85
Adj. Flow (vph)	193	187	297	304	88	226
RTOR Reduction (vph)	0	0	37	0	92	0
Lane Group Flow (vph)	0	380	564	0	222	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases	6					
Actuated Green, G (s)		52.5	32.5		36.5	
Effective Green, g (s)		54.5	34.5		38.5	
Actuated g/C Ratio		0.54	0.34		0.38	
Clearance Time (s)		5.5	5.5		5.5	
Vehicle Extension (s)		5.0	5.0		3.0	
Lane Grp Cap (vph)		380	598		638	
v/s Ratio Prot		c0.17	0.33		c0.13	
v/s Ratio Perm		c0.37				
v/c Ratio		1.00	0.94		0.35	
Uniform Delay, d1		22.8	31.8		21.8	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		46.2	25.3		1.5	
Delay (s)		68.9	57.1		23.3	
Level of Service		E	E		C	
Approach Delay (s)		68.9	57.1		23.3	
Approach LOS		E	E		C	

Intersection Summary			
HCM 2000 Control Delay	52.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection: 1: Boulevard SE & Memorial Dr

Movement	EB	EB	WB	WB	WB	B29	B29	NB	NB	SB	SB	SB
Directions Served	LT	TR	L	T	TR	T	T	L	TR	L	T	TR
Maximum Queue (ft)	259	235	100	1858	1834	711	693	1242	1242	72	194	159
Average Queue (ft)	184	144	27	1354	1362	203	218	341	719	29	87	57
95th Queue (ft)	271	246	85	2153	2154	630	661	865	1142	58	158	124
Link Distance (ft)	1995	1995		1739	1739	872	872	1226	1226		834	834
Upstream Blk Time (%)				38	42			0	2			
Queuing Penalty (veh)				216	241			0	0			
Storage Bay Dist (ft)			75							150		
Storage Blk Time (%)			0	74							1	
Queuing Penalty (veh)			0	29							0	

Intersection: 2: Chester Ave & Memorial Dr

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	218	230	230	75	116
Average Queue (ft)	90	124	143	30	40
95th Queue (ft)	193	192	214	69	75
Link Distance (ft)	872	230	230	762	862
Upstream Blk Time (%)		0	0		
Queuing Penalty (veh)		1	1		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Bill Kennedy Way & Memorial Dr

Movement	EB	WB	WB	NB	NB	B8
Directions Served	UTR	LT	T	L	R	T
Maximum Queue (ft)	230	393	392	482	90	336
Average Queue (ft)	122	177	177	376	42	48
95th Queue (ft)	238	329	353	552	109	198
Link Distance (ft)	230	379	379	411		401
Upstream Blk Time (%)	2	0	0	18		
Queuing Penalty (veh)	4	1	2	94		
Storage Bay Dist (ft)					65	
Storage Blk Time (%)				62	1	
Queuing Penalty (veh)				87	5	

Intersection: 4: Memorial Dr & Holtzclaw St

Movement	EB	WB	WB	SB
Directions Served	LT	T	TR	LR
Maximum Queue (ft)	180	29	53	48
Average Queue (ft)	18	1	2	16
95th Queue (ft)	87	10	17	42
Link Distance (ft)	379	258	258	871
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Gibson St & Memorial Dr

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	181	31	53
Average Queue (ft)	41	2	18
95th Queue (ft)	126	15	46
Link Distance (ft)	258	608	1240
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Flat Shoals Ave & Memorial Dr

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	234	319	315	28	50
Average Queue (ft)	71	258	259	6	9
95th Queue (ft)	185	334	335	23	32
Link Distance (ft)	1155	272	272	408	822
Upstream Blk Time (%)		5	4		
Queuing Penalty (veh)		21	20		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 7: Moreland Ave & Memorial Dr

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	TR	LT	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	215	221	505	468	248	974	974	49	275	265
Average Queue (ft)	117	121	413	357	140	519	482	18	155	102
95th Queue (ft)	201	200	500	444	224	794	785	46	248	216
Link Distance (ft)	272	272	874	874	959	959	959	727	727	727
Upstream Blk Time (%)						0	0			
Queuing Penalty (veh)						0	0			
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 9: Bill Kennedy Way & WB I-20 On-Ramp

Movement	NB	SB
Directions Served	L	TR
Maximum Queue (ft)	119	27
Average Queue (ft)	38	1
95th Queue (ft)	76	9
Link Distance (ft)	378	401
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Bill Kennedy Way & EB I-20 Off-Ramp

Movement	EB	EB	NB	SB
Directions Served	L	R	T	T
Maximum Queue (ft)	118	75	258	163
Average Queue (ft)	51	44	172	57
95th Queue (ft)	101	68	255	109
Link Distance (ft)	1489	1489	332	378
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Bill Kennedy Way & Glenwood Place

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	55	96
Average Queue (ft)	32	30
95th Queue (ft)	48	62
Link Distance (ft)	258	342
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: Glenwood Ave & Bill Kennedy Way

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	273	601	158
Average Queue (ft)	118	381	93
95th Queue (ft)	213	601	148
Link Distance (ft)	1148	1698	706
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 723

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	521	134	124	293	74	72	407	69	142	805	53
Future Volume (veh/h)	64	521	134	124	293	74	72	407	69	142	805	53
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	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	71	579	149	143	337	85	83	468	79	149	847	56
Adj No. of Lanes	0	2	0	1	2	0	1	1	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.87	0.87	0.87	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	271	142	190	1010	251	313	720	122	354	1642	109
Arrive On Green	0.24	0.24	0.24	0.08	0.36	0.36	0.04	0.46	0.46	0.06	0.49	0.48
Sat Flow, veh/h	5	1133	594	1774	2810	699	1774	1554	262	1774	3370	223
Grp Volume(v), veh/h	400	0	399	143	211	211	83	0	547	149	445	458
Grp Sat Flow(s),veh/h/ln	139	0	1593	1774	1770	1739	1774	0	1816	1774	1770	1823
Q Serve(g_s), s	38.3	0.0	35.9	9.5	13.0	13.3	3.7	0.0	34.7	6.5	25.8	25.8
Cycle Q Clear(g_c), s	38.3	0.0	35.9	9.5	13.0	13.3	3.7	0.0	34.7	6.5	25.8	25.8
Prop In Lane	0.18		0.37	1.00		0.40	1.00		0.14	1.00		0.12
Lane Grp Cap(c), veh/h	0	0	381	190	636	625	313	0	842	354	862	888
V/C Ratio(X)	0.00	0.00	1.05	0.75	0.33	0.34	0.27	0.00	0.65	0.42	0.52	0.52
Avail Cap(c_a), veh/h	0	0	381	214	636	625	348	0	842	406	862	888
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	57.2	45.6	34.9	35.1	21.3	0.0	30.9	23.4	26.3	26.4
Incr Delay (d2), s/veh	0.0	0.0	59.3	10.3	1.4	1.5	0.4	0.0	3.9	0.3	2.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	22.0	5.2	6.6	6.7	1.8	0.0	18.2	3.2	13.1	13.5
LnGrp Delay(d),s/veh	0.0	0.0	116.5	55.9	36.3	36.6	21.8	0.0	34.8	23.7	28.5	28.5
LnGrp LOS			F	E	D	D	C		C	C	C	C
Approach Vol, veh/h		799			565			630			1052	
Approach Delay, s/veh		58.2			41.4			33.1			27.8	
Approach LOS		E			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		59.4	15.6	75.0	18.0	41.4	12.0	78.6
Change Period (Y+Rc), s		6.0	7.0	6.0	6.5	6.0	6.5	6.0
Max Green Setting (Gmax), s		29.0	13.0	69.0	13.5	29.0	8.5	69.0
Max Q Clear Time (g_c+I1), s		15.3	8.5	36.7	11.5	40.3	5.7	27.8
Green Ext Time (p_c), s		10.7	0.1	16.5	0.0	0.0	0.0	18.5

Intersection Summary	
HCM 2010 Ctrl Delay	39.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	717	15	11	329	56	4	1	40	97	9	28
Future Volume (veh/h)	23	717	15	11	329	56	4	1	40	97	9	28
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	25	788	16	12	374	64	5	1	55	115	11	33
Adj No. of Lanes	0	2	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.73	0.73	0.73	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	2052	41	59	921	154	65	30	392	357	41	83
Arrive On Green	0.61	0.61	0.60	1.00	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	49	3383	68	16	1518	254	46	110	1435	1004	149	302
Grp Volume(v), veh/h	431	0	398	450	0	0	61	0	0	159	0	0
Grp Sat Flow(s),veh/h/ln	1816	0	1683	1789	0	0	1592	0	0	1455	0	0
Q Serve(g_s), s	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0
Cycle Q Clear(g_c), s	8.9	0.0	9.1	0.0	0.0	0.0	2.2	0.0	0.0	6.3	0.0	0.0
Prop In Lane	0.06		0.04	0.03		0.14	0.08		0.90	0.72		0.21
Lane Grp Cap(c), veh/h	1152	0	1021	1135	0	0	487	0	0	480	0	0
V/C Ratio(X)	0.37	0.00	0.39	0.40	0.00	0.00	0.13	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	1152	0	1021	1135	0	0	487	0	0	480	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.51	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.5	0.0	7.6	0.0	0.0	0.0	20.8	0.0	0.0	22.0	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	1.1	0.5	0.0	0.0	0.5	0.0	0.0	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	4.5	0.2	0.0	0.0	1.0	0.0	0.0	2.9	0.0	0.0
LnGrp Delay(d),s/veh	8.5	0.0	8.7	0.5	0.0	0.0	21.3	0.0	0.0	23.8	0.0	0.0
LnGrp LOS	A		A	A			C			C		
Approach Vol, veh/h		829			450			61			159	
Approach Delay, s/veh		8.6			0.5			21.3			23.8	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.0		25.0		50.0		25.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		45.0		20.0		45.0		20.0
Max Q Clear Time (g_c+I1), s		11.1		8.3		2.0		4.2
Green Ext Time (p_c), s		18.9		1.0		21.5		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	8.3
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	449	410	242	258	123	128
Future Volume (veh/h)	449	410	242	258	123	128
Number	2	12	1	6	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	1900	1900	1863	1863	1863
Adj Flow Rate, veh/h	478	436	260	277	135	141
Adj No. of Lanes	2	0	0	1	1	1
Peak Hour Factor	0.94	0.94	0.93	0.93	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1469	1314	408	405	189	169
Arrive On Green	1.00	1.00	0.83	0.83	0.11	0.11
Sat Flow, veh/h	1863	1583	449	488	1774	1583
Grp Volume(v), veh/h	478	436	537	0	135	141
Grp Sat Flow(s),veh/h/ln	1770	1583	937	0	1774	1583
Q Serve(g_s), s	0.0	0.0	32.5	0.0	11.0	13.1
Cycle Q Clear(g_c), s	0.0	0.0	33.1	0.0	11.0	13.1
Prop In Lane		1.00	0.48		1.00	1.00
Lane Grp Cap(c), veh/h	1469	1314	813	0	189	169
V/C Ratio(X)	0.33	0.33	0.66	0.00	0.71	0.84
Avail Cap(c_a), veh/h	1469	1314	813	0	242	216
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	4.9	0.0	64.8	65.7
Incr Delay (d2), s/veh	0.5	0.6	4.2	0.0	6.9	19.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	9.4	0.0	5.8	6.7
LnGrp Delay(d),s/veh	0.5	0.6	9.0	0.0	71.7	85.3
LnGrp LOS	A	A	A		E	F
Approach Vol, veh/h	914			537	276	
Approach Delay, s/veh	0.6			9.0	78.7	
Approach LOS	A			A	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		129.5		20.5		129.5		
Change Period (Y+Rc), s		5.5		5.0		5.5		
Max Green Setting (Gmax), s		119.5		20.0		119.5		
Max Q Clear Time (g_c+I1), s		2.0		15.1		35.1		
Green Ext Time (p_c), s		47.9		0.4		42.2		

Intersection Summary	
HCM 2010 Ctrl Delay	15.7
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	15	551	457	1	3	34
Future Vol, veh/h	15	551	457	1	3	34
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	95	95	91	91	39	39
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	580	502	1	8	87

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	503	0	-	0	825	503
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	322	-
Critical Hdwy	4.12	-	-	-	6.63	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.83	-
Follow-up Hdwy	2.218	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1061	-	-	-	326	568
Stage 1	-	-	-	-	606	-
Stage 2	-	-	-	-	708	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1061	-	-	-	319	568
Mov Cap-2 Maneuver	-	-	-	-	319	-
Stage 1	-	-	-	-	606	-
Stage 2	-	-	-	-	692	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1061	-	-	-	534
HCM Lane V/C Ratio	0.015	-	-	-	0.178
HCM Control Delay (s)	8.4	0.1	-	-	13.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	19	559	3	2	399	2	39	1	23	2	0	26
Future Vol, veh/h	19	559	3	2	399	2	39	1	23	2	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	89	89	89	42	42	42	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	608	3	2	448	2	93	2	55	3	0	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	451	0	0	611	0	0	1122	1106	305	800	1106	449
Stage 1	-	-	-	-	-	-	651	651	-	454	454	-
Stage 2	-	-	-	-	-	-	471	455	-	346	652	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.33	6.53	6.93	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.218	-	-	2.22	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1109	-	-	964	-	-	172	210	692	289	210	609
Stage 1	-	-	-	-	-	-	425	464	-	585	568	-
Stage 2	-	-	-	-	-	-	572	568	-	644	463	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1109	-	-	964	-	-	158	203	692	257	203	609
Mov Cap-2 Maneuver	-	-	-	-	-	-	158	203	-	257	203	-
Stage 1	-	-	-	-	-	-	413	451	-	568	566	-
Stage 2	-	-	-	-	-	-	538	566	-	573	450	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	50	12
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	221	1109	-	-	964	-	-	555
HCM Lane V/C Ratio	0.679	0.019	-	-	0.002	-	-	0.067
HCM Control Delay (s)	50	8.3	0.1	-	8.7	0	-	12
HCM Lane LOS	F	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	4.3	0.1	-	-	0	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	492	24	21	347	19	1	5	7	22	29	7
Future Volume (veh/h)	16	492	24	21	347	19	1	5	7	22	29	7
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	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	17	518	25	25	408	22	3	15	21	25	33	8
Adj No. of Lanes	0	2	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.33	0.33	0.33	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	2016	96	547	1080	58	57	202	252	202	252	55
Arrive On Green	0.62	0.62	0.61	1.00	1.00	1.00	0.28	0.28	0.27	0.28	0.28	0.27
Sat Flow, veh/h	54	3269	156	860	1752	94	50	727	907	529	908	198
Grp Volume(v), veh/h	292	0	268	25	0	430	39	0	0	66	0	0
Grp Sat Flow(s),veh/h/ln	1811	0	1668	860	0	1846	1684	0	0	1636	0	0
Q Serve(g_s), s	0.0	0.0	6.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	0.0	6.6	6.9	0.0	0.0	1.5	0.0	0.0	2.4	0.0	0.0
Prop In Lane	0.06		0.09	1.00		0.05	0.08		0.54	0.38		0.12
Lane Grp Cap(c), veh/h	1159	0	1028	547	0	1138	511	0	0	509	0	0
V/C Ratio(X)	0.25	0.00	0.26	0.05	0.00	0.38	0.08	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	1159	0	1028	547	0	1138	511	0	0	509	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.43	0.00	0.43	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.8	0.0	7.9	0.4	0.0	0.0	24.1	0.0	0.0	24.4	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.6	0.1	0.0	0.4	0.3	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	3.2	0.1	0.0	0.1	0.8	0.0	0.0	1.3	0.0	0.0
LnGrp Delay(d),s/veh	8.4	0.0	8.5	0.5	0.0	0.4	24.4	0.0	0.0	24.9	0.0	0.0
LnGrp LOS	A		A	A		A	C			C		
Approach Vol, veh/h		560			455			39			66	
Approach Delay, s/veh		8.4			0.4			24.4			24.9	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0		30.0
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		55.0		24.5		55.0		24.5
Max Q Clear Time (g_c+I1), s		8.6		4.4		8.9		3.5
Green Ext Time (p_c), s		16.1		0.5		16.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	6.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	345	113	145	234	47	107	1269	108	58	1689	45
Future Volume (veh/h)	46	345	113	145	234	47	107	1269	108	58	1689	45
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	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	48	363	119	167	269	54	110	1308	111	59	1723	46
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.87	0.87	0.87	0.97	0.97	0.97	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	397	175	43	344	72	171	2060	174	233	2169	58
Arrive On Green	0.08	0.08	0.08	0.25	0.25	0.25	0.04	0.62	0.62	0.03	0.62	0.61
Sat Flow, veh/h	95	1569	692	18	1361	287	1774	3304	280	1774	3522	94
Grp Volume(v), veh/h	259	0	271	180	0	310	110	699	720	59	863	906
Grp Sat Flow(s),veh/h/ln	783	0	1573	20	0	1646	1774	1770	1813	1774	1770	1846
Q Serve(g_s), s	14.3	0.0	30.1	38.6	0.0	31.2	4.1	44.2	44.7	2.2	65.8	66.6
Cycle Q Clear(g_c), s	45.5	0.0	30.1	38.6	0.0	31.2	4.1	44.2	44.7	2.2	65.8	66.6
Prop In Lane	0.19		0.44	0.93		0.17	1.00		0.15	1.00		0.05
Lane Grp Cap(c), veh/h	222	0	398	0	0	416	171	1104	1131	233	1090	1137
V/C Ratio(X)	1.17	0.00	0.68	0.00	0.00	0.75	0.64	0.63	0.64	0.25	0.79	0.80
Avail Cap(c_a), veh/h	222	0	398	0	0	416	214	1104	1131	290	1090	1137
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)	0.97	0.00	0.97	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	88.0	0.0	75.5	0.0	0.0	62.0	32.4	21.1	21.2	17.9	25.9	26.1
Incr Delay (d2), s/veh	113.4	0.0	8.8	0.0	0.0	11.5	1.9	2.8	2.7	0.2	5.9	5.8
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	18.0	0.0	14.1	0.0	0.0	15.5	3.5	22.4	23.1	1.1	33.9	35.6
LnGrp Delay(d),s/veh	201.4	0.0	84.3	0.0	0.0	73.4	34.3	23.8	23.9	18.1	31.8	31.9
LnGrp LOS	F		F			E	C	C	C	B	C	C
Approach Vol, veh/h		530			490			1529			1828	
Approach Delay, s/veh		141.6			46.5			24.6			31.4	
Approach LOS		F			D			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	12.6	116.4		51.0	11.2	117.8		51.0
Change Period (Y+Rc), s	6.5	6.0		6.0	6.5	6.0		6.0
Max Green Setting (Gmax), s	10.5	106.0		45.0	10.5	106.0		29.0
Max Q Clear Time (g_c+I1), s	6.1	68.6		40.6	4.2	46.7		47.5
Green Ext Time (p_c), s	0.0	36.7		2.7	0.0	57.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	44.1
HCM 2010 LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	252	270	443	204
Future Volume (veh/h)	0	0	252	270	443	204
Number			5	2	6	16
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)			1.00			1.00
Parking Bus, Adj			1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln			1863	1863	1863	1900
Adj Flow Rate, veh/h			280	300	487	224
Adj No. of Lanes			1	1	1	0
Peak Hour Factor			0.90	0.90	0.91	0.91
Percent Heavy Veh, %			2	2	2	2
Cap, veh/h			694	1610	712	327
Arrive On Green			0.14	0.86	0.59	0.59
Sat Flow, veh/h			1774	1863	1209	556
Grp Volume(v), veh/h			280	300	0	711
Grp Sat Flow(s),veh/h/ln			1774	1863	0	1765
Q Serve(g_s), s			1.3	0.9	0.0	9.2
Cycle Q Clear(g_c), s			1.3	0.9	0.0	9.2
Prop In Lane			1.00			0.32
Lane Grp Cap(c), veh/h			694	1610	0	1039
V/C Ratio(X)			0.40	0.19	0.00	0.68
Avail Cap(c_a), veh/h			1384	3965	0	2584
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh			3.9	0.4	0.0	4.7
Incr Delay (d2), s/veh			0.4	0.1	0.0	0.8
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			1.4	0.4	0.0	4.6
LnGrp Delay(d),s/veh			4.3	0.4	0.0	5.5
LnGrp LOS			A	A		A
Approach Vol, veh/h				580	711	
Approach Delay, s/veh				2.3	5.5	
Approach LOS				A	A	

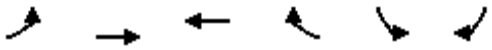
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		
Phs Duration (G+Y+Rc), s		33.1			9.1	24.0		
Change Period (Y+Rc), s		4.5			4.5	4.5		
Max Green Setting (Gmax), s		70.5			17.5	48.5		
Max Q Clear Time (g_c+I1), s		2.9			3.3	11.2		
Green Ext Time (p_c), s		8.8			0.7	8.3		

Intersection Summary	
HCM 2010 Ctrl Delay	4.1
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	97	389	0	421	422	0
Future Volume (veh/h)	97	389	0	421	422	0
Number	3	18	5	2	6	16
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	0	1863	1863	0
Adj Flow Rate, veh/h	111	447	0	501	440	0
Adj No. of Lanes	1	1	0	1	1	0
Peak Hour Factor	0.87	0.87	0.84	0.84	0.96	0.96
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	731	653	0	910	910	0
Arrive On Green	0.41	0.41	0.00	0.49	0.49	0.00
Sat Flow, veh/h	1774	1583	0	1863	1863	0
Grp Volume(v), veh/h	111	447	0	501	440	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1863	1863	0
Q Serve(g_s), s	2.6	15.1	0.0	12.3	10.4	0.0
Cycle Q Clear(g_c), s	2.6	15.1	0.0	12.3	10.4	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	731	653	0	910	910	0
V/C Ratio(X)	0.15	0.68	0.00	0.55	0.48	0.00
Avail Cap(c_a), veh/h	758	677	0	924	924	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.1	15.8	0.0	11.7	11.2	0.0
Incr Delay (d2), s/veh	0.1	2.7	0.0	1.2	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	7.1	0.0	6.6	5.5	0.0
LnGrp Delay(d),s/veh	12.2	18.5	0.0	12.9	12.1	0.0
LnGrp LOS	B	B		B	B	
Approach Vol, veh/h	558			501	440	
Approach Delay, s/veh	17.3			12.9	12.1	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		35.5				35.5		30.0
Change Period (Y+Rc), s		5.5				5.5		5.0
Max Green Setting (Gmax), s		30.5				30.5		26.0
Max Q Clear Time (g_c+I1), s		14.3				12.4		17.1
Green Ext Time (p_c), s		8.9				9.7		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	14.3
HCM 2010 LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	106	149	97	96	325	125
Future Volume (vph)	106	149	97	96	325	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5	
Lane Util. Factor		1.00	1.00		1.00	
Frt		1.00	0.93		0.96	
Flt Protected		0.98	1.00		0.97	
Satd. Flow (prot)		1825	1738		1730	
Flt Permitted		0.74	1.00		0.97	
Satd. Flow (perm)		1381	1738		1730	
Peak-hour factor, PHF	0.79	0.79	0.89	0.89	0.94	0.94
Adj. Flow (vph)	134	189	109	108	346	133
RTOR Reduction (vph)	0	0	34	0	14	0
Lane Group Flow (vph)	0	323	183	0	465	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases	6					
Actuated Green, G (s)		57.5	39.8		31.5	
Effective Green, g (s)		59.5	41.8		33.5	
Actuated g/C Ratio		0.60	0.42		0.34	
Clearance Time (s)		5.5	5.5		5.5	
Vehicle Extension (s)		5.0	5.0		3.0	
Lane Grp Cap (vph)		886	726		579	
v/s Ratio Prot		c0.05	0.11		c0.27	
v/s Ratio Perm		c0.16				
v/c Ratio		0.36	0.25		0.80	
Uniform Delay, d1		10.5	18.9		30.3	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.1	0.8		11.3	
Delay (s)		10.6	19.8		41.5	
Level of Service		B	B		D	
Approach Delay (s)		10.6	19.8		41.5	
Approach LOS		B	B		D	

Intersection Summary			
HCM 2000 Control Delay	27.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection: 1: Boulevard SE & Memorial Dr

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	LT	TR	L	T	TR	L	TR	L	T	TR
Maximum Queue (ft)	2010	2058	150	282	270	94	416	249	400	301
Average Queue (ft)	1222	1221	123	178	185	45	237	106	239	205
95th Queue (ft)	2196	2182	182	275	259	80	376	230	338	289
Link Distance (ft)	1995	1995		1739	1739	1226	1226		834	834
Upstream Blk Time (%)	10	8								
Queuing Penalty (veh)	0	0								
Storage Bay Dist (ft)			75					150		
Storage Blk Time (%)			41	49				0	24	
Queuing Penalty (veh)			60	61				2	33	

Intersection: 2: Chester Ave & Memorial Dr

Movement	EB	EB	WB	NB	SB
Directions Served	LT	TR	LTR	LTR	LTR
Maximum Queue (ft)	142	138	210	74	117
Average Queue (ft)	27	42	136	22	58
95th Queue (ft)	72	92	193	57	103
Link Distance (ft)	873	873	230	750	874
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Bill Kennedy Way & Memorial Dr

Movement	EB	EB	WB	NB	NB
Directions Served	T	TR	LT	L	R
Maximum Queue (ft)	118	97	390	206	200
Average Queue (ft)	27	56	219	117	45
95th Queue (ft)	80	107	374	177	103
Link Distance (ft)	230	230	380	399	
Upstream Blk Time (%)			0		
Queuing Penalty (veh)			1		
Storage Bay Dist (ft)					65
Storage Blk Time (%)				42	1
Queuing Penalty (veh)				54	2

Intersection: 4: Memorial Dr & Holtzclaw St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	94	52	78
Average Queue (ft)	11	2	20
95th Queue (ft)	47	17	53
Link Distance (ft)	380	258	883
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Gibson St & Memorial Dr

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	30	94	53
Average Queue (ft)	1	35	17
95th Queue (ft)	10	70	45
Link Distance (ft)	349	596	1252
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Flat Shoals Ave & Memorial Dr

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	L	TR	LTR	LTR
Maximum Queue (ft)	126	165	39	161	28	93
Average Queue (ft)	47	64	6	44	7	36
95th Queue (ft)	87	120	22	120	26	77
Link Distance (ft)	1157	1157	271	271	402	828
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: Moreland Ave & Memorial Dr

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	TR	LT	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	293	310	370	305	191	452	416	70	742	607
Average Queue (ft)	215	235	168	196	77	279	240	31	447	402
95th Queue (ft)	307	325	286	287	153	394	348	60	660	579
Link Distance (ft)	271	271	874	874	958	958	958	727	727	727
Upstream Blk Time (%)	3	12							0	
Queuing Penalty (veh)	7	30							0	
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 9: Bill Kennedy Way & WB I-20 On-Ramp

Movement	NB	SB
Directions Served	L	TR
Maximum Queue (ft)	161	134
Average Queue (ft)	48	70
95th Queue (ft)	110	124
Link Distance (ft)	378	401
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Bill Kennedy Way & EB I-20 Off-Ramp

Movement	EB	EB	NB	SB
Directions Served	L	R	T	T
Maximum Queue (ft)	69	194	223	283
Average Queue (ft)	33	76	117	108
95th Queue (ft)	62	145	196	208
Link Distance (ft)	1489	1489	332	378
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Bill Kennedy Way & Glenwood Place

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	229	94	46
Average Queue (ft)	111	44	3
95th Queue (ft)	202	75	19
Link Distance (ft)	380	437	332
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: Glenwood Ave & Bill Kennedy Way

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	175	180	371
Average Queue (ft)	71	83	194
95th Queue (ft)	129	160	306
Link Distance (ft)	1148	1698	707
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 251

Arterial Level of Service: NB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
EB I-20 Off-Ramp	III	35	26.4	21.4	47.8	0.22	16.6	D
WB I-20 On-Ramp	III	35	10.7	0.4	11.1	0.08	25.8	B
Memorial Dr	III	35	21.0	72.7	93.7	0.18	6.7	F
Total	III		58.1	94.5	152.6	0.47	11.2	E

Arterial Level of Service: SB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
WB I-20 On-Ramp	III	35	21.0	1.6	22.6	0.18	27.9	B
EB I-20 Off-Ramp	III	35	10.7	11.1	21.8	0.08	13.1	E
Glenwood Ave	III	35	26.4	13.4	39.8	0.22	19.9	C
Total	III		58.1	26.1	84.2	0.47	20.3	C

Arterial Level of Service: EB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Boulevard SE	III	35	46.4	36.3	82.7	0.39	16.8	D
Chester Ave	III	35	62.1	4.4	66.5	0.52	28.0	B
Bill Kennedy Way	III	35	8.0	22.2	30.2	0.06	6.6	F
Flat Shoals Ave	III	35	54.3	8.7	63.0	0.45	25.9	B
Moreland Ave	III	35	10.3	88.6	98.9	0.07	2.6	F
Total	III		181.1	160.2	341.3	1.48	15.6	D

Arterial Level of Service: WB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Moreland Ave	III	35	22.3	89.7	112.0	0.17	5.6	F
Flat Shoals Ave	III	35	10.3	16.4	26.7	0.07	9.6	F
Bill Kennedy Way	III	35	54.3	14.6	68.9	0.45	23.7	C
Chester Ave	III	35	8.0	7.3	15.3	0.06	13.1	E
Boulevard SE	III	35	62.1	76.7	138.8	0.52	13.4	E
Total	III		157.0	204.7	361.7	1.27	12.7	E

Arterial Level of Service: NB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
EB I-20 Off-Ramp	III	35	26.4	14.6	41.0	0.22	19.3	C
WB I-20 On-Ramp	III	35	10.7	0.2	10.9	0.08	26.3	B
Memorial Dr	III	35	21.0	81.8	102.8	0.18	6.1	F
Total	III		58.1	96.6	154.7	0.47	11.0	E

Arterial Level of Service: SB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
WB I-20 On-Ramp	III	35	21.0	17.2	38.2	0.18	16.5	D
EB I-20 Off-Ramp	III	35	10.7	13.4	24.1	0.08	11.9	E
Glenwood Ave	III	35	26.4	41.2	67.6	0.22	11.7	E
Total	III		58.1	71.8	129.9	0.47	13.2	E

Arterial Level of Service: EB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Boulevard SE	III	35	46.4	69.4	115.8	0.39	12.0	E
Chester Ave	III	35	62.1	15.2	77.3	0.52	24.1	B
Bill Kennedy Way	III	35	8.0	0.7	8.7	0.06	23.0	C
Flat Shoals Ave	III	35	54.3	8.2	62.5	0.45	26.1	B
Moreland Ave	III	35	10.3	137.2	147.5	0.07	1.7	F
Total	III		181.1	230.7	411.8	1.48	13.0	E

Arterial Level of Service: WB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Moreland Ave	III	35	22.3	76.0	98.3	0.17	6.4	F
Flat Shoals Ave	III	35	10.3	7.0	17.3	0.07	14.8	D
Bill Kennedy Way	III	35	54.3	20.8	75.1	0.45	21.7	C
Chester Ave	III	35	8.0	11.1	19.1	0.06	10.5	E
Boulevard SE	III	35	62.1	69.6	131.7	0.52	14.1	D
Total	III		157.0	184.5	341.5	1.27	13.4	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	210	26	39	715	214	387	806	16	34	179	60
Future Volume (veh/h)	108	210	26	39	715	214	387	806	16	34	179	60
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	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	117	228	28	41	753	225	412	857	17	35	185	62
Adj No. of Lanes	0	2	0	1	2	0	1	1	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.94	0.94	0.94	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	446	55	102	997	298	680	880	17	114	918	298
Arrive On Green	0.30	0.30	0.30	0.03	0.37	0.37	0.17	0.48	0.48	0.03	0.35	0.35
Sat Flow, veh/h	20	1483	182	1774	2688	803	1774	1820	36	1774	2628	854
Grp Volume(v), veh/h	117	0	256	41	496	482	412	0	874	35	123	124
Grp Sat Flow(s),veh/h/ln	20	0	1665	1774	1770	1721	1774	0	1856	1774	1770	1712
Q Serve(g_s), s	32.3	0.0	19.1	2.5	36.7	36.7	21.4	0.0	69.0	1.9	7.3	7.7
Cycle Q Clear(g_c), s	32.3	0.0	19.1	2.5	36.7	36.7	21.4	0.0	69.0	1.9	7.3	7.7
Prop In Lane	1.00		0.11	1.00		0.47	1.00		0.02	1.00		0.50
Lane Grp Cap(c), veh/h	0	0	500	102	657	639	680	0	897	114	618	598
V/C Ratio(X)	0.00	0.00	0.51	0.40	0.76	0.76	0.61	0.00	0.97	0.31	0.20	0.21
Avail Cap(c_a), veh/h	0	0	500	154	657	639	822	0	897	128	618	598
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	43.4	43.5	41.2	41.3	22.2	0.0	37.8	38.0	34.1	34.3
Incr Delay (d2), s/veh	0.0	0.0	3.7	0.9	7.9	8.1	0.9	0.0	24.4	0.6	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	9.3	1.2	19.3	18.9	10.6	0.0	41.3	0.9	3.7	3.8
LnGrp Delay(d),s/veh	0.0	0.0	47.1	44.4	49.1	49.4	23.1	0.0	62.2	38.6	34.8	35.1
LnGrp LOS			D	D	D	D	C		E	D	C	D
Approach Vol, veh/h		373			1019			1286			282	
Approach Delay, s/veh		32.3			49.1			49.7			35.4	
Approach LOS		C			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		61.2	10.8	78.0	10.6	50.6	31.0	57.9
Change Period (Y+Rc), s		6.0	7.0	6.0	6.5	6.0	6.5	6.0
Max Green Setting (Gmax), s		39.0	5.0	72.0	8.5	39.0	36.5	41.0
Max Q Clear Time (g_c+I1), s		38.7	3.9	71.0	4.5	34.3	23.4	9.7
Green Ext Time (p_c), s		0.2	0.0	0.8	0.0	4.2	1.1	13.8

Intersection Summary	
HCM 2010 Ctrl Delay	45.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	248	4	51	1100	72	22	6	18	22	5	29
Future Volume (veh/h)	8	248	4	51	1100	72	22	6	18	22	5	29
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	9	276	4	54	1158	76	29	8	23	35	8	46
Adj No. of Lanes	0	1	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.95	0.95	0.95	0.77	0.77	0.77	0.63	0.63	0.63
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	1164	16	114	2084	135	211	69	130	174	58	176
Arrive On Green	0.66	0.66	0.65	1.00	1.00	1.00	0.22	0.22	0.21	0.22	0.22	0.21
Sat Flow, veh/h	17	1764	25	94	3158	204	636	314	591	485	263	800
Grp Volume(v), veh/h	289	0	0	671	0	617	60	0	0	89	0	0
Grp Sat Flow(s),veh/h/ln	1806	0	0	1797	0	1659	1542	0	0	1548	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	4.7	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	3.3	0.0	0.0
Prop In Lane	0.03		0.01	0.08		0.12	0.48		0.38	0.39		0.52
Lane Grp Cap(c), veh/h	1241	0	0	1238	0	1095	410	0	0	408	0	0
V/C Ratio(X)	0.23	0.00	0.00	0.54	0.00	0.56	0.15	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	1241	0	0	1238	0	1095	410	0	0	408	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.72	0.00	0.72	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.1	0.0	0.0	0.0	0.0	0.0	23.7	0.0	0.0	24.2	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	1.2	0.0	1.5	0.7	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	0.4	0.0	0.5	1.1	0.0	0.0	1.7	0.0	0.0
LnGrp Delay(d),s/veh	5.6	0.0	0.0	1.2	0.0	1.5	24.5	0.0	0.0	25.4	0.0	0.0
LnGrp LOS	A			A		A	C			C		
Approach Vol, veh/h		289			1288			60			89	
Approach Delay, s/veh		5.6			1.4			24.5			25.4	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		54.0		21.0		54.0		21.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		49.0		16.0		49.0		16.0
Max Q Clear Time (g_c+I1), s		6.7		5.3		2.0		4.1
Green Ext Time (p_c), s		28.2		0.6		30.2		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	4.1
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	195	95	116	849	372	140
Future Volume (veh/h)	195	95	116	849	372	140
Number	2	12	1	6	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	1900	1900	1863	1863	1863
Adj Flow Rate, veh/h	235	114	129	943	400	151
Adj No. of Lanes	1	0	0	2	1	1
Peak Hour Factor	0.83	0.83	0.90	0.90	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	820	398	283	1943	435	389
Arrive On Green	1.00	1.00	0.69	0.69	0.25	0.25
Sat Flow, veh/h	1186	575	366	2895	1774	1583
Grp Volume(v), veh/h	0	349	531	541	400	151
Grp Sat Flow(s),veh/h/ln	0	1761	1566	1610	1774	1583
Q Serve(g_s), s	0.0	0.0	19.5	23.4	33.0	11.9
Cycle Q Clear(g_c), s	0.0	0.0	23.0	23.4	33.0	11.9
Prop In Lane		0.33	0.24		1.00	1.00
Lane Grp Cap(c), veh/h	0	1218	1112	1113	435	389
V/C Ratio(X)	0.00	0.29	0.48	0.49	0.92	0.39
Avail Cap(c_a), veh/h	0	1218	1112	1113	538	480
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.98	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	10.6	10.8	55.1	47.2
Incr Delay (d2), s/veh	0.0	0.6	1.5	1.5	18.6	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	0.0	0.2	10.5	10.8	18.4	5.3
LnGrp Delay(d),s/veh	0.0	0.6	12.0	12.3	73.7	47.8
LnGrp LOS		A	B	B	E	D
Approach Vol, veh/h	349			1072	551	
Approach Delay, s/veh	0.6			12.2	66.6	
Approach LOS	A			B	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		108.7		41.3		108.7		
Change Period (Y+Rc), s		5.5		5.0		5.5		
Max Green Setting (Gmax), s		94.5		45.0		94.5		
Max Q Clear Time (g_c+I1), s		2.0		35.0		25.4		
Green Ext Time (p_c), s		35.1		1.4		31.7		

Intersection Summary	
HCM 2010 Ctrl Delay	25.3
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	13	320	934	1	2	18
Future Vol, veh/h	13	320	934	1	2	18
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	90	90	91	91	71	71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	356	1026	1	3	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1027	0	-	0	1411	514
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	384	-
Critical Hdwy	4.14	-	-	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.22	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	672	-	-	-	140	506
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	688	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	672	-	-	-	136	506
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	670	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	672	-	-	-	398
HCM Lane V/C Ratio	0.021	-	-	-	0.071
HCM Control Delay (s)	10.5	0	-	-	14.7
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	33	280	8	7	926	12	0	0	4	3	1	17
Future Vol, veh/h	33	280	8	7	926	12	0	0	4	3	1	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	92	92	92	33	33	33	53	53	53
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	315	9	8	1007	13	0	0	12	6	2	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1020	0	0	324	0	0	912	1428	319	1427	1426	510
Stage 1	-	-	-	-	-	-	393	393	-	1028	1028	-
Stage 2	-	-	-	-	-	-	519	1035	-	399	398	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.22	-	-	2.218	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	676	-	-	1236	-	-	241	134	721	104	135	509
Stage 1	-	-	-	-	-	-	631	605	-	251	310	-
Stage 2	-	-	-	-	-	-	509	308	-	626	602	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	676	-	-	1236	-	-	209	123	721	96	124	509
Mov Cap-2 Maneuver	-	-	-	-	-	-	209	123	-	96	124	-
Stage 1	-	-	-	-	-	-	589	564	-	234	305	-
Stage 2	-	-	-	-	-	-	467	303	-	574	562	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.2	10.1	19.4
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	721	676	-	-	1236	-	-	289
HCM Lane V/C Ratio	0.017	0.055	-	-	0.006	-	-	0.137
HCM Control Delay (s)	10.1	10.6	0	-	7.9	0.1	-	19.4
HCM Lane LOS	B	B	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	237	15	3	897	42	2	2	4	11	2	6
Future Volume (veh/h)	18	237	15	3	897	42	2	2	4	11	2	6
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	19	255	16	3	1019	48	3	3	6	16	3	9
Adj No. of Lanes	0	1	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.67	0.67	0.67	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	953	58	41	2077	98	135	140	225	286	62	135
Arrive On Green	0.62	0.62	0.61	0.41	0.41	0.41	0.28	0.28	0.27	0.28	0.28	0.27
Sat Flow, veh/h	59	1545	94	2	3369	158	305	504	809	803	222	486
Grp Volume(v), veh/h	290	0	0	564	0	506	12	0	0	28	0	0
Grp Sat Flow(s),veh/h/ln	1698	0	0	1862	0	1667	1618	0	0	1512	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	20.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	0.0	0.0	20.1	0.0	20.1	0.5	0.0	0.0	1.1	0.0	0.0
Prop In Lane	0.07		0.06	0.01		0.09	0.25		0.50	0.57		0.32
Lane Grp Cap(c), veh/h	1089	0	0	1188	0	1028	500	0	0	483	0	0
V/C Ratio(X)	0.27	0.00	0.00	0.48	0.00	0.49	0.02	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	1089	0	0	1188	0	1028	500	0	0	483	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.66	0.00	0.66	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.9	0.0	0.0	16.0	0.0	16.0	23.7	0.0	0.0	23.9	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.9	0.0	1.1	0.1	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	10.6	0.0	9.6	0.2	0.0	0.0	0.5	0.0	0.0
LnGrp Delay(d),s/veh	8.5	0.0	0.0	16.9	0.0	17.1	23.8	0.0	0.0	24.1	0.0	0.0
LnGrp LOS	A			B		B	C			C		
Approach Vol, veh/h		290			1070			12			28	
Approach Delay, s/veh		8.5			17.0			23.8			24.1	
Approach LOS		A			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0		30.0
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		55.0		24.5		55.0		24.5
Max Q Clear Time (g_c+I1), s		8.4		3.1		22.1		2.5
Green Ext Time (p_c), s		24.6		0.1		20.1		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	15.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	132	32	62	526	47	329	2029	49	20	498	70
Future Volume (veh/h)	29	132	32	62	526	47	329	2029	49	20	498	70
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	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	35	157	38	65	548	49	350	2159	52	23	579	81
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.84	0.84	0.84	0.96	0.96	0.96	0.94	0.94	0.94	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	32	344	100	25	410	62	550	2210	53	84	1742	243
Arrive On Green	0.09	0.09	0.08	0.26	0.26	0.26	0.09	0.63	0.62	0.02	0.56	0.56
Sat Flow, veh/h	10	1332	388	4	1586	238	1774	3533	85	1774	3120	435
Grp Volume(v), veh/h	71	0	159	321	0	341	350	1077	1134	23	328	332
Grp Sat Flow(s),veh/h/ln	101	0	1628	174	0	1655	1774	1770	1848	1774	1770	1786
Q Serve(g_s), s	11.7	0.0	16.7	29.9	0.0	34.6	15.1	104.9	107.1	1.0	18.1	18.2
Cycle Q Clear(g_c), s	11.7	0.0	16.7	29.9	0.0	34.6	15.1	104.9	107.1	1.0	18.1	18.2
Prop In Lane	0.50		0.24	0.20		0.14	1.00		0.05	1.00		0.24
Lane Grp Cap(c), veh/h	0	0	421	0	0	428	550	1107	1156	84	988	997
V/C Ratio(X)	0.00	0.00	0.38	0.00	0.00	0.80	0.64	0.97	0.98	0.27	0.33	0.33
Avail Cap(c_a), veh/h	0	0	421	0	0	428	550	1107	1156	124	988	997
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)	0.97	0.00	0.97	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	68.7	0.0	0.0	62.4	15.2	32.3	32.7	43.5	21.5	21.6
Incr Delay (d2), s/veh	0.0	0.0	2.5	0.0	0.0	14.3	2.4	21.3	22.3	1.7	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	7.8	0.0	0.0	17.5	7.7	57.4	61.6	0.7	9.1	9.2
LnGrp Delay(d),s/veh	0.0	0.0	71.2	0.0	0.0	76.6	17.6	53.6	55.0	45.2	22.4	22.5
LnGrp LOS			E			E	B	D	D	D	C	C
Approach Vol, veh/h		230			662			2561			683	
Approach Delay, s/veh		49.3			39.4			49.3			23.2	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	22.0	106.0		52.0	9.9	118.1		52.0
Change Period (Y+Rc), s	6.5	6.0		6.0	6.5	6.0		6.0
Max Green Setting (Gmax), s	15.5	88.0		46.0	7.5	96.0		41.0
Max Q Clear Time (g_c+I1), s	17.1	20.2		36.6	3.0	109.1		18.7
Green Ext Time (p_c), s	0.0	51.0		3.7	0.0	0.0		5.7

Intersection Summary	
HCM 2010 Ctrl Delay	43.4
HCM 2010 LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	216	511	131	56
Future Volume (veh/h)	0	0	216	511	131	56
Number			5	2	6	16
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)			1.00			1.00
Parking Bus, Adj			1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln			1863	1863	1863	1900
Adj Flow Rate, veh/h			235	555	182	78
Adj No. of Lanes			1	1	1	0
Peak Hour Factor			0.92	0.92	0.72	0.72
Percent Heavy Veh, %			2	2	2	2
Cap, veh/h			1085	1751	1008	432
Arrive On Green			0.07	0.94	0.81	0.81
Sat Flow, veh/h			1774	1863	1238	531
Grp Volume(v), veh/h			235	555	0	260
Grp Sat Flow(s),veh/h/ln			1774	1863	0	1769
Q Serve(g_s), s			1.1	1.9	0.0	2.4
Cycle Q Clear(g_c), s			1.1	1.9	0.0	2.4
Prop In Lane			1.00			0.30
Lane Grp Cap(c), veh/h			1085	1751	0	1440
V/C Ratio(X)			0.22	0.32	0.00	0.18
Avail Cap(c_a), veh/h			1594	1751	0	1440
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			0.70	0.70	0.00	1.00
Uniform Delay (d), s/veh			0.5	0.2	0.0	1.5
Incr Delay (d2), s/veh			0.1	0.3	0.0	0.3
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			0.5	0.9	0.0	1.3
LnGrp Delay(d),s/veh			0.6	0.5	0.0	1.8
LnGrp LOS			A	A		A
Approach Vol, veh/h				790	260	
Approach Delay, s/veh				0.6	1.8	
Approach LOS				A	A	

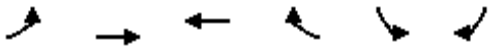
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		
Phs Duration (G+Y+Rc), s		75.0			9.5	65.5		
Change Period (Y+Rc), s		4.5			4.5	4.5		
Max Green Setting (Gmax), s		70.5			26.5	39.5		
Max Q Clear Time (g_c+I1), s		3.9			3.1	4.4		
Green Ext Time (p_c), s		6.1			0.6	5.8		

Intersection Summary	
HCM 2010 Ctrl Delay	0.9
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	124	225	0	594	144	0
Future Volume (veh/h)	124	225	0	594	144	0
Number	3	18	5	2	6	16
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	0	1863	1863	0
Adj Flow Rate, veh/h	151	274	0	675	203	0
Adj No. of Lanes	1	1	0	1	1	0
Peak Hour Factor	0.82	0.82	0.88	0.88	0.71	0.71
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	715	638	0	890	890	0
Arrive On Green	0.40	0.40	0.00	0.48	0.48	0.00
Sat Flow, veh/h	1774	1583	0	1863	1863	0
Grp Volume(v), veh/h	151	274	0	675	203	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1863	1863	0
Q Serve(g_s), s	3.7	8.4	0.0	19.9	4.3	0.0
Cycle Q Clear(g_c), s	3.7	8.4	0.0	19.9	4.3	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	715	638	0	890	890	0
V/C Ratio(X)	0.21	0.43	0.00	0.76	0.23	0.00
Avail Cap(c_a), veh/h	715	638	0	890	890	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.1	14.4	0.0	14.3	10.3	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.0	3.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.7	0.0	11.0	2.2	0.0
LnGrp Delay(d),s/veh	13.1	14.6	0.0	17.8	10.3	0.0
LnGrp LOS	B	B		B	B	
Approach Vol, veh/h	425			675	203	
Approach Delay, s/veh	14.1			17.8	10.3	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		36.0				36.0		31.0
Change Period (Y+Rc), s		6.0				6.0		6.0
Max Green Setting (Gmax), s		30.0				30.0		25.0
Max Q Clear Time (g_c+I1), s		21.9				6.3		10.4
Green Ext Time (p_c), s		0.7				0.8		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	118	114	267	274	75	192
Future Volume (vph)	118	114	267	274	75	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5	
Lane Util. Factor		1.00	1.00		1.00	
Frt		1.00	0.93		0.90	
Flt Protected		0.98	1.00		0.99	
Satd. Flow (prot)		1817	1736		1659	
Flt Permitted		0.19	1.00		0.99	
Satd. Flow (perm)		353	1736		1659	
Peak-hour factor, PHF	0.61	0.61	0.90	0.90	0.85	0.85
Adj. Flow (vph)	193	187	297	304	88	226
RTOR Reduction (vph)	0	0	37	0	92	0
Lane Group Flow (vph)	0	380	564	0	222	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases	6					
Actuated Green, G (s)		56.5	37.0		32.5	
Effective Green, g (s)		58.5	39.0		34.5	
Actuated g/C Ratio		0.58	0.39		0.34	
Clearance Time (s)		5.5	5.5		5.5	
Vehicle Extension (s)		5.0	5.0		3.0	
Lane Grp Cap (vph)		448	677		572	
v/s Ratio Prot		c0.14	0.33		c0.13	
v/s Ratio Perm		c0.36				
v/c Ratio		0.85	0.83		0.39	
Uniform Delay, d1		17.1	27.6		24.8	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		13.4	11.5		2.0	
Delay (s)		30.5	39.1		26.7	
Level of Service		C	D		C	
Approach Delay (s)		30.5	39.1		26.7	
Approach LOS		C	D		C	

Intersection Summary			
HCM 2000 Control Delay	33.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection: 1: Boulevard SE & Memorial Dr

Movement	EB	EB	WB	WB	WB	B29	B29	NB	NB	SB	SB	SB
Directions Served	LT	TR	L	T	TR	T	T	L	TR	L	T	TR
Maximum Queue (ft)	287	270	99	1830	1847	174	221	343	843	73	204	190
Average Queue (ft)	182	147	15	1115	1141	34	39	209	508	27	87	57
95th Queue (ft)	276	248	53	1965	1970	137	155	330	763	61	146	127
Link Distance (ft)	1995	1995		1739	1739	872	872	1226	1226		834	834
Upstream Blk Time (%)				17	21							
Queuing Penalty (veh)				101	123							
Storage Bay Dist (ft)			75							150		
Storage Blk Time (%)				75							1	
Queuing Penalty (veh)				29							0	

Intersection: 2: Chester Ave & Memorial Dr

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	205	203	233	54	74
Average Queue (ft)	86	113	125	30	30
95th Queue (ft)	187	179	201	60	65
Link Distance (ft)	872	230	230	762	862
Upstream Blk Time (%)			0		
Queuing Penalty (veh)			3		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Bill Kennedy Way & Memorial Dr

Movement	EB	WB	WB	NB	NB	B8
Directions Served	UTR	LT	T	L	R	T
Maximum Queue (ft)	234	395	350	482	90	94
Average Queue (ft)	150	193	178	369	51	9
95th Queue (ft)	243	335	331	517	114	51
Link Distance (ft)	230	379	379	411		401
Upstream Blk Time (%)	1	0		10		
Queuing Penalty (veh)	2	1		51		
Storage Bay Dist (ft)					65	
Storage Blk Time (%)				58	1	
Queuing Penalty (veh)				82	4	

Intersection: 4: Memorial Dr & Holtzclaw St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	209	31	31
Average Queue (ft)	10	1	16
95th Queue (ft)	76	10	41
Link Distance (ft)	379	258	871
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Gibson St & Memorial Dr

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	181	53	20	31	52
Average Queue (ft)	32	2	1	5	15
95th Queue (ft)	120	17	7	23	44
Link Distance (ft)	258	349	349	608	1240
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: Flat Shoals Ave & Memorial Dr

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	212	301	303	28	71
Average Queue (ft)	86	232	227	7	19
95th Queue (ft)	185	306	306	27	50
Link Distance (ft)	1155	272	272	408	822
Upstream Blk Time (%)		2	2		
Queuing Penalty (veh)		9	10		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 7: Moreland Ave & Memorial Dr

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	TR	LT	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	171	244	496	445	974	1011	993	48	265	264
Average Queue (ft)	99	104	325	270	761	897	882	17	167	132
95th Queue (ft)	156	175	466	392	1295	1178	1165	43	252	236
Link Distance (ft)	272	272	874	874	959	959	959	727	727	727
Upstream Blk Time (%)					18	40	27			
Queuing Penalty (veh)					0	0	0			
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 9: Bill Kennedy Way & WB I-20 On-Ramp

Movement	NB	SB
Directions Served	L	TR
Maximum Queue (ft)	73	52
Average Queue (ft)	31	3
95th Queue (ft)	66	22
Link Distance (ft)	378	401
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Bill Kennedy Way & EB I-20 Off-Ramp

Movement	EB	EB	NB	SB
Directions Served	L	R	T	T
Maximum Queue (ft)	96	100	256	139
Average Queue (ft)	36	47	159	44
95th Queue (ft)	74	77	250	93
Link Distance (ft)	1489	1489	332	378
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Bill Kennedy Way & Glenwood Place

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	123	57	22
Average Queue (ft)	40	28	1
95th Queue (ft)	74	50	7
Link Distance (ft)	258	342	332
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: Glenwood Ave & Bill Kennedy Way

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	226	394	213
Average Queue (ft)	83	217	109
95th Queue (ft)	152	340	191
Link Distance (ft)	1148	1698	706
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 416

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	521	134	124	293	74	72	407	69	142	805	53
Future Volume (veh/h)	64	521	134	124	293	74	72	407	69	142	805	53
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	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	71	579	149	143	337	85	83	468	79	149	847	56
Adj No. of Lanes	0	2	0	1	2	0	1	1	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.87	0.87	0.87	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	348	174	173	1133	282	277	689	116	287	1494	99
Arrive On Green	0.29	0.29	0.29	0.07	0.40	0.40	0.04	0.44	0.44	0.04	0.44	0.44
Sat Flow, veh/h	4	1187	595	1774	2810	699	1774	1554	262	1774	3370	223
Grp Volume(v), veh/h	400	0	399	143	211	211	83	0	547	149	445	458
Grp Sat Flow(s),veh/h/ln	194	0	1592	1774	1770	1739	1774	0	1816	1774	1770	1823
Q Serve(g_s), s	35.8	0.0	35.4	8.1	12.1	12.4	3.8	0.0	36.0	5.5	28.0	28.0
Cycle Q Clear(g_c), s	35.8	0.0	35.4	8.1	12.1	12.4	3.8	0.0	36.0	5.5	28.0	28.0
Prop In Lane	0.18		0.37	1.00		0.40	1.00		0.14	1.00		0.12
Lane Grp Cap(c), veh/h	0	0	466	173	714	702	277	0	805	287	785	808
V/C Ratio(X)	0.00	0.00	0.85	0.83	0.30	0.30	0.30	0.00	0.68	0.52	0.57	0.57
Avail Cap(c_a), veh/h	0	0	466	190	714	702	277	0	805	287	785	808
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	50.1	38.2	30.3	30.5	24.0	0.0	33.3	32.7	31.0	31.1
Incr Delay (d2), s/veh	0.0	0.0	17.8	21.3	1.1	1.1	0.6	0.0	4.6	0.8	3.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	17.9	5.0	6.1	6.2	1.9	0.0	19.1	2.8	14.4	14.8
LnGrp Delay(d),s/veh	0.0	0.0	68.0	59.5	31.4	31.6	24.6	0.0	37.9	33.5	34.0	33.9
LnGrp LOS			E	E	C	C	C		D	C	C	C
Approach Vol, veh/h		799			565			630			1052	
Approach Delay, s/veh		33.9			38.6			36.1			33.9	
Approach LOS		C			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		66.0	12.0	72.0	16.6	49.4	12.0	72.0
Change Period (Y+Rc), s		6.0	7.0	6.0	6.5	6.0	6.5	6.0
Max Green Setting (Gmax), s		47.0	5.0	66.0	11.5	42.0	5.5	66.0
Max Q Clear Time (g_c+I1), s		14.4	7.5	38.0	10.1	37.8	5.8	30.0
Green Ext Time (p_c), s		21.0	0.0	15.3	0.0	3.7	0.0	17.4

Intersection Summary	
HCM 2010 Ctrl Delay	35.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	717	15	11	329	56	4	1	40	97	9	28
Future Volume (veh/h)	23	717	15	11	329	56	4	1	40	97	9	28
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	25	788	16	12	374	64	5	1	55	115	11	33
Adj No. of Lanes	0	2	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.73	0.73	0.73	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	2052	41	59	921	154	65	30	392	357	41	83
Arrive On Green	0.61	0.61	0.60	1.00	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	49	3383	68	16	1518	254	46	110	1435	1004	149	302
Grp Volume(v), veh/h	431	0	398	450	0	0	61	0	0	159	0	0
Grp Sat Flow(s),veh/h/ln	1816	0	1683	1789	0	0	1592	0	0	1455	0	0
Q Serve(g_s), s	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0
Cycle Q Clear(g_c), s	8.9	0.0	9.1	0.0	0.0	0.0	2.2	0.0	0.0	6.3	0.0	0.0
Prop In Lane	0.06		0.04	0.03		0.14	0.08		0.90	0.72		0.21
Lane Grp Cap(c), veh/h	1152	0	1021	1135	0	0	487	0	0	480	0	0
V/C Ratio(X)	0.37	0.00	0.39	0.40	0.00	0.00	0.13	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	1152	0	1021	1135	0	0	487	0	0	480	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.51	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.5	0.0	7.6	0.0	0.0	0.0	20.8	0.0	0.0	22.0	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	1.1	0.5	0.0	0.0	0.5	0.0	0.0	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	4.5	0.2	0.0	0.0	1.0	0.0	0.0	2.9	0.0	0.0
LnGrp Delay(d),s/veh	8.5	0.0	8.7	0.5	0.0	0.0	21.3	0.0	0.0	23.8	0.0	0.0
LnGrp LOS	A		A	A			C			C		
Approach Vol, veh/h		829			450			61			159	
Approach Delay, s/veh		8.6			0.5			21.3			23.8	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.0		25.0		50.0		25.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		45.0		20.0		45.0		20.0
Max Q Clear Time (g_c+I1), s		11.1		8.3		2.0		4.2
Green Ext Time (p_c), s		18.9		1.0		21.5		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	8.3
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	449	410	242	258	123	128
Future Volume (veh/h)	449	410	242	258	123	128
Number	2	12	1	6	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	1900	1900	1863	1863	1863
Adj Flow Rate, veh/h	478	436	260	277	135	141
Adj No. of Lanes	2	0	0	1	1	1
Peak Hour Factor	0.94	0.94	0.93	0.93	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1467	1312	408	404	191	171
Arrive On Green	1.00	1.00	0.83	0.83	0.11	0.11
Sat Flow, veh/h	1863	1583	449	488	1774	1583
Grp Volume(v), veh/h	478	436	537	0	135	141
Grp Sat Flow(s),veh/h/ln	1770	1583	937	0	1774	1583
Q Serve(g_s), s	0.0	0.0	32.7	0.0	11.0	13.1
Cycle Q Clear(g_c), s	0.0	0.0	33.4	0.0	11.0	13.1
Prop In Lane		1.00	0.48		1.00	1.00
Lane Grp Cap(c), veh/h	1467	1312	812	0	191	171
V/C Ratio(X)	0.33	0.33	0.66	0.00	0.71	0.83
Avail Cap(c_a), veh/h	1467	1312	812	0	302	269
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	4.9	0.0	64.6	65.5
Incr Delay (d2), s/veh	0.5	0.6	4.2	0.0	4.7	11.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	9.5	0.0	5.7	6.2
LnGrp Delay(d),s/veh	0.5	0.6	9.1	0.0	69.3	76.7
LnGrp LOS	A	A	A		E	E
Approach Vol, veh/h	914			537	276	
Approach Delay, s/veh	0.6			9.1	73.1	
Approach LOS	A			A	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		129.3		20.7		129.3		
Change Period (Y+Rc), s		5.5		5.0		5.5		
Max Green Setting (Gmax), s		114.5		25.0		114.5		
Max Q Clear Time (g_c+I1), s		2.0		15.1		35.4		
Green Ext Time (p_c), s		47.2		0.6		40.9		

Intersection Summary	
HCM 2010 Ctrl Delay	14.8
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	15	551	457	1	3	34
Future Vol, veh/h	15	551	457	1	3	34
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	95	95	91	91	39	39
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	580	502	1	8	87

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	503	0	-	0	825	503
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	322	-
Critical Hdwy	4.12	-	-	-	6.63	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.83	-
Follow-up Hdwy	2.218	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	1061	-	-	-	326	568
Stage 1	-	-	-	-	606	-
Stage 2	-	-	-	-	708	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1061	-	-	-	319	568
Mov Cap-2 Maneuver	-	-	-	-	319	-
Stage 1	-	-	-	-	606	-
Stage 2	-	-	-	-	692	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1061	-	-	-	534
HCM Lane V/C Ratio	0.015	-	-	-	0.178
HCM Control Delay (s)	8.4	0.1	-	-	13.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	19	559	3	2	399	2	39	1	23	2	0	26
Future Vol, veh/h	19	559	3	2	399	2	39	1	23	2	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	89	89	89	42	42	42	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	608	3	2	448	2	93	2	55	3	0	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	451	0	0	611	0	0	1122	1106	305	800	1106	449
Stage 1	-	-	-	-	-	-	651	651	-	454	454	-
Stage 2	-	-	-	-	-	-	471	455	-	346	652	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.33	6.53	6.93	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.218	-	-	2.22	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1109	-	-	964	-	-	172	210	692	289	210	609
Stage 1	-	-	-	-	-	-	425	464	-	585	568	-
Stage 2	-	-	-	-	-	-	572	568	-	644	463	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1109	-	-	964	-	-	158	203	692	257	203	609
Mov Cap-2 Maneuver	-	-	-	-	-	-	158	203	-	257	203	-
Stage 1	-	-	-	-	-	-	413	451	-	568	566	-
Stage 2	-	-	-	-	-	-	538	566	-	573	450	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	50	12
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	221	1109	-	-	964	-	-	555
HCM Lane V/C Ratio	0.679	0.019	-	-	0.002	-	-	0.067
HCM Control Delay (s)	50	8.3	0.1	-	8.7	0	-	12
HCM Lane LOS	F	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	4.3	0.1	-	-	0	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	492	24	21	347	19	1	5	7	22	29	7
Future Volume (veh/h)	16	492	24	21	347	19	1	5	7	22	29	7
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	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	17	518	25	25	408	22	3	15	21	25	33	8
Adj No. of Lanes	0	2	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.33	0.33	0.33	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	2016	96	547	1080	58	57	202	252	202	252	55
Arrive On Green	0.62	0.62	0.61	1.00	1.00	1.00	0.28	0.28	0.27	0.28	0.28	0.27
Sat Flow, veh/h	54	3269	156	860	1752	94	50	727	907	529	908	198
Grp Volume(v), veh/h	292	0	268	25	0	430	39	0	0	66	0	0
Grp Sat Flow(s),veh/h/ln	1811	0	1668	860	0	1846	1684	0	0	1636	0	0
Q Serve(g_s), s	0.0	0.0	6.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.4	0.0	6.6	6.9	0.0	0.0	1.5	0.0	0.0	2.4	0.0	0.0
Prop In Lane	0.06		0.09	1.00		0.05	0.08		0.54	0.38		0.12
Lane Grp Cap(c), veh/h	1159	0	1028	547	0	1138	511	0	0	509	0	0
V/C Ratio(X)	0.25	0.00	0.26	0.05	0.00	0.38	0.08	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	1159	0	1028	547	0	1138	511	0	0	509	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.67	0.00	0.67	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.8	0.0	7.9	0.4	0.0	0.0	24.1	0.0	0.0	24.4	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.6	0.1	0.0	0.6	0.3	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	3.2	0.1	0.0	0.2	0.8	0.0	0.0	1.3	0.0	0.0
LnGrp Delay(d),s/veh	8.4	0.0	8.5	0.5	0.0	0.6	24.4	0.0	0.0	24.9	0.0	0.0
LnGrp LOS	A		A	A		A	C			C		
Approach Vol, veh/h		560			455			39			66	
Approach Delay, s/veh		8.4			0.6			24.4			24.9	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0		30.0
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		55.0		24.5		55.0		24.5
Max Q Clear Time (g_c+I1), s		8.6		4.4		8.9		3.5
Green Ext Time (p_c), s		16.1		0.5		16.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	6.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	345	113	145	234	47	107	1269	108	58	1689	45
Future Volume (veh/h)	46	345	113	145	234	47	107	1269	108	58	1689	45
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	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	48	363	119	167	269	54	110	1308	111	59	1723	46
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.87	0.87	0.87	0.97	0.97	0.97	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	291	165	43	336	71	174	2079	176	237	2189	58
Arrive On Green	0.49	0.49	0.49	0.25	0.25	0.24	0.04	0.63	0.63	0.03	0.62	0.62
Sat Flow, veh/h	4	1177	668	19	1361	287	1774	3304	280	1774	3522	94
Grp Volume(v), veh/h	249	0	281	180	0	310	110	699	720	59	863	906
Grp Sat Flow(s),veh/h/ln	270	0	1579	20	0	1646	1774	1770	1813	1774	1770	1846
Q Serve(g_s), s	24.0	0.0	25.2	35.2	0.0	31.4	4.1	43.6	44.0	2.2	64.9	65.6
Cycle Q Clear(g_c), s	24.0	0.0	25.2	35.2	0.0	31.4	4.1	43.6	44.0	2.2	64.9	65.6
Prop In Lane	0.19		0.42	0.93		0.17	1.00		0.15	1.00		0.05
Lane Grp Cap(c), veh/h	0	0	390	0	0	407	174	1113	1141	237	1100	1148
V/C Ratio(X)	0.00	0.00	0.72	0.00	0.00	0.76	0.63	0.63	0.63	0.25	0.78	0.79
Avail Cap(c_a), veh/h	0	0	390	0	0	407	336	1113	1141	293	1100	1148
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)	0.97	0.00	0.97	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	40.8	0.0	0.0	62.9	31.5	20.4	20.6	17.3	25.2	25.3
Incr Delay (d2), s/veh	0.0	0.0	10.6	0.0	0.0	12.6	1.4	2.7	2.7	0.2	5.6	5.6
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	0.0	0.0	12.1	0.0	0.0	15.7	3.4	22.0	22.9	1.1	33.4	35.0
LnGrp Delay(d),s/veh	0.0	0.0	51.4	0.0	0.0	75.4	32.9	23.1	23.2	17.5	30.8	30.9
LnGrp LOS			D			E	C	C	C	B	C	C
Approach Vol, veh/h		530			490			1529			1828	
Approach Delay, s/veh		27.3			47.7			23.9			30.4	
Approach LOS		C			D			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	12.6	117.4		50.0	11.2	118.8		50.0
Change Period (Y+Rc), s	6.5	6.0		6.0	6.5	6.0		6.0
Max Green Setting (Gmax), s	7.5	82.0		44.0	10.5	94.0		42.0
Max Q Clear Time (g_c+I1), s	6.1	67.6		37.2	4.2	46.0		27.2
Green Ext Time (p_c), s	0.1	14.3		3.9	0.0	47.0		6.7

Intersection Summary	
HCM 2010 Ctrl Delay	29.7
HCM 2010 LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	252	270	443	204
Future Volume (veh/h)	0	0	252	270	443	204
Number			5	2	6	16
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)			1.00			1.00
Parking Bus, Adj			1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln			1863	1863	1863	1900
Adj Flow Rate, veh/h			280	300	487	224
Adj No. of Lanes			1	1	1	0
Peak Hour Factor			0.90	0.90	0.91	0.91
Percent Heavy Veh, %			2	2	2	2
Cap, veh/h			720	1751	983	452
Arrive On Green			0.07	0.94	0.81	0.81
Sat Flow, veh/h			1774	1863	1209	556
Grp Volume(v), veh/h			280	300	0	711
Grp Sat Flow(s),veh/h/ln			1774	1863	0	1765
Q Serve(g_s), s			1.3	0.9	0.0	9.4
Cycle Q Clear(g_c), s			1.3	0.9	0.0	9.4
Prop In Lane			1.00			0.32
Lane Grp Cap(c), veh/h			720	1751	0	1436
V/C Ratio(X)			0.39	0.17	0.00	0.50
Avail Cap(c_a), veh/h			1016	1751	0	1436
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			0.87	0.87	0.00	1.00
Uniform Delay (d), s/veh			1.8	0.2	0.0	2.2
Incr Delay (d2), s/veh			0.3	0.2	0.0	1.2
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			1.4	0.5	0.0	4.8
LnGrp Delay(d),s/veh			2.1	0.3	0.0	3.4
LnGrp LOS			A	A		A
Approach Vol, veh/h				580	711	
Approach Delay, s/veh				1.2	3.4	
Approach LOS				A	A	

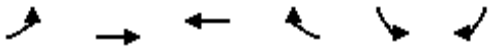
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		
Phs Duration (G+Y+Rc), s		75.0			9.5	65.5		
Change Period (Y+Rc), s		4.5			4.5	4.5		
Max Green Setting (Gmax), s		70.5			17.5	48.5		
Max Q Clear Time (g_c+I1), s		2.9			3.3	11.4		
Green Ext Time (p_c), s		8.8			0.7	8.3		

Intersection Summary	
HCM 2010 Ctrl Delay	2.4
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	97	389	0	421	422	0
Future Volume (veh/h)	97	389	0	421	422	0
Number	3	18	5	2	6	16
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	0	1863	1863	0
Adj Flow Rate, veh/h	111	447	0	501	440	0
Adj No. of Lanes	1	1	0	1	1	0
Peak Hour Factor	0.87	0.87	0.84	0.84	0.96	0.96
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	731	653	0	910	910	0
Arrive On Green	0.41	0.41	0.00	0.49	0.49	0.00
Sat Flow, veh/h	1774	1583	0	1863	1863	0
Grp Volume(v), veh/h	111	447	0	501	440	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1863	1863	0
Q Serve(g_s), s	2.6	15.1	0.0	12.3	10.4	0.0
Cycle Q Clear(g_c), s	2.6	15.1	0.0	12.3	10.4	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	731	653	0	910	910	0
V/C Ratio(X)	0.15	0.68	0.00	0.55	0.48	0.00
Avail Cap(c_a), veh/h	758	677	0	924	924	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.1	15.8	0.0	11.7	11.2	0.0
Incr Delay (d2), s/veh	0.1	2.7	0.0	1.2	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	7.1	0.0	6.6	5.5	0.0
LnGrp Delay(d),s/veh	12.2	18.5	0.0	12.9	12.1	0.0
LnGrp LOS	B	B		B	B	
Approach Vol, veh/h	558			501	440	
Approach Delay, s/veh	17.3			12.9	12.1	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		35.5				35.5		30.0
Change Period (Y+Rc), s		5.5				5.5		5.0
Max Green Setting (Gmax), s		30.5				30.5		26.0
Max Q Clear Time (g_c+I1), s		14.3				12.4		17.1
Green Ext Time (p_c), s		8.9				9.7		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	14.3
HCM 2010 LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	106	149	97	96	325	125
Future Volume (vph)	106	149	97	96	325	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5	
Lane Util. Factor		1.00	1.00		1.00	
Frt		1.00	0.93		0.96	
Flt Protected		0.98	1.00		0.97	
Satd. Flow (prot)		1825	1738		1730	
Flt Permitted		0.74	1.00		0.97	
Satd. Flow (perm)		1381	1738		1730	
Peak-hour factor, PHF	0.79	0.79	0.89	0.89	0.94	0.94
Adj. Flow (vph)	134	189	109	108	346	133
RTOR Reduction (vph)	0	0	34	0	14	0
Lane Group Flow (vph)	0	323	183	0	465	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases	6					
Actuated Green, G (s)		57.5	39.8		31.5	
Effective Green, g (s)		59.5	41.8		33.5	
Actuated g/C Ratio		0.60	0.42		0.34	
Clearance Time (s)		5.5	5.5		5.5	
Vehicle Extension (s)		5.0	5.0		3.0	
Lane Grp Cap (vph)		886	726		579	
v/s Ratio Prot		c0.05	0.11		c0.27	
v/s Ratio Perm		c0.16				
v/c Ratio		0.36	0.25		0.80	
Uniform Delay, d1		10.5	18.9		30.3	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.1	0.8		11.3	
Delay (s)		10.6	19.8		41.5	
Level of Service		B	B		D	
Approach Delay (s)		10.6	19.8		41.5	
Approach LOS		B	B		D	

Intersection Summary			
HCM 2000 Control Delay	27.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection: 1: Boulevard SE & Memorial Dr

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	LT	TR	L	T	TR	L	TR	L	T	TR
Maximum Queue (ft)	392	395	150	240	301	94	466	250	376	366
Average Queue (ft)	268	275	103	142	162	40	244	116	228	204
95th Queue (ft)	381	382	170	203	236	82	400	249	316	294
Link Distance (ft)	1995	1995		1739	1739	1226	1226		834	834
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			75					150		
Storage Blk Time (%)			24	43				3	23	
Queuing Penalty (veh)			35	54				10	33	

Intersection: 2: Chester Ave & Memorial Dr

Movement	EB	EB	WB	NB	SB
Directions Served	LT	TR	LTR	LTR	LTR
Maximum Queue (ft)	116	132	244	74	181
Average Queue (ft)	38	81	151	27	76
95th Queue (ft)	83	131	232	63	134
Link Distance (ft)	873	873	230	750	874
Upstream Blk Time (%)			2		
Queuing Penalty (veh)			8		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Bill Kennedy Way & Memorial Dr

Movement	EB	EB	WB	NB	NB
Directions Served	T	TR	LT	L	R
Maximum Queue (ft)	125	180	397	242	200
Average Queue (ft)	55	98	290	107	55
95th Queue (ft)	121	166	467	189	125
Link Distance (ft)	230	230	380	399	
Upstream Blk Time (%)			15		
Queuing Penalty (veh)			75		
Storage Bay Dist (ft)					65
Storage Blk Time (%)				35	1
Queuing Penalty (veh)				45	1

Intersection: 4: Memorial Dr & Holtzclaw St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	51	268	178
Average Queue (ft)	4	61	33
95th Queue (ft)	23	210	97
Link Distance (ft)	380	258	883
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Gibson St & Memorial Dr

Movement	EB	WB	NB	SB
Directions Served	LT	LTR	LTR	LTR
Maximum Queue (ft)	51	98	74	68
Average Queue (ft)	8	3	34	22
95th Queue (ft)	32	32	58	50
Link Distance (ft)	258	349	596	1252
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Flat Shoals Ave & Memorial Dr

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	L	TR	LTR	LTR
Maximum Queue (ft)	63	140	39	121	28	92
Average Queue (ft)	34	56	9	58	7	35
95th Queue (ft)	63	109	30	112	26	75
Link Distance (ft)	1157	1157	271	271	402	828
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: Moreland Ave & Memorial Dr

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	TR	LT	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	246	276	394	352	133	493	559	742	779	766
Average Queue (ft)	170	188	217	225	68	351	314	195	674	615
95th Queue (ft)	228	245	361	340	120	465	457	673	826	781
Link Distance (ft)	271	271	874	874	958	958	958	727	727	727
Upstream Blk Time (%)		0						2	13	5
Queuing Penalty (veh)		0						0	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 9: Bill Kennedy Way & WB I-20 On-Ramp

Movement	NB	SB
Directions Served	L	TR
Maximum Queue (ft)	149	154
Average Queue (ft)	70	57
95th Queue (ft)	111	139
Link Distance (ft)	378	401
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Bill Kennedy Way & EB I-20 Off-Ramp

Movement	EB	EB	NB	SB
Directions Served	L	R	T	T
Maximum Queue (ft)	96	240	181	156
Average Queue (ft)	42	89	117	105
95th Queue (ft)	89	168	162	150
Link Distance (ft)	1489	1489	332	378
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Bill Kennedy Way & Glenwood Place

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	245	180	22
Average Queue (ft)	115	57	3
95th Queue (ft)	204	112	15
Link Distance (ft)	380	437	332
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: Glenwood Ave & Bill Kennedy Way

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	137	138	546
Average Queue (ft)	76	72	227
95th Queue (ft)	124	124	421
Link Distance (ft)	1148	1698	707
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 263

Arterial Level of Service: NB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
EB I-20 Off-Ramp	III	35	26.4	21.4	47.8	0.22	16.6	D
WB I-20 On-Ramp	III	35	10.7	0.4	11.1	0.08	25.8	B
Memorial Dr	III	35	21.0	72.7	93.7	0.18	6.7	F
Total	III		58.1	94.5	152.6	0.47	11.2	E

Arterial Level of Service: SB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
WB I-20 On-Ramp	III	35	21.0	1.6	22.6	0.18	27.9	B
EB I-20 Off-Ramp	III	35	10.7	11.1	21.8	0.08	13.1	E
Glenwood Ave	III	35	26.4	16.3	42.7	0.22	18.6	C
Total	III		58.1	29.0	87.1	0.47	19.6	C

Arterial Level of Service: EB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Boulevard SE	III	35	46.4	37.1	83.5	0.39	16.7	D
Chester Ave	III	35	62.1	4.4	66.5	0.52	28.0	B
Bill Kennedy Way	III	35	8.0	22.3	30.3	0.06	6.6	F
Flat Shoals Ave	III	35	54.3	8.7	63.0	0.45	25.9	B
Moreland Ave	III	35	10.3	54.6	64.9	0.07	3.9	F
Total	III		181.1	127.1	308.2	1.48	17.3	D

Arterial Level of Service: WB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Moreland Ave	III	35	22.3	54.6	76.9	0.17	8.2	F
Flat Shoals Ave	III	35	10.3	9.7	20.0	0.07	12.8	E
Bill Kennedy Way	III	35	54.3	14.6	68.9	0.45	23.7	C
Chester Ave	III	35	8.0	7.3	15.3	0.06	13.1	E
Boulevard SE	III	35	62.1	85.7	147.8	0.52	12.6	E
Total	III		157.0	171.9	328.9	1.27	13.9	E

Arterial Level of Service: NB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
EB I-20 Off-Ramp	III	35	26.4	14.6	41.0	0.22	19.3	C
WB I-20 On-Ramp	III	35	10.7	0.2	10.9	0.08	26.3	B
Memorial Dr	III	35	21.0	78.9	99.9	0.18	6.3	F
Total	III		58.1	93.7	151.8	0.47	11.3	E

Arterial Level of Service: SB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
WB I-20 On-Ramp	III	35	21.0	2.6	23.6	0.18	26.7	B
EB I-20 Off-Ramp	III	35	10.7	13.4	24.1	0.08	11.9	E
Glenwood Ave	III	35	26.4	41.2	67.6	0.22	11.7	E
Total	III		58.1	57.2	115.3	0.47	14.8	D

Arterial Level of Service: EB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Boulevard SE	III	35	46.4	48.4	94.8	0.39	14.7	D
Chester Ave	III	35	62.1	9.6	71.7	0.52	26.0	B
Bill Kennedy Way	III	35	8.0	1.2	9.2	0.06	21.7	C
Flat Shoals Ave	III	35	54.3	8.2	62.5	0.45	26.1	B
Moreland Ave	III	35	10.3	49.5	59.8	0.07	4.3	F
Total	III		181.1	116.9	298.0	1.48	17.9	D

Arterial Level of Service: WB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Moreland Ave	III	35	22.3	56.3	78.6	0.17	8.0	F
Flat Shoals Ave	III	35	10.3	10.7	21.0	0.07	12.2	E
Bill Kennedy Way	III	35	54.3	21.8	76.1	0.45	21.4	C
Chester Ave	III	35	8.0	12.1	20.1	0.06	9.9	F
Boulevard SE	III	35	62.1	49.6	111.7	0.52	16.7	D
Total	III		157.0	150.5	307.5	1.27	14.9	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	240	26	54	772	232	387	806	28	51	179	60
Future Volume (veh/h)	108	240	26	54	772	232	387	806	28	51	179	60
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	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	117	261	28	57	813	244	412	857	30	53	185	62
Adj No. of Lanes	0	2	0	1	2	0	1	1	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.94	0.94	0.94	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	468	50	113	1039	312	663	829	29	107	864	281
Arrive On Green	0.31	0.31	0.31	0.04	0.39	0.38	0.17	0.46	0.46	0.03	0.33	0.33
Sat Flow, veh/h	19	1507	162	1774	2685	805	1774	1789	63	1774	2628	854
Grp Volume(v), veh/h	117	0	289	57	536	521	412	0	887	53	123	124
Grp Sat Flow(s),veh/h/ln	19	0	1668	1774	1770	1721	1774	0	1852	1774	1770	1712
Q Serve(g_s), s	35.8	0.0	21.7	3.5	39.9	40.0	22.1	0.0	69.5	2.9	7.5	7.9
Cycle Q Clear(g_c), s	35.8	0.0	21.7	3.5	39.9	40.0	22.1	0.0	69.5	2.9	7.5	7.9
Prop In Lane	1.00		0.10	1.00		0.47	1.00		0.03	1.00		0.50
Lane Grp Cap(c), veh/h	0	0	518	113	685	666	663	0	858	107	582	563
V/C Ratio(X)	0.00	0.00	0.56	0.51	0.78	0.78	0.62	0.00	1.03	0.50	0.21	0.22
Avail Cap(c_a), veh/h	0	0	518	154	685	666	785	0	858	137	582	563
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	43.1	42.7	40.4	40.5	23.7	0.0	40.3	39.6	36.3	36.5
Incr Delay (d2), s/veh	0.0	0.0	4.3	1.3	8.7	8.9	1.1	0.0	39.8	1.3	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	10.6	1.7	21.1	20.6	11.0	0.0	45.0	1.5	3.8	3.9
LnGrp Delay(d),s/veh	0.0	0.0	47.4	44.1	49.1	49.5	24.8	0.0	80.0	40.9	37.1	37.4
LnGrp LOS			D	D	D	D	C		F	D	D	D
Approach Vol, veh/h		406			1114			1299			300	
Approach Delay, s/veh		33.8			49.0			62.5			37.9	
Approach LOS		C			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		63.5	11.5	75.0	11.5	52.1	31.6	54.8
Change Period (Y+Rc), s		6.0	7.0	6.0	6.5	6.0	6.5	6.0
Max Green Setting (Gmax), s		40.0	7.0	69.0	8.5	40.0	35.5	41.0
Max Q Clear Time (g_c+I1), s		42.0	4.9	71.5	5.5	37.8	24.1	9.9
Green Ext Time (p_c), s		0.0	0.0	0.0	0.0	2.1	1.0	14.0

Intersection Summary	
HCM 2010 Ctrl Delay	51.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	308	4	66	1191	85	22	6	25	30	5	29
Future Volume (veh/h)	8	308	4	66	1191	85	22	6	25	30	5	29
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	9	342	4	69	1254	89	29	8	32	48	8	46
Adj No. of Lanes	0	1	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.95	0.95	0.95	0.77	0.77	0.77	0.63	0.63	0.63
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	1173	13	131	2039	143	186	66	159	204	51	151
Arrive On Green	0.66	0.66	0.65	1.00	1.00	1.00	0.22	0.22	0.21	0.22	0.22	0.21
Sat Flow, veh/h	13	1778	20	118	3089	217	535	300	722	607	230	687
Grp Volume(v), veh/h	355	0	0	732	0	680	69	0	0	102	0	0
Grp Sat Flow(s),veh/h/ln	1811	0	0	1767	0	1657	1558	0	0	1524	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear(g_c), s	6.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	3.9	0.0	0.0
Prop In Lane	0.03		0.01	0.09		0.13	0.42		0.46	0.47		0.45
Lane Grp Cap(c), veh/h	1245	0	0	1219	0	1093	411	0	0	406	0	0
V/C Ratio(X)	0.29	0.00	0.00	0.60	0.00	0.62	0.17	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	1245	0	0	1219	0	1093	411	0	0	406	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.63	0.00	0.63	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.4	0.0	0.0	0.0	0.0	0.0	23.9	0.0	0.0	24.4	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	1.4	0.0	1.7	0.9	0.0	0.0	1.5	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	3.3	0.0	0.0	0.5	0.0	0.5	1.3	0.0	0.0	1.9	0.0	0.0
LnGrp Delay(d),s/veh	5.9	0.0	0.0	1.4	0.0	1.7	24.7	0.0	0.0	25.9	0.0	0.0
LnGrp LOS	A			A		A	C			C		
Approach Vol, veh/h		355			1412			69			102	
Approach Delay, s/veh		5.9			1.5			24.7			25.9	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		54.0		21.0		54.0		21.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		49.0		16.0		49.0		16.0
Max Q Clear Time (g_c+I1), s		8.0		5.9		2.0		4.5
Green Ext Time (p_c), s		31.0		0.6		34.4		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	4.5
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	254	110	116	940	399	136
Future Volume (veh/h)	254	110	116	940	399	136
Number	2	12	1	6	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	1900	1900	1863	1863	1863
Adj Flow Rate, veh/h	306	133	129	1044	429	146
Adj No. of Lanes	1	0	0	2	1	1
Peak Hour Factor	0.83	0.83	0.90	0.90	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	833	362	253	1907	463	413
Arrive On Green	1.00	1.00	1.00	1.00	0.26	0.26
Sat Flow, veh/h	1233	536	331	2907	1774	1583
Grp Volume(v), veh/h	0	439	578	595	429	146
Grp Sat Flow(s),veh/h/ln	0	1768	1542	1610	1774	1583
Q Serve(g_s), s	0.0	0.0	0.0	0.0	35.4	11.3
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	35.4	11.3
Prop In Lane		0.30	0.22		1.00	1.00
Lane Grp Cap(c), veh/h	0	1195	1072	1089	463	413
V/C Ratio(X)	0.00	0.37	0.54	0.55	0.93	0.35
Avail Cap(c_a), veh/h	0	1195	1072	1089	538	480
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.88	0.88	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	54.1	45.2
Incr Delay (d2), s/veh	0.0	0.8	1.7	1.7	20.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.5	0.5	19.9	5.0
LnGrp Delay(d),s/veh	0.0	0.8	1.7	1.7	74.8	45.7
LnGrp LOS		A	A	A	E	D
Approach Vol, veh/h	439			1173	575	
Approach Delay, s/veh	0.8			1.7	67.4	
Approach LOS	A			A	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		106.4		43.6		106.4		
Change Period (Y+Rc), s		5.5		5.0		5.5		
Max Green Setting (Gmax), s		94.5		45.0		94.5		
Max Q Clear Time (g_c+I1), s		2.0		37.4		2.0		
Green Ext Time (p_c), s		44.6		1.2		44.6		

Intersection Summary	
HCM 2010 Ctrl Delay	18.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	332	44	76	947	1	79	3	41	2	5	18
Future Volume (veh/h)	13	332	44	76	947	1	79	3	41	2	5	18
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	14	369	48	83	1041	1	86	3	45	3	5	25
Adj No. of Lanes	0	1	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.92	0.92	0.91	0.91	0.92	0.92	0.92	0.71	0.92	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	1191	151	202	2427	2	183	12	59	59	40	146
Arrive On Green	1.00	1.00	1.00	0.76	0.76	0.76	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	20	1561	198	193	3182	3	893	103	503	56	345	1250
Grp Volume(v), veh/h	431	0	0	563	0	562	134	0	0	33	0	0
Grp Sat Flow(s),veh/h/ln	1779	0	0	1683	0	1695	1499	0	0	1650	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	8.8	5.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.7	0.0	8.8	6.4	0.0	0.0	1.4	0.0	0.0
Prop In Lane	0.03		0.11	0.15		0.00	0.64		0.34	0.09		0.76
Lane Grp Cap(c), veh/h	1406	0	0	1339	0	1293	254	0	0	246	0	0
V/C Ratio(X)	0.31	0.00	0.00	0.42	0.00	0.43	0.53	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	1406	0	0	1339	0	1293	461	0	0	474	0	0
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)	0.94	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	3.0	0.0	3.2	31.9	0.0	0.0	29.8	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.0	0.0	1.1	1.7	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	4.3	0.0	4.4	2.8	0.0	0.0	0.6	0.0	0.0
LnGrp Delay(d),s/veh	0.5	0.0	0.0	4.0	0.0	4.2	33.6	0.0	0.0	30.1	0.0	0.0
LnGrp LOS	A			A		A	C			C		
Approach Vol, veh/h		431			1125			134			33	
Approach Delay, s/veh		0.5			4.1			33.6			30.1	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		61.7		13.3		61.7		13.3
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		46.5		19.5		46.5		19.5
Max Q Clear Time (g_c+I1), s		2.0		3.4		10.8		8.4
Green Ext Time (p_c), s		14.7		0.8		13.8		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	6.0
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	33	321	20	12	1002	12	13	0	33	3	0	17
Future Vol, veh/h	33	321	20	12	1002	12	13	0	33	3	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	92	92	92	33	33	33	53	53	53
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	361	22	13	1089	13	39	0	100	6	0	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1102	0	0	383	0	0	1017	1574	372	1618	1579	551
Stage 1	-	-	-	-	-	-	446	446	-	1122	1122	-
Stage 2	-	-	-	-	-	-	571	1128	-	496	457	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.22	-	-	2.218	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	629	-	-	1175	-	-	204	109	673	76	109	479
Stage 1	-	-	-	-	-	-	591	573	-	220	280	-
Stage 2	-	-	-	-	-	-	474	278	-	555	567	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	629	-	-	1175	-	-	176	98	673	60	98	479
Mov Cap-2 Maneuver	-	-	-	-	-	-	176	98	-	60	98	-
Stage 1	-	-	-	-	-	-	547	530	-	204	272	-
Stage 2	-	-	-	-	-	-	429	270	-	437	524	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.2	20.2	23.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	374	629	-	-	1175	-	-	234
HCM Lane V/C Ratio	0.373	0.059	-	-	0.011	-	-	0.161
HCM Control Delay (s)	20.2	11.1	0	-	8.1	0.1	-	23.3
HCM Lane LOS	C	B	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.7	0.2	-	-	0	-	-	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	305	15	3	973	42	2	2	4	11	2	11
Future Volume (veh/h)	21	305	15	3	973	42	2	2	4	11	2	11
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	328	16	3	1106	48	3	3	6	16	3	16
Adj No. of Lanes	0	1	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.67	0.67	0.67	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	967	46	41	2086	90	134	140	224	232	57	195
Arrive On Green	0.62	0.62	0.61	0.41	0.41	0.41	0.28	0.28	0.27	0.28	0.28	0.27
Sat Flow, veh/h	54	1568	74	2	3383	146	304	504	808	626	206	701
Grp Volume(v), veh/h	367	0	0	610	0	547	12	0	0	35	0	0
Grp Sat Flow(s),veh/h/ln	1696	0	0	1861	0	1669	1616	0	0	1532	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.6	0.0	0.0	22.2	0.0	22.2	0.5	0.0	0.0	1.4	0.0	0.0
Prop In Lane	0.06		0.04	0.00		0.09	0.25		0.50	0.46		0.46
Lane Grp Cap(c), veh/h	1088	0	0	1188	0	1029	499	0	0	484	0	0
V/C Ratio(X)	0.34	0.00	0.00	0.51	0.00	0.53	0.02	0.00	0.00	0.07	0.00	0.00
Avail Cap(c_a), veh/h	1088	0	0	1188	0	1029	499	0	0	484	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.22	0.00	0.22	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.3	0.0	0.0	16.6	0.0	16.6	23.7	0.0	0.0	24.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.4	0.0	0.4	0.1	0.0	0.0	0.3	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	4.5	0.0	0.0	11.5	0.0	10.3	0.2	0.0	0.0	0.7	0.0	0.0
LnGrp Delay(d),s/veh	9.1	0.0	0.0	17.0	0.0	17.1	23.8	0.0	0.0	24.3	0.0	0.0
LnGrp LOS	A			B		B	C			C		
Approach Vol, veh/h		367			1157			12			35	
Approach Delay, s/veh		9.1			17.0			23.8			24.3	
Approach LOS		A			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0		30.0
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		55.0		24.5		55.0		24.5
Max Q Clear Time (g_c+I1), s		10.6		3.4		24.2		2.5
Green Ext Time (p_c), s		27.7		0.2		21.6		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	146	68	62	544	47	366	2029	49	20	498	91
Future Volume (veh/h)	47	146	68	62	544	47	366	2029	49	20	498	91
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	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	56	174	81	65	567	49	389	2159	52	23	579	106
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.84	0.84	0.84	0.96	0.96	0.96	0.94	0.94	0.94	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	277	163	25	393	57	553	2249	54	89	1686	308
Arrive On Green	0.08	0.08	0.08	0.25	0.25	0.24	0.09	0.64	0.63	0.02	0.56	0.56
Sat Flow, veh/h	100	1120	657	4	1591	232	1774	3533	85	1774	2990	546
Grp Volume(v), veh/h	116	0	195	331	0	350	389	1077	1134	23	342	343
Grp Sat Flow(s),veh/h/ln	299	0	1579	171	0	1656	1774	1770	1848	1774	1770	1766
Q Serve(g_s), s	8.1	0.0	21.2	35.1	0.0	36.4	16.7	101.8	103.9	1.0	18.8	18.9
Cycle Q Clear(g_c), s	44.5	0.0	21.2	35.1	0.0	36.4	16.7	101.8	103.9	1.0	18.8	18.9
Prop In Lane	0.48		0.42	0.20		0.14	1.00		0.05	1.00		0.31
Lane Grp Cap(c), veh/h	103	0	390	0	0	409	553	1126	1176	89	998	996
V/C Ratio(X)	1.13	0.00	0.50	0.00	0.00	0.86	0.70	0.96	0.96	0.26	0.34	0.34
Avail Cap(c_a), veh/h	103	0	390	0	0	409	553	1126	1176	149	998	996
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)	0.94	0.00	0.94	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	93.5	0.0	72.0	0.0	0.0	64.7	15.1	30.4	30.8	41.9	21.2	21.3
Incr Delay (d2), s/veh	123.6	0.0	4.2	0.0	0.0	20.0	4.0	18.2	18.9	1.5	0.9	0.9
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	8.7	0.0	9.8	0.0	0.0	18.9	8.7	55.1	58.8	0.7	9.5	9.5
LnGrp Delay(d),s/veh	217.1	0.0	76.2	0.0	0.0	84.7	19.1	48.5	49.7	43.4	22.2	22.2
LnGrp LOS	F		E			F	B	D	D	D	C	C
Approach Vol, veh/h		311			681			2600			708	
Approach Delay, s/veh		129.0			43.6			44.6			22.9	
Approach LOS		F			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	23.0	107.0		50.0	9.9	120.1		50.0
Change Period (Y+Rc), s	6.5	6.0		6.0	6.5	6.0		6.0
Max Green Setting (Gmax), s	16.5	101.0		44.0	9.5	108.0		27.0
Max Q Clear Time (g_c+I1), s	10.7	20.9		38.4	3.0	105.9		46.5
Green Ext Time (p_c), s	0.0	58.0		2.9	0.0	2.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	47.0
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	3	3	531	74	15	198
Future Vol, veh/h	3	3	531	74	15	198
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	3	577	80	16	215

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	865	617	0	0	658	0
Stage 1	617	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	324	490	-	-	930	-
Stage 1	538	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	318	490	-	-	930	-
Mov Cap-2 Maneuver	318	-	-	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	777	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	386	930	-
HCM Lane V/C Ratio	-	-	0.017	0.018	-
HCM Control Delay (s)	-	-	14.5	8.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	43	66	24	216	581	0	0	131	59
Future Volume (veh/h)	0	0	0	43	66	24	216	581	0	0	131	59
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				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
Parking Bus, Adj				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	1863	1863	0	0	1863	1900
Adj Flow Rate, veh/h				47	72	26	235	632	0	0	182	82
Adj No. of Lanes				0	1	0	1	1	0	0	1	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.72	0.72
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				62	95	34	864	1439	0	0	781	352
Arrive On Green				0.11	0.11	0.11	0.07	0.77	0.00	0.00	0.64	0.64
Sat Flow, veh/h				576	883	319	1774	1863	0	0	1217	549
Grp Volume(v), veh/h				145	0	0	235	632	0	0	0	264
Grp Sat Flow(s),veh/h/ln				1778	0	0	1774	1863	0	0	0	1766
Q Serve(g_s), s				5.9	0.0	0.0	3.0	8.8	0.0	0.0	0.0	4.7
Cycle Q Clear(g_c), s				5.9	0.0	0.0	3.0	8.8	0.0	0.0	0.0	4.7
Prop In Lane				0.32		0.18	1.00		0.00	0.00		0.31
Lane Grp Cap(c), veh/h				191	0	0	864	1439	0	0	0	1132
V/C Ratio(X)				0.76	0.00	0.00	0.27	0.44	0.00	0.00	0.00	0.23
Avail Cap(c_a), veh/h				462	0	0	1034	1439	0	0	0	1132
HCM Platoon Ratio				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	0.00	0.68	0.68	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				32.5	0.0	0.0	3.3	2.9	0.0	0.0	0.0	5.7
Incr Delay (d2), s/veh				6.0	0.0	0.0	0.1	0.7	0.0	0.0	0.0	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.2	0.0	0.0	1.4	4.7	0.0	0.0	0.0	2.4
LnGrp Delay(d),s/veh				38.5	0.0	0.0	3.4	3.6	0.0	0.0	0.0	6.2
LnGrp LOS				D			A	A				A
Approach Vol, veh/h					145			867			264	
Approach Delay, s/veh					38.5			3.6			6.2	
Approach LOS					D			A			A	

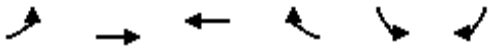
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		62.4			9.8	52.6		12.6
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		46.5			12.5	29.5		19.5
Max Q Clear Time (g_c+I1), s		10.8			5.0	6.7		7.9
Green Ext Time (p_c), s		6.7			0.4	6.1		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	8.1
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	168	225	0	620	187	0
Future Volume (veh/h)	168	225	0	620	187	0
Number	3	18	5	2	6	16
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	0	1863	1863	0
Adj Flow Rate, veh/h	205	274	0	705	263	0
Adj No. of Lanes	1	1	0	1	1	0
Peak Hour Factor	0.82	0.82	0.88	0.88	0.71	0.71
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	715	638	0	890	890	0
Arrive On Green	0.40	0.40	0.00	0.48	0.48	0.00
Sat Flow, veh/h	1774	1583	0	1863	1863	0
Grp Volume(v), veh/h	205	274	0	705	263	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1863	1863	0
Q Serve(g_s), s	5.2	8.4	0.0	21.3	5.8	0.0
Cycle Q Clear(g_c), s	5.2	8.4	0.0	21.3	5.8	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	715	638	0	890	890	0
V/C Ratio(X)	0.29	0.43	0.00	0.79	0.30	0.00
Avail Cap(c_a), veh/h	715	638	0	890	890	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.5	14.4	0.0	14.7	10.6	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.0	4.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	3.7	0.0	11.9	2.9	0.0
LnGrp Delay(d),s/veh	13.6	14.6	0.0	19.3	10.7	0.0
LnGrp LOS	B	B		B	B	
Approach Vol, veh/h	479			705	263	
Approach Delay, s/veh	14.2			19.3	10.7	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		36.0				36.0		31.0
Change Period (Y+Rc), s		6.0				6.0		6.0
Max Green Setting (Gmax), s		30.0				30.0		25.0
Max Q Clear Time (g_c+I1), s		23.3				7.8		10.4
Green Ext Time (p_c), s		0.8				0.9		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	16.0
HCM 2010 LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	130	114	267	288	102	207
Future Volume (vph)	130	114	267	288	102	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5	
Lane Util. Factor		1.00	1.00		1.00	
Frt		1.00	0.93		0.91	
Flt Protected		0.97	1.00		0.98	
Satd. Flow (prot)		1814	1732		1667	
Flt Permitted		0.08	1.00		0.98	
Satd. Flow (perm)		152	1732		1667	
Peak-hour factor, PHF	0.61	0.61	0.90	0.90	0.85	0.85
Adj. Flow (vph)	213	187	297	320	120	244
RTOR Reduction (vph)	0	0	39	0	73	0
Lane Group Flow (vph)	0	400	578	0	291	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases	6					
Actuated Green, G (s)		52.5	32.5		36.5	
Effective Green, g (s)		54.5	34.5		38.5	
Actuated g/C Ratio		0.54	0.34		0.38	
Clearance Time (s)		5.5	5.5		5.5	
Vehicle Extension (s)		5.0	5.0		3.0	
Lane Grp Cap (vph)		365	597		641	
v/s Ratio Prot		c0.19	0.33		c0.17	
v/s Ratio Perm		c0.41				
v/c Ratio		1.10	0.97		0.45	
Uniform Delay, d1		22.8	32.2		22.9	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		75.4	29.9		2.3	
Delay (s)		98.2	62.1		25.2	
Level of Service		F	E		C	
Approach Delay (s)		98.2	62.1		25.2	
Approach LOS		F	E		C	

Intersection Summary			
HCM 2000 Control Delay	62.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	80.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection: 1: Boulevard SE & Memorial Dr

Movement	EB	EB	WB	WB	WB	B29	B29	NB	NB	SB	SB	SB
Directions Served	LT	TR	L	T	TR	T	T	L	TR	L	T	TR
Maximum Queue (ft)	273	226	100	1834	1834	894	901	338	884	174	221	157
Average Queue (ft)	188	145	31	1327	1343	252	257	186	571	41	96	68
95th Queue (ft)	274	243	83	2100	2089	854	864	319	822	97	173	135
Link Distance (ft)	1995	1995		1739	1739	872	872	1226	1226		834	834
Upstream Blk Time (%)				31	34	3	4					
Queuing Penalty (veh)				195	210	16	25					
Storage Bay Dist (ft)			75							150		
Storage Blk Time (%)				74							2	
Queuing Penalty (veh)				40							1	

Intersection: 2: Chester Ave & Memorial Dr

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	224	255	254	74	94
Average Queue (ft)	105	161	168	30	42
95th Queue (ft)	197	237	256	65	81
Link Distance (ft)	872	230	230	762	862
Upstream Blk Time (%)		5	5		
Queuing Penalty (veh)		33	36		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Bill Kennedy Way & Memorial Dr

Movement	EB	WB	WB	NB	NB
Directions Served	UTR	LT	T	L	R
Maximum Queue (ft)	230	379	380	426	200
Average Queue (ft)	138	236	231	391	113
95th Queue (ft)	212	393	405	494	242
Link Distance (ft)	230	374	374	416	
Upstream Blk Time (%)	1	2	2	24	
Queuing Penalty (veh)	2	8	9	128	
Storage Bay Dist (ft)					65
Storage Blk Time (%)				69	5
Queuing Penalty (veh)				94	19

Intersection: 4: Driveway 3/Holtzclaw St & Memorial Dr

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	161	200	222	163	53
Average Queue (ft)	51	78	66	62	17
95th Queue (ft)	117	160	159	116	44
Link Distance (ft)	374	263	263	326	871
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Gibson St & Memorial Dr

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	271	31	120	54
Average Queue (ft)	31	1	29	14
95th Queue (ft)	131	10	64	40
Link Distance (ft)	263	349	608	1240
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	1			
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Flat Shoals Ave & Memorial Dr

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	254	304	301	28	68
Average Queue (ft)	97	252	259	6	23
95th Queue (ft)	210	319	327	24	50
Link Distance (ft)	1155	272	272	408	822
Upstream Blk Time (%)		3	4		
Queuing Penalty (veh)		16	20		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 7: Moreland Ave & Memorial Dr

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	TR	LT	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	284	290	548	526	972	974	946	69	223	221
Average Queue (ft)	207	201	404	361	202	493	467	26	147	117
95th Queue (ft)	282	291	506	459	554	817	770	62	229	213
Link Distance (ft)	272	272	874	874	959	959	959	727	727	727
Upstream Blk Time (%)	6	4			0	1	0			
Queuing Penalty (veh)	10	6			0	0	0			
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 8: Bill Kennedy Way & Driveway 2

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	31	413	55
Average Queue (ft)	5	147	8
95th Queue (ft)	23	383	35
Link Distance (ft)	407	393	416
Upstream Blk Time (%)		7	
Queuing Penalty (veh)		43	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Bill Kennedy Way & WB I-20 On-Ramp/Driveway 1

Movement	WB	NB	NB	SB
Directions Served	LTR	L	T	TR
Maximum Queue (ft)	160	126	395	139
Average Queue (ft)	81	48	116	48
95th Queue (ft)	136	95	298	101
Link Distance (ft)	481	378	378	393
Upstream Blk Time (%)			5	
Queuing Penalty (veh)			20	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Bill Kennedy Way & EB I-20 Off-Ramp

Movement	EB	EB	NB	SB
Directions Served	L	R	T	T
Maximum Queue (ft)	248	117	350	180
Average Queue (ft)	81	51	235	56
95th Queue (ft)	150	91	342	131
Link Distance (ft)	1489	1489	332	378
Upstream Blk Time (%)			2	
Queuing Penalty (veh)			11	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Bill Kennedy Way & Glenwood Place

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	119	93	312	22
Average Queue (ft)	34	31	14	2
95th Queue (ft)	79	65	108	13
Link Distance (ft)	258	342	706	332
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: Glenwood Ave & Bill Kennedy Way

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	300	724	263
Average Queue (ft)	135	424	108
95th Queue (ft)	245	666	194
Link Distance (ft)	1148	1698	706
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 943

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	592	134	142	345	101	72	407	90	172	805	53
Future Volume (veh/h)	64	592	134	142	345	101	72	407	90	172	805	53
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	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	71	658	149	163	397	116	83	468	103	181	847	56
Adj No. of Lanes	0	2	0	1	2	0	1	1	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.87	0.87	0.87	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	266	121	206	949	274	320	686	151	352	1673	111
Arrive On Green	0.22	0.22	0.22	0.09	0.35	0.35	0.04	0.46	0.46	0.07	0.50	0.49
Sat Flow, veh/h	4	1202	545	1774	2711	783	1774	1480	326	1774	3370	223
Grp Volume(v), veh/h	440	0	438	163	258	255	83	0	571	181	445	458
Grp Sat Flow(s),veh/h/ln	150	0	1601	1774	1770	1724	1774	0	1805	1774	1770	1823
Q Serve(g_s), s	44.1	0.0	33.2	10.8	16.6	17.0	3.7	0.0	37.3	7.9	25.4	25.4
Cycle Q Clear(g_c), s	44.1	0.0	33.2	10.8	16.6	17.0	3.7	0.0	37.3	7.9	25.4	25.4
Prop In Lane	0.16		0.34	1.00		0.45	1.00		0.18	1.00		0.12
Lane Grp Cap(c), veh/h	0	0	354	206	620	604	320	0	836	352	878	905
V/C Ratio(X)	0.00	0.00	1.24	0.79	0.42	0.42	0.26	0.00	0.68	0.51	0.51	0.51
Avail Cap(c_a), veh/h	0	0	354	214	620	604	356	0	836	388	878	905
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	58.5	45.0	37.1	37.3	21.0	0.0	31.6	24.0	25.4	25.4
Incr Delay (d2), s/veh	0.0	0.0	128.0	16.0	2.1	2.2	0.4	0.0	4.5	0.4	2.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	27.3	6.2	8.4	8.5	1.8	0.0	19.6	3.9	12.9	13.2
LnGrp Delay(d),s/veh	0.0	0.0	186.5	61.1	39.1	39.4	21.4	0.0	36.1	24.4	27.5	27.5
LnGrp LOS			F	E	D	D	C		D	C	C	C
Approach Vol, veh/h		878			676			654			1084	
Approach Delay, s/veh		93.0			44.5			34.3			27.0	
Approach LOS		F			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		58.0	17.0	75.0	19.3	38.7	12.0	80.0
Change Period (Y+Rc), s		6.0	7.0	6.0	6.5	6.0	6.5	6.0
Max Green Setting (Gmax), s		29.0	13.0	69.0	13.5	29.0	8.5	69.0
Max Q Clear Time (g_c+I1), s		19.0	9.9	39.3	12.8	46.1	5.7	27.4
Green Ext Time (p_c), s		8.7	0.1	16.2	0.0	0.0	0.0	19.1

Intersection Summary		
HCM 2010 Ctrl Delay		49.6
HCM 2010 LOS		D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	839	15	27	426	66	4	1	60	107	9	28
Future Volume (veh/h)	23	839	15	27	426	66	4	1	60	107	9	28
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	25	922	16	31	484	75	5	1	82	127	11	33
Adj No. of Lanes	0	2	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.73	0.73	0.73	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	2061	35	78	887	133	58	22	405	365	38	76
Arrive On Green	0.61	0.61	0.60	1.00	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	42	3398	58	46	1462	219	27	81	1483	1029	138	279
Grp Volume(v), veh/h	500	0	463	590	0	0	88	0	0	171	0	0
Grp Sat Flow(s),veh/h/ln	1813	0	1685	1727	0	0	1591	0	0	1447	0	0
Q Serve(g_s), s	0.0	0.0	11.2	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0
Cycle Q Clear(g_c), s	10.8	0.0	11.2	0.0	0.0	0.0	3.2	0.0	0.0	6.6	0.0	0.0
Prop In Lane	0.05		0.03	0.05		0.13	0.06		0.93	0.74		0.19
Lane Grp Cap(c), veh/h	1150	0	1022	1098	0	0	486	0	0	479	0	0
V/C Ratio(X)	0.43	0.00	0.45	0.54	0.00	0.00	0.18	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	1150	0	1022	1098	0	0	486	0	0	479	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.24	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.9	0.0	8.0	0.0	0.0	0.0	21.1	0.0	0.0	22.1	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	1.5	0.4	0.0	0.0	0.8	0.0	0.0	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.0	5.6	0.1	0.0	0.0	1.5	0.0	0.0	3.1	0.0	0.0
LnGrp Delay(d),s/veh	9.1	0.0	9.5	0.4	0.0	0.0	22.0	0.0	0.0	24.1	0.0	0.0
LnGrp LOS	A		A	A			C			C		
Approach Vol, veh/h		963			590			88			171	
Approach Delay, s/veh		9.3			0.4			22.0			24.1	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.0		25.0		50.0		25.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		45.0		20.0		45.0		20.0
Max Q Clear Time (g_c+I1), s		13.2		8.6		2.0		5.2
Green Ext Time (p_c), s		22.5		1.2		27.7		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	8.4
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	552	460	223	360	144	127
Future Volume (veh/h)	552	460	223	360	144	127
Number	2	12	1	6	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	1900	1900	1863	1863	1863
Adj Flow Rate, veh/h	587	489	240	387	158	140
Adj No. of Lanes	2	0	0	1	1	1
Peak Hour Factor	0.94	0.94	0.93	0.93	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1524	1267	329	491	189	169
Arrive On Green	1.00	1.00	1.00	1.00	0.11	0.11
Sat Flow, veh/h	1929	1527	356	592	1774	1583
Grp Volume(v), veh/h	566	510	627	0	158	140
Grp Sat Flow(s),veh/h/ln	1770	1593	948	0	1774	1583
Q Serve(g_s), s	0.0	0.0	0.0	0.0	13.1	13.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	13.1	13.0
Prop In Lane		0.96	0.38		1.00	1.00
Lane Grp Cap(c), veh/h	1469	1322	820	0	189	169
V/C Ratio(X)	0.39	0.39	0.76	0.00	0.83	0.83
Avail Cap(c_a), veh/h	1469	1322	820	0	242	216
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.83	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	65.7	65.7
Incr Delay (d2), s/veh	0.7	0.7	5.6	0.0	17.6	18.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	1.3	0.0	7.4	6.5
LnGrp Delay(d),s/veh	0.7	0.7	5.6	0.0	83.3	84.2
LnGrp LOS	A	A	A		F	F
Approach Vol, veh/h	1076			627	298	
Approach Delay, s/veh	0.7			5.6	83.7	
Approach LOS	A			A	F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		129.5		20.5		129.5		
Change Period (Y+Rc), s		5.5		5.0		5.5		
Max Green Setting (Gmax), s		119.5		20.0		119.5		
Max Q Clear Time (g_c+I1), s		2.0		15.1		2.0		
Green Ext Time (p_c), s		65.6		0.4		65.6		

Intersection Summary	
HCM 2010 Ctrl Delay	14.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	608	45	85	451	1	91	11	60	3	10	34
Future Volume (veh/h)	15	608	45	85	451	1	91	11	60	3	10	34
Number	5	2	12	1	6	16	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	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	16	640	49	92	496	1	99	12	65	8	11	87
Adj No. of Lanes	0	2	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.92	0.92	0.91	0.91	0.92	0.92	0.92	0.39	0.92	0.39
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	2373	179	197	1027	2	190	24	81	59	34	189
Arrive On Green	1.00	1.00	1.00	0.74	0.74	0.74	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	34	3203	242	191	1386	3	824	173	584	56	241	1360
Grp Volume(v), veh/h	370	0	335	589	0	0	176	0	0	106	0	0
Grp Sat Flow(s),veh/h/ln	1827	0	1652	1580	0	0	1582	0	0	1657	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	9.0	0.0	0.0	7.8	0.0	0.0	4.5	0.0	0.0
Prop In Lane	0.04		0.15	0.16		0.00	0.56		0.37	0.08		0.82
Lane Grp Cap(c), veh/h	1403	0	1224	1226	0	0	295	0	0	282	0	0
V/C Ratio(X)	0.26	0.00	0.27	0.48	0.00	0.00	0.60	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	1403	0	1224	1226	0	0	372	0	0	368	0	0
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)	0.92	0.00	0.92	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	3.7	0.0	0.0	30.9	0.0	0.0	29.7	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.5	1.4	0.0	0.0	1.9	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	5.0	0.0	0.0	3.7	0.0	0.0	2.1	0.0	0.0
LnGrp Delay(d),s/veh	0.4	0.0	0.5	5.0	0.0	0.0	32.8	0.0	0.0	30.5	0.0	0.0
LnGrp LOS	A		A	A			C			C		
Approach Vol, veh/h		705			589			176			106	
Approach Delay, s/veh		0.5			5.0			32.8			30.5	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.1		14.9		60.1		14.9
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		51.5		14.5		51.5		14.5
Max Q Clear Time (g_c+I1), s		2.0		9.8		11.0		6.5
Green Ext Time (p_c), s		11.8		0.7		11.3		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.8
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	19	647	32	21	506	2	11	0	63	2	0	26
Future Vol, veh/h	19	647	32	21	506	2	11	0	63	2	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	89	89	89	42	42	42	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	703	35	24	569	2	26	0	150	3	0	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	571	0	0	738	0	0	1396	1380	369	1010	1396	570
Stage 1	-	-	-	-	-	-	762	762	-	617	617	-
Stage 2	-	-	-	-	-	-	634	618	-	393	779	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.33	6.53	6.93	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.218	-	-	2.22	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1002	-	-	864	-	-	109	144	629	206	141	520
Stage 1	-	-	-	-	-	-	364	413	-	476	480	-
Stage 2	-	-	-	-	-	-	466	480	-	604	405	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1002	-	-	864	-	-	96	133	629	148	130	520
Mov Cap-2 Maneuver	-	-	-	-	-	-	96	133	-	148	130	-
Stage 1	-	-	-	-	-	-	351	398	-	459	460	-
Stage 2	-	-	-	-	-	-	417	460	-	443	390	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.4	25.8	13.9
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	345	1002	-	-	864	-	-	441
HCM Lane V/C Ratio	0.511	0.021	-	-	0.027	-	-	0.085
HCM Control Delay (s)	25.8	8.7	0.1	-	9.3	0	-	13.9
HCM Lane LOS	D	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2.8	0.1	-	-	0.1	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	608	24	21	463	19	1	5	7	22	29	17
Future Volume (veh/h)	27	608	24	21	463	19	1	5	7	22	29	17
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	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	28	640	25	25	545	22	3	15	21	25	33	19
Adj No. of Lanes	0	2	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.33	0.33	0.33	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	1991	77	479	1097	44	57	202	252	174	221	112
Arrive On Green	0.62	0.62	0.61	0.82	0.82	0.81	0.28	0.28	0.27	0.28	0.28	0.27
Sat Flow, veh/h	83	3228	124	768	1778	72	50	727	907	435	796	403
Grp Volume(v), veh/h	357	0	336	25	0	567	39	0	0	77	0	0
Grp Sat Flow(s),veh/h/ln	1762	0	1673	768	0	1850	1684	0	0	1634	0	0
Q Serve(g_s), s	0.0	0.0	8.7	0.9	0.0	8.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.2	0.0	8.7	9.6	0.0	8.4	1.5	0.0	0.0	2.9	0.0	0.0
Prop In Lane	0.08		0.07	1.00		0.04	0.08		0.54	0.32		0.25
Lane Grp Cap(c), veh/h	1130	0	1032	479	0	1141	511	0	0	507	0	0
V/C Ratio(X)	0.32	0.00	0.33	0.05	0.00	0.50	0.08	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	1130	0	1032	479	0	1141	511	0	0	507	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.22	0.00	0.22	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.2	0.0	8.3	5.4	0.0	3.9	24.1	0.0	0.0	24.6	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.8	0.0	0.0	0.3	0.3	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	4.2	0.2	0.0	4.2	0.8	0.0	0.0	1.5	0.0	0.0
LnGrp Delay(d),s/veh	8.9	0.0	9.1	5.4	0.0	4.2	24.4	0.0	0.0	25.2	0.0	0.0
LnGrp LOS	A		A	A		A	C			C		
Approach Vol, veh/h		693			592			39			77	
Approach Delay, s/veh		9.0			4.2			24.4			25.2	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0		30.0
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		55.0		24.5		55.0		24.5
Max Q Clear Time (g_c+I1), s		10.7		4.9		11.6		3.5
Green Ext Time (p_c), s		22.0		0.5		21.8		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	8.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	364	175	145	255	47	169	1269	108	58	1689	77
Future Volume (veh/h)	81	364	175	145	255	47	169	1269	108	58	1689	77
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	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	85	383	184	167	293	54	174	1308	111	59	1723	79
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.87	0.87	0.87	0.97	0.97	0.97	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	268	215	43	349	68	195	2060	174	233	2040	93
Arrive On Green	0.08	0.08	0.08	0.25	0.25	0.25	0.06	0.62	0.62	0.03	0.59	0.59
Sat Flow, veh/h	107	1059	850	18	1381	270	1774	3304	280	1774	3447	157
Grp Volume(v), veh/h	317	0	335	184	0	330	174	699	720	59	880	922
Grp Sat Flow(s),veh/h/ln	471	0	1545	20	0	1649	1774	1770	1813	1774	1770	1835
Q Serve(g_s), s	11.9	0.0	38.5	43.3	0.0	33.6	8.6	44.2	44.7	2.3	72.7	74.3
Cycle Q Clear(g_c), s	45.5	0.0	38.5	43.3	0.0	33.6	8.6	44.2	44.7	2.3	72.7	74.3
Prop In Lane	0.27		0.55	0.91		0.16	1.00		0.15	1.00		0.09
Lane Grp Cap(c), veh/h	144	0	391	0	0	417	195	1104	1131	233	1047	1086
V/C Ratio(X)	2.20	0.00	0.86	0.00	0.00	0.79	0.89	0.63	0.64	0.25	0.84	0.85
Avail Cap(c_a), veh/h	144	0	391	0	0	417	195	1104	1131	290	1047	1086
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)	0.95	0.00	0.95	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	95.5	0.0	79.3	0.0	0.0	62.8	46.7	21.1	21.2	18.4	29.8	30.2
Incr Delay (d2), s/veh	559.7	0.0	19.9	0.0	0.0	14.2	35.4	2.8	2.7	0.2	8.1	8.3
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	29.7	0.0	18.6	0.0	0.0	16.9	10.5	22.4	23.1	1.2	37.8	39.9
LnGrp Delay(d),s/veh	655.2	0.0	99.2	0.0	0.0	77.0	82.1	23.8	23.9	18.6	38.0	38.5
LnGrp LOS	F		F			E	F	C	C	B	D	D
Approach Vol, veh/h		652			514			1593			1861	
Approach Delay, s/veh		370.0			49.4			30.2			37.6	
Approach LOS		F			D			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	17.0	112.0		51.0	11.2	117.8		51.0
Change Period (Y+Rc), s	6.5	6.0		6.0	6.5	6.0		6.0
Max Green Setting (Gmax), s	10.5	106.0		45.0	10.5	106.0		29.0
Max Q Clear Time (g_c+I1), s	10.6	76.3		45.3	4.3	46.7		47.5
Green Ext Time (p_c), s	0.0	29.3		0.0	0.0	57.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	83.3
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	0	281	113	50	630
Future Vol, veh/h	11	0	281	113	50	630
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	0	305	123	54	685

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1160	367	0	0	428	0
Stage 1	367	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	216	678	-	-	1131	-
Stage 1	701	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	199	678	-	-	1131	-
Mov Cap-2 Maneuver	199	-	-	-	-	-
Stage 1	701	-	-	-	-	-
Stage 2	412	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.2	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	199	1131	-
HCM Lane V/C Ratio	-	-	0.06	0.048	-
HCM Control Delay (s)	-	-	24.2	8.3	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	47	61	10	252	395	0	0	437	203
Future Volume (veh/h)	0	0	0	47	61	10	252	395	0	0	437	203
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				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
Parking Bus, Adj				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	1863	1863	0	0	1863	1900
Adj Flow Rate, veh/h				51	66	11	280	439	0	0	480	223
Adj No. of Lanes				0	1	0	1	1	0	0	1	0
Peak Hour Factor				0.92	0.92	0.92	0.90	0.90	0.92	0.92	0.91	0.91
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				65	84	14	546	1470	0	0	783	364
Arrive On Green				0.09	0.09	0.09	0.08	0.79	0.00	0.00	0.65	0.65
Sat Flow, veh/h				717	928	155	1774	1863	0	0	1204	560
Grp Volume(v), veh/h				128	0	0	280	439	0	0	0	703
Grp Sat Flow(s),veh/h/ln				1800	0	0	1774	1863	0	0	0	1764
Q Serve(g_s), s				5.2	0.0	0.0	3.4	4.9	0.0	0.0	0.0	17.4
Cycle Q Clear(g_c), s				5.2	0.0	0.0	3.4	4.9	0.0	0.0	0.0	17.4
Prop In Lane				0.40		0.09	1.00		0.00	0.00		0.32
Lane Grp Cap(c), veh/h				164	0	0	546	1470	0	0	0	1146
V/C Ratio(X)				0.78	0.00	0.00	0.51	0.30	0.00	0.00	0.00	0.61
Avail Cap(c_a), veh/h				228	0	0	725	1470	0	0	0	1146
HCM Platoon Ratio				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	0.00	0.84	0.84	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				33.4	0.0	0.0	6.7	2.2	0.0	0.0	0.0	7.6
Incr Delay (d2), s/veh				11.1	0.0	0.0	0.6	0.4	0.0	0.0	0.0	2.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.1	0.0	0.0	2.4	2.6	0.0	0.0	0.0	9.2
LnGrp Delay(d),s/veh				44.4	0.0	0.0	7.3	2.6	0.0	0.0	0.0	10.1
LnGrp LOS				D			A	A				B
Approach Vol, veh/h					128			719			703	
Approach Delay, s/veh					44.4			4.4			10.1	
Approach LOS					D			A			B	

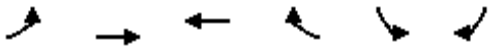
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		63.7			10.4	53.2		11.3
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		56.5			13.5	38.5		9.5
Max Q Clear Time (g_c+I1), s		6.9			5.4	19.4		7.2
Green Ext Time (p_c), s		10.1			0.5	7.6		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	10.3
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	171	389	0	472	463	0
Future Volume (veh/h)	171	389	0	472	463	0
Number	3	18	5	2	6	16
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	0	1863	1863	0
Adj Flow Rate, veh/h	197	447	0	562	482	0
Adj No. of Lanes	1	1	0	1	1	0
Peak Hour Factor	0.87	0.87	0.84	0.84	0.96	0.96
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	731	653	0	910	910	0
Arrive On Green	0.41	0.41	0.00	0.49	0.49	0.00
Sat Flow, veh/h	1774	1583	0	1863	1863	0
Grp Volume(v), veh/h	197	447	0	562	482	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1863	1863	0
Q Serve(g_s), s	4.8	15.1	0.0	14.5	11.7	0.0
Cycle Q Clear(g_c), s	4.8	15.1	0.0	14.5	11.7	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	731	653	0	910	910	0
V/C Ratio(X)	0.27	0.68	0.00	0.62	0.53	0.00
Avail Cap(c_a), veh/h	758	677	0	924	924	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.7	15.8	0.0	12.3	11.6	0.0
Incr Delay (d2), s/veh	0.2	2.7	0.0	1.8	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	7.1	0.0	7.8	6.2	0.0
LnGrp Delay(d),s/veh	12.9	18.5	0.0	14.1	12.6	0.0
LnGrp LOS	B	B		B	B	
Approach Vol, veh/h	644			562	482	
Approach Delay, s/veh	16.8			14.1	12.6	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		35.5				35.5		30.0
Change Period (Y+Rc), s		5.5				5.5		5.0
Max Green Setting (Gmax), s		30.5				30.5		26.0
Max Q Clear Time (g_c+I1), s		16.5				13.7		17.1
Green Ext Time (p_c), s		8.9				10.2		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	14.7
HCM 2010 LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	127	149	97	127	348	143
Future Volume (vph)	127	149	97	127	348	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5	
Lane Util. Factor		1.00	1.00		1.00	
Frt		1.00	0.92		0.96	
Flt Protected		0.98	1.00		0.97	
Satd. Flow (prot)		1821	1720		1728	
Flt Permitted		0.65	1.00		0.97	
Satd. Flow (perm)		1205	1720		1728	
Peak-hour factor, PHF	0.79	0.79	0.89	0.89	0.94	0.94
Adj. Flow (vph)	161	189	109	143	370	152
RTOR Reduction (vph)	0	0	46	0	15	0
Lane Group Flow (vph)	0	350	206	0	507	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases	6					
Actuated Green, G (s)		57.5	39.3		31.5	
Effective Green, g (s)		59.5	41.3		33.5	
Actuated g/C Ratio		0.60	0.41		0.34	
Clearance Time (s)		5.5	5.5		5.5	
Vehicle Extension (s)		5.0	5.0		3.0	
Lane Grp Cap (vph)		810	710		578	
v/s Ratio Prot		c0.07	0.12		c0.29	
v/s Ratio Perm		c0.19				
v/c Ratio		0.43	0.29		0.88	
Uniform Delay, d1		11.0	19.6		31.3	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.1	1.0		17.1	
Delay (s)		11.2	20.6		48.4	
Level of Service		B	C		D	
Approach Delay (s)		11.2	20.6		48.4	
Approach LOS		B	C		D	

Intersection Summary			
HCM 2000 Control Delay	30.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection: 1: Boulevard SE & Memorial Dr

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	LT	TR	L	T	TR	L	TR	L	T	TR
Maximum Queue (ft)	2034	2029	150	323	340	90	350	250	404	386
Average Queue (ft)	1720	1714	125	206	206	50	219	134	247	222
95th Queue (ft)	2392	2388	183	314	308	79	330	269	373	338
Link Distance (ft)	1995	1995		1739	1739	1226	1226		834	834
Upstream Blk Time (%)	51	52								
Queuing Penalty (veh)	0	0								
Storage Bay Dist (ft)			75					150		
Storage Blk Time (%)			40	48				7	21	
Queuing Penalty (veh)			69	68				28	36	

Intersection: 2: Chester Ave & Memorial Dr

Movement	EB	EB	WB	NB	SB
Directions Served	LT	TR	LTR	LTR	LTR
Maximum Queue (ft)	98	158	252	53	199
Average Queue (ft)	32	60	172	24	72
95th Queue (ft)	81	117	255	51	136
Link Distance (ft)	873	873	230	750	874
Upstream Blk Time (%)			1		
Queuing Penalty (veh)			7		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Bill Kennedy Way & Memorial Dr

Movement	EB	EB	WB	NB	NB
Directions Served	T	TR	LT	L	R
Maximum Queue (ft)	94	160	390	268	200
Average Queue (ft)	29	82	300	126	62
95th Queue (ft)	70	146	439	205	144
Link Distance (ft)	230	230	374	404	
Upstream Blk Time (%)			7		
Queuing Penalty (veh)			40		
Storage Bay Dist (ft)					65
Storage Blk Time (%)				45	1
Queuing Penalty (veh)				58	2

Intersection: 4: Driveway 3/Holtzclaw St & Memorial Dr

Movement	EB	EB	WB	NB	SB
Directions Served	LT	TR	LTR	LTR	LTR
Maximum Queue (ft)	74	101	269	242	138
Average Queue (ft)	23	28	129	80	36
95th Queue (ft)	58	61	237	162	88
Link Distance (ft)	374	374	262	447	883
Upstream Blk Time (%)			2		
Queuing Penalty (veh)			11		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Gibson St & Memorial Dr

Movement	EB	EB	WB	NB	SB
Directions Served	LT	TR	LTR	LTR	LTR
Maximum Queue (ft)	224	252	151	164	55
Average Queue (ft)	27	25	26	37	23
95th Queue (ft)	121	133	104	81	49
Link Distance (ft)	262	262	349	596	1252
Upstream Blk Time (%)		0			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: Flat Shoals Ave & Memorial Dr

Movement	EB	EB	B19	B19	WB	WB	NB	SB
Directions Served	LT	TR	T	T	L	TR	LTR	LTR
Maximum Queue (ft)	1230	1269	368	372	19	270	28	93
Average Queue (ft)	929	949	89	98	4	108	7	36
95th Queue (ft)	1554	1565	292	313	16	239	26	83
Link Distance (ft)	1157	1157	349	349	271	271	402	828
Upstream Blk Time (%)	45	48	6	8		0		
Queuing Penalty (veh)	159	171	20	30		0		
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 7: Moreland Ave & Memorial Dr

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	TR	LT	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	294	308	269	357	456	472	421	742	766	761
Average Queue (ft)	281	282	156	227	231	311	280	131	550	505
95th Queue (ft)	293	300	257	329	406	431	410	521	828	811
Link Distance (ft)	271	271	874	874	958	958	958	727	727	727
Upstream Blk Time (%)	63	66						1	9	3
Queuing Penalty (veh)	201	210						0	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 8: Bill Kennedy Way & Driveway 2

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	31	20	172
Average Queue (ft)	11	1	19
95th Queue (ft)	35	7	75
Link Distance (ft)	341	394	404
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Bill Kennedy Way & WB I-20 On-Ramp/Driveway 1

Movement	WB	NB	NB	SB
Directions Served	LTR	L	T	TR
Maximum Queue (ft)	158	138	151	262
Average Queue (ft)	73	64	46	132
95th Queue (ft)	132	114	112	232
Link Distance (ft)	491	378	378	394
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Bill Kennedy Way & EB I-20 Off-Ramp

Movement	EB	EB	NB	SB
Directions Served	L	R	T	T
Maximum Queue (ft)	174	181	209	188
Average Queue (ft)	67	93	120	101
95th Queue (ft)	113	162	193	167
Link Distance (ft)	1489	1489	332	378
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Bill Kennedy Way & Glenwood Place

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	414	146	22	200
Average Queue (ft)	225	75	1	13
95th Queue (ft)	448	138	7	88
Link Distance (ft)	380	437	707	332
Upstream Blk Time (%)	26			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: Glenwood Ave & Bill Kennedy Way

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	180	163	719
Average Queue (ft)	90	77	304
95th Queue (ft)	163	143	620
Link Distance (ft)	1148	1698	707
Upstream Blk Time (%)			1
Queuing Penalty (veh)			4
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 1115

Arterial Level of Service: NB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
EB I-20 Off-Ramp	III	35	26.4	23.2	49.6	0.22	16.0	D
Driveway 1	III	35	10.7	5.8	16.5	0.08	17.4	D
Memorial Dr	III	35	21.0	84.5	105.5	0.18	6.0	F
Total	III		58.1	113.5	171.6	0.47	10.0	F

Arterial Level of Service: SB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
WB I-20 On-Ramp	III	35	21.0	12.0	33.0	0.18	19.1	C
EB I-20 Off-Ramp	III	35	10.7	11.8	22.5	0.08	12.7	E
Glenwood Ave	III	35	26.4	18.3	44.7	0.22	17.7	D
Total	III		58.1	42.1	100.2	0.47	17.1	D

Arterial Level of Service: EB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Boulevard SE	III	35	46.4	37.8	84.2	0.39	16.5	D
Chester Ave	III	35	62.1	5.1	67.2	0.52	27.7	B
Bill Kennedy Way	III	35	8.0	23.0	31.0	0.06	6.4	F
Driveway 3	III	35	11.2	1.6	12.8	0.08	23.3	C
Flat Shoals Ave	III	35	44.4	9.5	53.9	0.37	24.7	B
Moreland Ave	III	35	10.3	118.8	129.1	0.07	2.0	F
Total	III		182.4	195.8	378.2	1.48	14.1	D

Arterial Level of Service: WB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Moreland Ave	III	35	22.3	110.4	132.7	0.17	4.7	F
Flat Shoals Ave	III	35	10.3	16.3	26.6	0.07	9.6	F
Holtzclaw St	III	35	44.4	5.1	49.5	0.37	26.9	B
Bill Kennedy Way	III	35	11.2	16.5	27.7	0.08	10.8	E
Chester Ave	III	35	8.0	7.3	15.3	0.06	13.1	E
Boulevard SE	III	35	62.1	103.9	166.0	0.52	11.2	E
Total	III		158.3	259.5	417.8	1.27	11.0	E

Arterial Level of Service: NB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
EB I-20 Off-Ramp	III	35	26.4	15.9	42.3	0.22	18.7	C
Driveway 1	III	35	10.7	3.2	13.9	0.08	20.6	C
Memorial Dr	III	35	21.0	93.3	114.3	0.18	5.5	F
Total	III		58.1	112.4	170.5	0.47	10.0	E

Arterial Level of Service: SB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
WB I-20 On-Ramp	III	35	21.0	14.1	35.1	0.18	17.9	D
EB I-20 Off-Ramp	III	35	10.7	14.2	24.9	0.08	11.5	E
Glenwood Ave	III	35	26.4	48.2	74.6	0.22	10.6	E
Total	III		58.1	76.5	134.6	0.47	12.7	E

Arterial Level of Service: EB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Boulevard SE	III	35	46.4	114.2	160.6	0.39	8.7	F
Chester Ave	III	35	62.1	15.9	78.0	0.52	23.9	C
Bill Kennedy Way	III	35	8.0	1.1	9.1	0.06	22.0	C
Driveway 3	III	35	11.2	2.8	14.0	0.08	21.3	C
Flat Shoals Ave	III	35	44.4	8.9	53.3	0.37	25.0	B
Moreland Ave	III	35	10.3	264.9	275.2	0.07	0.9	F
Total	III		182.4	407.8	590.2	1.48	9.0	F

Arterial Level of Service: WB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Moreland Ave	III	35	22.3	77.1	99.4	0.17	6.3	F
Flat Shoals Ave	III	35	10.3	9.8	20.1	0.07	12.7	E
Holtzclaw St	III	35	44.4	7.5	51.9	0.37	25.7	B
Bill Kennedy Way	III	35	11.2	43.9	55.1	0.08	5.4	F
Chester Ave	III	35	8.0	12.2	20.2	0.06	9.9	F
Boulevard SE	III	35	62.1	72.1	134.2	0.52	13.9	E
Total	III		158.3	222.6	380.9	1.27	12.0	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	240	26	54	772	232	387	806	28	51	179	60
Future Volume (veh/h)	108	240	26	54	772	232	387	806	28	51	179	60
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	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	117	261	28	57	813	244	412	857	30	53	185	62
Adj No. of Lanes	0	2	0	1	2	0	1	1	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.94	0.94	0.94	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	438	47	113	985	296	684	865	30	112	932	303
Arrive On Green	0.29	0.29	0.29	0.04	0.37	0.36	0.17	0.48	0.48	0.03	0.35	0.35
Sat Flow, veh/h	20	1507	162	1774	2685	805	1774	1789	63	1774	2628	854
Grp Volume(v), veh/h	117	0	289	57	536	521	412	0	887	53	123	124
Grp Sat Flow(s),veh/h/ln	20	0	1668	1774	1770	1721	1774	0	1852	1774	1770	1712
Q Serve(g_s), s	35.5	0.0	22.3	3.5	41.2	41.3	21.2	0.0	71.3	2.8	7.2	7.6
Cycle Q Clear(g_c), s	35.5	0.0	22.3	3.5	41.2	41.3	21.2	0.0	71.3	2.8	7.2	7.6
Prop In Lane	1.00		0.10	1.00		0.47	1.00		0.03	1.00		0.50
Lane Grp Cap(c), veh/h	0	0	485	113	649	631	684	0	895	112	627	607
V/C Ratio(X)	0.00	0.00	0.60	0.50	0.82	0.83	0.60	0.00	0.99	0.47	0.20	0.20
Avail Cap(c_a), veh/h	0	0	485	154	649	631	828	0	895	118	627	607
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	45.7	43.2	43.1	43.2	21.8	0.0	38.4	38.4	33.6	33.8
Incr Delay (d2), s/veh	0.0	0.0	5.3	1.3	11.4	11.7	0.9	0.0	28.0	1.2	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	11.0	1.8	22.1	21.6	10.5	0.0	43.2	1.4	3.7	3.7
LnGrp Delay(d),s/veh	0.0	0.0	51.0	44.5	54.5	55.0	22.6	0.0	66.4	39.5	34.3	34.5
LnGrp LOS			D	D	D	D	C		E	D	C	C
Approach Vol, veh/h		406			1114			1299			300	
Approach Delay, s/veh		36.3			54.2			52.6			35.3	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		60.5	11.5	78.0	11.5	49.1	30.8	58.7
Change Period (Y+Rc), s		6.0	7.0	6.0	6.5	6.0	6.5	6.0
Max Green Setting (Gmax), s		39.0	5.0	72.0	8.5	39.0	36.5	41.0
Max Q Clear Time (g_c+I1), s		43.3	4.8	73.3	5.5	37.5	23.2	9.6
Green Ext Time (p_c), s		0.0	0.0	0.0	0.0	1.5	1.1	14.1

Intersection Summary	
HCM 2010 Ctrl Delay	49.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	308	4	66	1191	85	22	6	25	30	5	29
Future Volume (veh/h)	8	308	4	66	1191	85	22	6	25	30	5	29
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	9	342	4	69	1254	89	29	8	32	48	8	46
Adj No. of Lanes	0	1	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.95	0.95	0.95	0.77	0.77	0.77	0.63	0.63	0.63
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	1173	13	131	2039	143	186	66	159	204	51	151
Arrive On Green	0.66	0.66	0.65	1.00	1.00	1.00	0.22	0.22	0.21	0.22	0.22	0.21
Sat Flow, veh/h	13	1778	20	118	3089	217	535	300	722	607	230	687
Grp Volume(v), veh/h	355	0	0	732	0	680	69	0	0	102	0	0
Grp Sat Flow(s),veh/h/ln	1811	0	0	1767	0	1657	1558	0	0	1524	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear(g_c), s	6.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	3.9	0.0	0.0
Prop In Lane	0.03		0.01	0.09		0.13	0.42		0.46	0.47		0.45
Lane Grp Cap(c), veh/h	1245	0	0	1219	0	1093	411	0	0	406	0	0
V/C Ratio(X)	0.29	0.00	0.00	0.60	0.00	0.62	0.17	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	1245	0	0	1219	0	1093	411	0	0	406	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.63	0.00	0.63	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.4	0.0	0.0	0.0	0.0	0.0	23.9	0.0	0.0	24.4	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	1.4	0.0	1.7	0.9	0.0	0.0	1.5	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	3.3	0.0	0.0	0.5	0.0	0.5	1.3	0.0	0.0	1.9	0.0	0.0
LnGrp Delay(d),s/veh	5.9	0.0	0.0	1.4	0.0	1.7	24.7	0.0	0.0	25.9	0.0	0.0
LnGrp LOS	A			A		A	C			C		
Approach Vol, veh/h		355			1412			69			102	
Approach Delay, s/veh		5.9			1.5			24.7			25.9	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		54.0		21.0		54.0		21.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		49.0		16.0		49.0		16.0
Max Q Clear Time (g_c+I1), s		8.0		5.9		2.0		4.5
Green Ext Time (p_c), s		31.0		0.6		34.4		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	4.5
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	254	110	116	940	399	136
Future Volume (veh/h)	254	110	116	940	399	136
Number	2	12	1	6	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	1900	1900	1863	1863	1863
Adj Flow Rate, veh/h	306	133	129	1044	429	146
Adj No. of Lanes	1	0	0	2	1	1
Peak Hour Factor	0.83	0.83	0.90	0.90	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	833	362	253	1907	463	413
Arrive On Green	1.00	1.00	1.00	1.00	0.26	0.26
Sat Flow, veh/h	1233	536	331	2907	1774	1583
Grp Volume(v), veh/h	0	439	578	595	429	146
Grp Sat Flow(s),veh/h/ln	0	1768	1542	1610	1774	1583
Q Serve(g_s), s	0.0	0.0	0.0	0.0	35.4	11.3
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	35.4	11.3
Prop In Lane		0.30	0.22		1.00	1.00
Lane Grp Cap(c), veh/h	0	1195	1072	1089	463	413
V/C Ratio(X)	0.00	0.37	0.54	0.55	0.93	0.35
Avail Cap(c_a), veh/h	0	1195	1072	1089	538	480
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.89	0.89	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	54.1	45.2
Incr Delay (d2), s/veh	0.0	0.8	1.7	1.8	20.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.5	0.5	19.9	5.0
LnGrp Delay(d),s/veh	0.0	0.8	1.7	1.8	74.8	45.7
LnGrp LOS		A	A	A	E	D
Approach Vol, veh/h	439			1173	575	
Approach Delay, s/veh	0.8			1.7	67.4	
Approach LOS	A			A	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		106.4		43.6		106.4		
Change Period (Y+Rc), s		5.5		5.0		5.5		
Max Green Setting (Gmax), s		94.5		45.0		94.5		
Max Q Clear Time (g_c+I1), s		2.0		37.4		2.0		
Green Ext Time (p_c), s		44.6		1.2		44.6		

Intersection Summary	
HCM 2010 Ctrl Delay	18.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	332	44	76	947	1	79	3	41	2	5	18
Future Volume (veh/h)	13	332	44	76	947	1	79	3	41	2	5	18
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	1863	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	14	369	48	83	1041	1	86	3	45	3	5	25
Adj No. of Lanes	0	1	1	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.92	0.92	0.91	0.91	0.92	0.92	0.92	0.71	0.92	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	1356	1208	202	2427	2	183	12	59	59	40	146
Arrive On Green	1.00	1.00	1.00	0.76	0.76	0.76	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	25	1777	1583	193	3182	3	893	103	503	56	345	1250
Grp Volume(v), veh/h	383	0	48	563	0	562	134	0	0	33	0	0
Grp Sat Flow(s),veh/h/ln	1802	0	1583	1683	0	1695	1499	0	0	1650	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	8.8	5.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.7	0.0	8.8	6.4	0.0	0.0	1.4	0.0	0.0
Prop In Lane	0.04		1.00	0.15		0.00	0.64		0.34	0.09		0.76
Lane Grp Cap(c), veh/h	1424	0	1208	1339	0	1293	254	0	0	246	0	0
V/C Ratio(X)	0.27	0.00	0.04	0.42	0.00	0.43	0.53	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	1424	0	1208	1339	0	1293	461	0	0	474	0	0
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)	0.94	0.00	0.94	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	3.0	0.0	3.2	31.9	0.0	0.0	29.8	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.1	1.0	0.0	1.1	1.7	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	4.3	0.0	4.4	2.8	0.0	0.0	0.6	0.0	0.0
LnGrp Delay(d),s/veh	0.4	0.0	0.1	4.0	0.0	4.2	33.6	0.0	0.0	30.1	0.0	0.0
LnGrp LOS	A		A	A		A	C			C		
Approach Vol, veh/h		431			1125			134			33	
Approach Delay, s/veh		0.4			4.1			33.6			30.1	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		61.7		13.3		61.7		13.3
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		46.5		19.5		46.5		19.5
Max Q Clear Time (g_c+I1), s		2.0		3.4		10.8		8.4
Green Ext Time (p_c), s		14.3		0.8		13.4		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	6.0
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	33	321	20	12	1002	12	13	0	33	3	0	17
Future Vol, veh/h	33	321	20	12	1002	12	13	0	33	3	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	92	92	92	33	33	33	53	53	53
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	361	22	13	1089	13	39	0	100	6	0	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1102	0	0	361	0	0	1006	1563	361	1557	1557	551
Stage 1	-	-	-	-	-	-	435	435	-	1122	1122	-
Stage 2	-	-	-	-	-	-	571	1128	-	435	435	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.22	-	-	2.218	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	629	-	-	1198	-	-	207	111	683	84	112	479
Stage 1	-	-	-	-	-	-	599	580	-	220	280	-
Stage 2	-	-	-	-	-	-	474	278	-	599	580	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	629	-	-	1198	-	-	178	100	683	66	101	479
Mov Cap-2 Maneuver	-	-	-	-	-	-	178	100	-	66	101	-
Stage 1	-	-	-	-	-	-	554	537	-	204	272	-
Stage 2	-	-	-	-	-	-	430	270	-	473	537	-

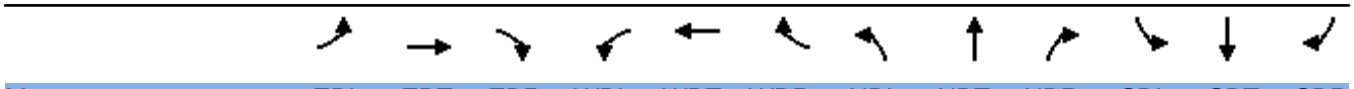
Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.2	16.8	22.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	178	683	629	-	-	1198	-	-	247
HCM Lane V/C Ratio	0.221	0.146	0.059	-	-	0.011	-	-	0.153
HCM Control Delay (s)	30.9	11.2	11.1	0	-	8	0.1	-	22.2
HCM Lane LOS	D	B	B	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0.5	0.2	-	-	0	-	-	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	305	15	3	973	42	2	2	4	11	2	11
Future Volume (veh/h)	21	305	15	3	973	42	2	2	4	11	2	11
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	328	16	3	1106	48	3	3	6	16	3	16
Adj No. of Lanes	0	1	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.67	0.67	0.67	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	967	46	41	2086	90	134	140	224	232	57	195
Arrive On Green	0.62	0.62	0.61	0.41	0.41	0.41	0.28	0.28	0.27	0.28	0.28	0.27
Sat Flow, veh/h	54	1568	74	2	3383	146	304	504	808	626	206	701
Grp Volume(v), veh/h	367	0	0	610	0	547	12	0	0	35	0	0
Grp Sat Flow(s),veh/h/ln	1696	0	0	1861	0	1669	1616	0	0	1532	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.6	0.0	0.0	22.2	0.0	22.2	0.5	0.0	0.0	1.4	0.0	0.0
Prop In Lane	0.06		0.04	0.00		0.09	0.25		0.50	0.46		0.46
Lane Grp Cap(c), veh/h	1088	0	0	1188	0	1029	499	0	0	484	0	0
V/C Ratio(X)	0.34	0.00	0.00	0.51	0.00	0.53	0.02	0.00	0.00	0.07	0.00	0.00
Avail Cap(c_a), veh/h	1088	0	0	1188	0	1029	499	0	0	484	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.58	0.00	0.58	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.3	0.0	0.0	16.6	0.0	16.6	23.7	0.0	0.0	24.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.9	0.0	1.1	0.1	0.0	0.0	0.3	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	4.5	0.0	0.0	11.7	0.0	10.5	0.2	0.0	0.0	0.7	0.0	0.0
LnGrp Delay(d),s/veh	9.1	0.0	0.0	17.5	0.0	17.8	23.8	0.0	0.0	24.3	0.0	0.0
LnGrp LOS	A			B		B	C			C		
Approach Vol, veh/h		367			1157			12			35	
Approach Delay, s/veh		9.1			17.7			23.8			24.3	
Approach LOS		A			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0		30.0
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		55.0		24.5		55.0		24.5
Max Q Clear Time (g_c+I1), s		10.6		3.4		24.2		2.5
Green Ext Time (p_c), s		27.7		0.2		21.6		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	15.9
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	146	68	62	544	47	366	2029	49	20	498	91
Future Volume (veh/h)	47	146	68	62	544	47	366	2029	49	20	498	91
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	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	56	174	81	65	567	49	389	2159	52	23	579	106
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.84	0.84	0.84	0.96	0.96	0.96	0.94	0.94	0.94	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	33	269	162	25	412	60	538	2210	53	84	1669	305
Arrive On Green	0.09	0.09	0.08	0.26	0.26	0.26	0.09	0.63	0.62	0.02	0.56	0.56
Sat Flow, veh/h	10	1040	627	4	1594	232	1774	3533	85	1774	2990	546
Grp Volume(v), veh/h	106	0	205	331	0	350	389	1077	1134	23	342	343
Grp Sat Flow(s),veh/h/ln	91	0	1586	174	0	1656	1774	1770	1848	1774	1770	1766
Q Serve(g_s), s	17.5	0.0	22.2	31.5	0.0	35.8	16.0	104.9	107.1	1.0	19.0	19.2
Cycle Q Clear(g_c), s	17.5	0.0	22.2	31.5	0.0	35.8	16.0	104.9	107.1	1.0	19.0	19.2
Prop In Lane	0.53		0.40	0.20		0.14	1.00		0.05	1.00		0.31
Lane Grp Cap(c), veh/h	0	0	410	0	0	428	538	1107	1156	84	988	986
V/C Ratio(X)	0.00	0.00	0.50	0.00	0.00	0.82	0.72	0.97	0.98	0.27	0.35	0.35
Avail Cap(c_a), veh/h	0	0	410	0	0	428	538	1107	1156	124	988	986
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)	0.94	0.00	0.94	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	71.3	0.0	0.0	62.8	17.2	32.3	32.7	43.5	21.8	21.8
Incr Delay (d2), s/veh	0.0	0.0	4.1	0.0	0.0	15.9	4.8	21.3	22.3	1.7	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	10.2	0.0	0.0	18.3	8.9	57.4	61.6	0.7	9.6	9.6
LnGrp Delay(d),s/veh	0.0	0.0	75.3	0.0	0.0	78.8	21.9	53.6	55.0	45.2	22.7	22.8
LnGrp LOS			E			E	C	D	D	D	C	C
Approach Vol, veh/h		311			681			2600			708	
Approach Delay, s/veh		49.6			40.5			49.5			23.5	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	22.0	106.0		52.0	9.9	118.1		52.0
Change Period (Y+Rc), s	6.5	6.0		6.0	6.5	6.0		6.0
Max Green Setting (Gmax), s	15.5	88.0		46.0	7.5	96.0		41.0
Max Q Clear Time (g_c+I1), s	11.8	21.2		37.8	3.0	109.1		24.2
Green Ext Time (p_c), s	0.0	50.8		3.8	0.0	0.0		5.8

Intersection Summary	
HCM 2010 Ctrl Delay	43.8
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	3	3	531	74	15	198
Future Vol, veh/h	3	3	531	74	15	198
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	160	-
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	3	3	577	80	16	215

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	825	577	0	0	577	0
Stage 1	577	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	342	516	-	-	996	-
Stage 1	562	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	337	516	-	-	996	-
Mov Cap-2 Maneuver	337	-	-	-	-	-
Stage 1	562	-	-	-	-	-
Stage 2	780	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	408	996	-
HCM Lane V/C Ratio	-	-	0.016	0.016	-
HCM Control Delay (s)	-	-	14	8.7	-
HCM Lane LOS	-	-	B	A	-
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)	0	0	0	43	66	24	216	581	0	0	131	59
Future Volume (veh/h)	0	0	0	43	66	24	216	581	0	0	131	59
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				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
Parking Bus, Adj				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	1863	1863	0	0	1863	1900
Adj Flow Rate, veh/h				47	72	26	235	632	0	0	182	82
Adj No. of Lanes				0	1	0	1	1	0	0	1	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.72	0.72
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				62	95	34	864	1439	0	0	781	352
Arrive On Green				0.11	0.11	0.11	0.07	0.77	0.00	0.00	0.64	0.64
Sat Flow, veh/h				576	883	319	1774	1863	0	0	1217	549
Grp Volume(v), veh/h				145	0	0	235	632	0	0	0	264
Grp Sat Flow(s),veh/h/ln				1778	0	0	1774	1863	0	0	0	1766
Q Serve(g_s), s				5.9	0.0	0.0	3.0	8.8	0.0	0.0	0.0	4.7
Cycle Q Clear(g_c), s				5.9	0.0	0.0	3.0	8.8	0.0	0.0	0.0	4.7
Prop In Lane				0.32		0.18	1.00		0.00	0.00		0.31
Lane Grp Cap(c), veh/h				191	0	0	864	1439	0	0	0	1132
V/C Ratio(X)				0.76	0.00	0.00	0.27	0.44	0.00	0.00	0.00	0.23
Avail Cap(c_a), veh/h				462	0	0	1034	1439	0	0	0	1132
HCM Platoon Ratio				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	0.00	0.68	0.68	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				32.5	0.0	0.0	3.3	2.9	0.0	0.0	0.0	5.7
Incr Delay (d2), s/veh				6.0	0.0	0.0	0.1	0.7	0.0	0.0	0.0	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.2	0.0	0.0	1.4	4.7	0.0	0.0	0.0	2.4
LnGrp Delay(d),s/veh				38.5	0.0	0.0	3.4	3.6	0.0	0.0	0.0	6.2
LnGrp LOS				D			A	A				A
Approach Vol, veh/h					145			867			264	
Approach Delay, s/veh					38.5			3.6			6.2	
Approach LOS					D			A			A	

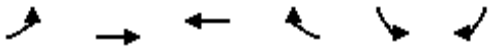
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		62.4			9.8	52.6		12.6
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		46.5			12.5	29.5		19.5
Max Q Clear Time (g_c+I1), s		10.8			5.0	6.7		7.9
Green Ext Time (p_c), s		6.7			0.4	6.1		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	8.1
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	168	225	0	620	187	0
Future Volume (veh/h)	168	225	0	620	187	0
Number	3	18	5	2	6	16
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	0	1863	1863	0
Adj Flow Rate, veh/h	205	274	0	705	263	0
Adj No. of Lanes	1	1	0	1	1	0
Peak Hour Factor	0.82	0.82	0.88	0.88	0.71	0.71
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	715	638	0	890	890	0
Arrive On Green	0.40	0.40	0.00	0.48	0.48	0.00
Sat Flow, veh/h	1774	1583	0	1863	1863	0
Grp Volume(v), veh/h	205	274	0	705	263	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1863	1863	0
Q Serve(g_s), s	5.2	8.4	0.0	21.3	5.8	0.0
Cycle Q Clear(g_c), s	5.2	8.4	0.0	21.3	5.8	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	715	638	0	890	890	0
V/C Ratio(X)	0.29	0.43	0.00	0.79	0.30	0.00
Avail Cap(c_a), veh/h	715	638	0	890	890	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.5	14.4	0.0	14.7	10.6	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.0	4.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	3.7	0.0	11.9	2.9	0.0
LnGrp Delay(d),s/veh	13.6	14.6	0.0	19.3	10.7	0.0
LnGrp LOS	B	B		B	B	
Approach Vol, veh/h	479			705	263	
Approach Delay, s/veh	14.2			19.3	10.7	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		36.0				36.0		31.0
Change Period (Y+Rc), s		6.0				6.0		6.0
Max Green Setting (Gmax), s		30.0				30.0		25.0
Max Q Clear Time (g_c+I1), s		23.3				7.8		10.4
Green Ext Time (p_c), s		0.8				0.9		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	16.0
HCM 2010 LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	130	114	267	288	102	207
Future Volume (vph)	130	114	267	288	102	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5	
Lane Util. Factor		1.00	1.00		1.00	
Frt		1.00	0.93		0.91	
Flt Protected		0.97	1.00		0.98	
Satd. Flow (prot)		1814	1732		1667	
Flt Permitted		0.14	1.00		0.98	
Satd. Flow (perm)		267	1732		1667	
Peak-hour factor, PHF	0.61	0.61	0.90	0.90	0.85	0.85
Adj. Flow (vph)	213	187	297	320	120	244
RTOR Reduction (vph)	0	0	39	0	73	0
Lane Group Flow (vph)	0	400	578	0	291	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases	6					
Actuated Green, G (s)		56.5	36.5		32.5	
Effective Green, g (s)		58.5	38.5		34.5	
Actuated g/C Ratio		0.58	0.38		0.34	
Clearance Time (s)		5.5	5.5		5.5	
Vehicle Extension (s)		5.0	5.0		3.0	
Lane Grp Cap (vph)		419	666		575	
v/s Ratio Prot		c0.16	0.33		c0.17	
v/s Ratio Perm		c0.40				
v/c Ratio		0.95	0.87		0.51	
Uniform Delay, d1		19.5	28.4		26.0	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		32.0	14.3		3.2	
Delay (s)		51.5	42.7		29.1	
Level of Service		D	D		C	
Approach Delay (s)		51.5	42.7		29.1	
Approach LOS		D	D		C	

Intersection Summary			
HCM 2000 Control Delay	41.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	80.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection: 1: Boulevard SE & Memorial Dr

Movement	EB	EB	WB	WB	WB	B29	B29	NB	NB	SB	SB	SB
Directions Served	LT	TR	L	T	TR	T	T	L	TR	L	T	TR
Maximum Queue (ft)	314	308	100	1834	1834	884	890	371	872	116	197	210
Average Queue (ft)	221	176	31	1234	1253	215	215	185	495	42	93	57
95th Queue (ft)	326	305	93	2226	2225	760	763	286	742	84	158	130
Link Distance (ft)	1995	1995		1739	1739	872	872	1226	1226		834	834
Upstream Blk Time (%)				31	34	2	3					
Queuing Penalty (veh)				192	211	11	18					
Storage Bay Dist (ft)			75							150		
Storage Blk Time (%)			0	74							1	
Queuing Penalty (veh)			1	40							1	

Intersection: 2: Chester Ave & Memorial Dr

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	185	230	238	74	72
Average Queue (ft)	101	129	139	32	35
95th Queue (ft)	188	209	215	64	67
Link Distance (ft)	872	224	224	762	862
Upstream Blk Time (%)		3	3		
Queuing Penalty (veh)		19	22		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Bill Kennedy Way & Memorial Dr

Movement	EB	WB	WB	NB	NB
Directions Served	UTR	LT	T	L	R
Maximum Queue (ft)	228	348	339	423	200
Average Queue (ft)	131	191	197	363	105
95th Queue (ft)	220	315	351	470	237
Link Distance (ft)	224	368	368	416	
Upstream Blk Time (%)	1	0		8	
Queuing Penalty (veh)	5	0		42	
Storage Bay Dist (ft)					65
Storage Blk Time (%)				64	3
Queuing Penalty (veh)				88	11

Intersection: 4: Driveway 3/Holtzclaw St & Memorial Dr

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	LT	TR	LTR	LTR
Maximum Queue (ft)	170	139	161	185	108	53
Average Queue (ft)	28	9	67	52	53	17
95th Queue (ft)	97	52	149	132	94	45
Link Distance (ft)	368		263	263	312	871
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		100				
Storage Blk Time (%)	1					
Queuing Penalty (veh)	0					

Intersection: 5: Gibson St & Memorial Dr

Movement	EB	WB	NB	NB	SB
Directions Served	LT	LT	LT	R	LTR
Maximum Queue (ft)	135	25	26	22	55
Average Queue (ft)	28	1	8	12	17
95th Queue (ft)	87	8	27	29	44
Link Distance (ft)	263	336	596		1240
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				100	
Storage Blk Time (%)	1				
Queuing Penalty (veh)	0				

Intersection: 6: Flat Shoals Ave & Memorial Dr

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	231	300	299	28	48
Average Queue (ft)	80	233	240	3	10
95th Queue (ft)	172	307	331	18	37
Link Distance (ft)	1155	272	272	408	822
Upstream Blk Time (%)		2	4		
Queuing Penalty (veh)		12	19		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 7: Moreland Ave & Memorial Dr

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	TR	LT	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	218	206	506	429	977	1011	998	67	319	284
Average Queue (ft)	115	120	334	297	969	978	969	18	166	132
95th Queue (ft)	185	182	449	406	1014	993	1022	48	266	242
Link Distance (ft)	272	272	874	874	959	959	959	727	727	727
Upstream Blk Time (%)					33	57	39			
Queuing Penalty (veh)					0	0	0			
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 8: Bill Kennedy Way & Driveway 2

Movement	WB	NB	NB	SB
Directions Served	LR	T	R	L
Maximum Queue (ft)	22	399	150	53
Average Queue (ft)	4	42	5	5
95th Queue (ft)	18	193	49	27
Link Distance (ft)	387	392		
Upstream Blk Time (%)		2		
Queuing Penalty (veh)		9		
Storage Bay Dist (ft)			100	160
Storage Blk Time (%)		5		
Queuing Penalty (veh)		4		

Intersection: 9: Bill Kennedy Way & WB I-20 On-Ramp/Driveway 1

Movement	WB	NB	NB	SB
Directions Served	LTR	L	T	TR
Maximum Queue (ft)	136	95	288	178
Average Queue (ft)	75	48	80	48
95th Queue (ft)	119	85	191	120
Link Distance (ft)	481	378	378	392
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Bill Kennedy Way & EB I-20 Off-Ramp

Movement	EB	EB	NB	SB
Directions Served	L	R	T	T
Maximum Queue (ft)	140	100	288	136
Average Queue (ft)	57	55	185	51
95th Queue (ft)	110	92	296	98
Link Distance (ft)	1489	1489	332	378
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Bill Kennedy Way & Glenwood Place

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	72	73
Average Queue (ft)	36	28
95th Queue (ft)	62	57
Link Distance (ft)	258	342
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: Glenwood Ave & Bill Kennedy Way

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	184	465	235
Average Queue (ft)	92	270	113
95th Queue (ft)	152	416	204
Link Distance (ft)	1148	1698	706
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 705

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	592	134	142	345	101	72	407	90	172	805	53
Future Volume (veh/h)	64	592	134	142	345	101	72	407	90	172	805	53
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	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	71	658	149	163	397	116	83	468	103	181	847	56
Adj No. of Lanes	0	2	0	1	2	0	1	1	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.87	0.87	0.87	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	373	162	190	1129	326	266	636	140	252	1449	96
Arrive On Green	0.30	0.30	0.29	0.08	0.42	0.41	0.04	0.43	0.43	0.04	0.43	0.43
Sat Flow, veh/h	3	1256	546	1774	2711	783	1774	1480	326	1774	3370	223
Grp Volume(v), veh/h	441	0	437	163	258	255	83	0	571	181	445	458
Grp Sat Flow(s),veh/h/ln	204	0	1601	1774	1770	1724	1774	0	1805	1774	1770	1823
Q Serve(g_s), s	40.4	0.0	39.6	9.5	14.9	15.2	3.9	0.0	39.6	5.5	28.7	28.7
Cycle Q Clear(g_c), s	40.4	0.0	39.6	9.5	14.9	15.2	3.9	0.0	39.6	5.5	28.7	28.7
Prop In Lane	0.16		0.34	1.00		0.45	1.00		0.18	1.00		0.12
Lane Grp Cap(c), veh/h	0	0	475	190	737	719	266	0	776	252	761	784
V/C Ratio(X)	0.00	0.00	0.92	0.86	0.35	0.36	0.31	0.00	0.74	0.72	0.58	0.58
Avail Cap(c_a), veh/h	0	0	475	190	737	719	266	0	776	252	761	784
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	51.1	39.2	29.9	30.0	25.3	0.0	35.7	41.6	32.5	32.6
Incr Delay (d2), s/veh	0.0	0.0	25.5	29.3	1.3	1.4	0.7	0.0	6.1	8.2	3.3	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	20.9	8.2	7.6	7.5	1.9	0.0	21.0	5.1	14.6	15.1
LnGrp Delay(d),s/veh	0.0	0.0	76.6	68.5	31.2	31.4	25.9	0.0	41.8	49.8	35.8	35.7
LnGrp LOS			E	E	C	C	C		D	D	D	D
Approach Vol, veh/h		878			676			654			1084	
Approach Delay, s/veh		38.2			40.3			39.8			38.1	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		68.0	12.0	70.0	18.0	50.0	12.0	70.0
Change Period (Y+Rc), s		6.0	7.0	6.0	6.5	6.0	6.5	6.0
Max Green Setting (Gmax), s		45.0	5.0	64.0	11.5	44.0	5.5	64.0
Max Q Clear Time (g_c+I1), s		17.2	7.5	41.6	11.5	42.4	5.9	30.7
Green Ext Time (p_c), s		20.8	0.0	13.6	0.0	1.4	0.0	17.2

Intersection Summary	
HCM 2010 Ctrl Delay	38.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	839	15	27	426	66	4	1	60	107	9	28
Future Volume (veh/h)	23	839	15	27	426	66	4	1	60	107	9	28
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	25	922	16	31	484	75	5	1	82	127	11	33
Adj No. of Lanes	0	2	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.73	0.73	0.73	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	2061	35	78	887	133	58	22	405	365	38	76
Arrive On Green	0.61	0.61	0.60	1.00	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	42	3398	58	46	1462	219	27	81	1483	1029	138	279
Grp Volume(v), veh/h	500	0	463	590	0	0	88	0	0	171	0	0
Grp Sat Flow(s),veh/h/ln	1813	0	1685	1727	0	0	1591	0	0	1447	0	0
Q Serve(g_s), s	0.0	0.0	11.2	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0
Cycle Q Clear(g_c), s	10.8	0.0	11.2	0.0	0.0	0.0	3.2	0.0	0.0	6.6	0.0	0.0
Prop In Lane	0.05		0.03	0.05		0.13	0.06		0.93	0.74		0.19
Lane Grp Cap(c), veh/h	1150	0	1022	1098	0	0	486	0	0	479	0	0
V/C Ratio(X)	0.43	0.00	0.45	0.54	0.00	0.00	0.18	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	1150	0	1022	1098	0	0	486	0	0	479	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.23	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.9	0.0	8.0	0.0	0.0	0.0	21.1	0.0	0.0	22.1	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	1.5	0.4	0.0	0.0	0.8	0.0	0.0	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.0	5.6	0.1	0.0	0.0	1.5	0.0	0.0	3.1	0.0	0.0
LnGrp Delay(d),s/veh	9.1	0.0	9.5	0.4	0.0	0.0	22.0	0.0	0.0	24.1	0.0	0.0
LnGrp LOS	A		A	A			C			C		
Approach Vol, veh/h		963			590			88			171	
Approach Delay, s/veh		9.3			0.4			22.0			24.1	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.0		25.0		50.0		25.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		45.0		20.0		45.0		20.0
Max Q Clear Time (g_c+I1), s		13.2		8.6		2.0		5.2
Green Ext Time (p_c), s		22.5		1.2		27.7		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	8.4
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	552	460	223	360	144	127
Future Volume (veh/h)	552	460	223	360	144	127
Number	2	12	1	6	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	1900	1900	1863	1863	1863
Adj Flow Rate, veh/h	587	489	240	387	158	140
Adj No. of Lanes	2	0	0	1	1	1
Peak Hour Factor	0.94	0.94	0.93	0.93	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1521	1265	328	491	192	171
Arrive On Green	1.00	1.00	1.00	1.00	0.11	0.11
Sat Flow, veh/h	1929	1527	356	592	1774	1583
Grp Volume(v), veh/h	566	510	627	0	158	140
Grp Sat Flow(s),veh/h/ln	1770	1593	948	0	1774	1583
Q Serve(g_s), s	0.0	0.0	0.0	0.0	13.1	13.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	13.1	13.0
Prop In Lane		0.96	0.38		1.00	1.00
Lane Grp Cap(c), veh/h	1466	1320	819	0	192	171
V/C Ratio(X)	0.39	0.39	0.77	0.00	0.82	0.82
Avail Cap(c_a), veh/h	1466	1320	819	0	302	269
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.83	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	65.5	65.4
Incr Delay (d2), s/veh	0.7	0.7	5.6	0.0	9.9	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	1.3	0.0	6.9	6.2
LnGrp Delay(d),s/veh	0.7	0.7	5.6	0.0	75.4	75.8
LnGrp LOS	A	A	A		E	E
Approach Vol, veh/h	1076			627	298	
Approach Delay, s/veh	0.7			5.6	75.6	
Approach LOS	A			A	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		129.3		20.7		129.3		
Change Period (Y+Rc), s		5.5		5.0		5.5		
Max Green Setting (Gmax), s		114.5		25.0		114.5		
Max Q Clear Time (g_c+I1), s		2.0		15.1		2.0		
Green Ext Time (p_c), s		64.2		0.6		64.2		

Intersection Summary	
HCM 2010 Ctrl Delay	13.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	608	45	85	451	1	91	11	60	3	10	34
Future Volume (veh/h)	15	608	45	85	451	1	91	11	60	3	10	34
Number	5	2	12	1	6	16	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	1900	1863	1863	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	16	640	49	92	496	1	99	12	65	8	11	87
Adj No. of Lanes	0	2	1	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.92	0.92	0.91	0.91	0.92	0.92	0.92	0.39	0.92	0.39
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	2499	1165	196	1021	2	193	26	84	59	35	195
Arrive On Green	1.00	1.00	1.00	0.74	0.74	0.74	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	37	3397	1583	190	1387	3	815	179	582	54	241	1352
Grp Volume(v), veh/h	349	307	49	589	0	0	176	0	0	106	0	0
Grp Sat Flow(s),veh/h/ln	1823	1610	1583	1580	0	0	1576	0	0	1647	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	9.2	0.0	0.0	7.7	0.0	0.0	4.5	0.0	0.0
Prop In Lane	0.05		1.00	0.16		0.00	0.56		0.37	0.08		0.82
Lane Grp Cap(c), veh/h	1392	1185	1165	1218	0	0	302	0	0	289	0	0
V/C Ratio(X)	0.25	0.26	0.04	0.48	0.00	0.00	0.58	0.00	0.00	0.37	0.00	0.00
Avail Cap(c_a), veh/h	1392	1185	1165	1218	0	0	448	0	0	451	0	0
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)	0.92	0.92	0.92	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	3.8	0.0	0.0	30.6	0.0	0.0	29.4	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.5	0.1	1.4	0.0	0.0	1.8	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.0	5.0	0.0	0.0	3.6	0.0	0.0	2.1	0.0	0.0
LnGrp Delay(d),s/veh	0.4	0.5	0.1	5.2	0.0	0.0	32.3	0.0	0.0	30.2	0.0	0.0
LnGrp LOS	A	A	A	A			C			C		
Approach Vol, veh/h		705			589			176			106	
Approach Delay, s/veh		0.4			5.2			32.3			30.2	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		59.7		15.3		59.7		15.3
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		47.5		18.5		47.5		18.5
Max Q Clear Time (g_c+I1), s		2.0		9.7		11.2		6.5
Green Ext Time (p_c), s		11.2		1.1		10.7		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	7.8
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	19	647	32	21	506	2	11	0	63	2	0	26
Future Vol, veh/h	19	647	32	21	506	2	11	0	63	2	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	89	89	89	42	42	42	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	703	35	24	569	2	26	0	150	3	0	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	571	0	0	703	0	0	1379	1363	352	1010	1362	570
Stage 1	-	-	-	-	-	-	745	745	-	617	617	-
Stage 2	-	-	-	-	-	-	634	618	-	393	745	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.33	6.53	6.93	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.218	-	-	2.22	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1002	-	-	890	-	-	112	147	645	206	147	520
Stage 1	-	-	-	-	-	-	373	420	-	476	480	-
Stage 2	-	-	-	-	-	-	466	480	-	604	420	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1002	-	-	890	-	-	99	136	645	149	136	520
Mov Cap-2 Maneuver	-	-	-	-	-	-	99	136	-	149	136	-
Stage 1	-	-	-	-	-	-	360	405	-	459	461	-
Stage 2	-	-	-	-	-	-	418	461	-	447	405	-

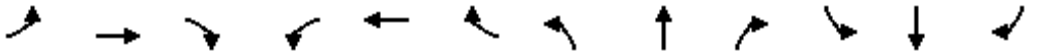
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.4	18.5	13.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	99	645	1002	-	-	890	-	-	441
HCM Lane V/C Ratio	0.265	0.233	0.021	-	-	0.027	-	-	0.085
HCM Control Delay (s)	54	12.3	8.7	0.1	-	9.2	0	-	13.9
HCM Lane LOS	F	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1	0.9	0.1	-	-	0.1	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	608	24	21	463	19	1	5	7	22	29	17
Future Volume (veh/h)	27	608	24	21	463	19	1	5	7	22	29	17
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	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	28	640	25	25	545	22	3	15	21	25	33	19
Adj No. of Lanes	0	2	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.33	0.33	0.33	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	1991	77	479	1097	44	57	202	252	174	221	112
Arrive On Green	0.62	0.62	0.61	1.00	1.00	1.00	0.28	0.28	0.27	0.28	0.28	0.27
Sat Flow, veh/h	83	3228	124	768	1778	72	50	727	907	435	796	403
Grp Volume(v), veh/h	357	0	336	25	0	567	39	0	0	77	0	0
Grp Sat Flow(s),veh/h/ln	1762	0	1673	768	0	1850	1684	0	0	1634	0	0
Q Serve(g_s), s	0.0	0.0	8.7	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.2	0.0	8.7	9.2	0.0	0.0	1.5	0.0	0.0	2.9	0.0	0.0
Prop In Lane	0.08		0.07	1.00		0.04	0.08		0.54	0.32		0.25
Lane Grp Cap(c), veh/h	1130	0	1032	479	0	1141	511	0	0	507	0	0
V/C Ratio(X)	0.32	0.00	0.33	0.05	0.00	0.50	0.08	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	1130	0	1032	479	0	1141	511	0	0	507	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.54	0.00	0.54	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.2	0.0	8.3	0.7	0.0	0.0	24.1	0.0	0.0	24.6	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.8	0.1	0.0	0.8	0.3	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	4.2	0.1	0.0	0.3	0.8	0.0	0.0	1.5	0.0	0.0
LnGrp Delay(d),s/veh	8.9	0.0	9.1	0.8	0.0	0.8	24.4	0.0	0.0	25.2	0.0	0.0
LnGrp LOS	A		A	A		A	C			C		
Approach Vol, veh/h		693			592			39			77	
Approach Delay, s/veh		9.0			0.8			24.4			25.2	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0		30.0
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		55.0		24.5		55.0		24.5
Max Q Clear Time (g_c+I1), s		10.7		4.9		11.2		3.5
Green Ext Time (p_c), s		22.0		0.5		21.9		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	6.9
HCM 2010 LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	364	175	145	255	47	169	1269	108	58	1689	77
Future Volume (veh/h)	81	364	175	145	255	47	169	1269	108	58	1689	77
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	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	85	383	184	167	293	54	174	1308	111	59	1723	79
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.87	0.87	0.87	0.97	0.97	0.97	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	27	194	207	43	341	67	197	2079	176	237	2061	94
Arrive On Green	0.49	0.49	0.49	0.25	0.25	0.24	0.06	0.63	0.63	0.03	0.60	0.60
Sat Flow, veh/h	6	786	839	18	1381	271	1774	3304	280	1774	3447	157
Grp Volume(v), veh/h	312	0	340	185	0	329	174	699	720	59	880	922
Grp Sat Flow(s),veh/h/ln	81	0	1549	20	0	1649	1774	1770	1813	1774	1770	1835
Q Serve(g_s), s	33.3	0.0	35.6	39.5	0.0	33.8	8.3	43.6	44.0	2.3	71.6	73.2
Cycle Q Clear(g_c), s	33.3	0.0	35.6	39.5	0.0	33.8	8.3	43.6	44.0	2.3	71.6	73.2
Prop In Lane	0.27		0.54	0.90		0.16	1.00		0.15	1.00		0.09
Lane Grp Cap(c), veh/h	0	0	383	0	0	408	197	1113	1141	237	1058	1097
V/C Ratio(X)	0.00	0.00	0.89	0.00	0.00	0.81	0.88	0.63	0.63	0.25	0.83	0.84
Avail Cap(c_a), veh/h	0	0	383	0	0	408	316	1113	1141	293	1058	1097
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	0.00	0.95	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	43.5	0.0	0.0	63.8	45.4	20.4	20.6	17.8	29.0	29.3
Incr Delay (d2), s/veh	0.0	0.0	23.9	0.0	0.0	15.7	9.9	2.7	2.7	0.2	7.6	7.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	17.7	0.0	0.0	17.2	9.1	22.0	22.9	1.1	36.9	39.3
LnGrp Delay(d),s/veh	0.0	0.0	67.4	0.0	0.0	79.4	55.3	23.1	23.2	18.0	36.6	37.1
LnGrp LOS			E			E	E	C	C	B	D	D
Approach Vol, veh/h		652			514			1593			1861	
Approach Delay, s/veh		35.1			50.9			26.7			36.3	
Approach LOS		D			D			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	16.9	113.1		50.0	11.2	118.8		50.0
Change Period (Y+Rc), s	6.5	6.0		6.0	6.5	6.0		6.0
Max Green Setting (Gmax), s	22.5	82.0		44.0	10.5	94.0		42.0
Max Q Clear Time (g_c+I1), s	10.3	75.2		41.5	4.3	46.0		37.6
Green Ext Time (p_c), s	0.1	6.8		1.8	0.0	47.1		3.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.4
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	0	281	113	50	630
Future Vol, veh/h	11	0	281	113	50	630
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	160	-
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	12	0	305	123	54	685

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1098	305	0	0	305	0
Stage 1	305	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	235	735	-	-	1256	-
Stage 1	748	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	225	735	-	-	1256	-
Mov Cap-2 Maneuver	225	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	427	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.9	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	225	1256	-
HCM Lane V/C Ratio	-	-	0.053	0.043	-
HCM Control Delay (s)	-	-	21.9	8	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	47	61	10	252	395	0	0	437	203
Future Volume (veh/h)	0	0	0	47	61	10	252	395	0	0	437	203
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				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
Parking Bus, Adj				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	1863	1863	0	0	1863	1900
Adj Flow Rate, veh/h				51	66	11	280	439	0	0	480	223
Adj No. of Lanes				0	1	0	1	1	0	0	1	0
Peak Hour Factor				0.92	0.92	0.92	0.90	0.90	0.92	0.92	0.91	0.91
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				68	88	15	542	1463	0	0	778	362
Arrive On Green				0.09	0.09	0.09	0.08	0.79	0.00	0.00	0.65	0.65
Sat Flow, veh/h				717	928	155	1774	1863	0	0	1204	560
Grp Volume(v), veh/h				128	0	0	280	439	0	0	0	703
Grp Sat Flow(s),veh/h/ln				1800	0	0	1774	1863	0	0	0	1764
Q Serve(g_s), s				5.2	0.0	0.0	3.5	5.0	0.0	0.0	0.0	17.6
Cycle Q Clear(g_c), s				5.2	0.0	0.0	3.5	5.0	0.0	0.0	0.0	17.6
Prop In Lane				0.40		0.09	1.00		0.00	0.00		0.32
Lane Grp Cap(c), veh/h				170	0	0	542	1463	0	0	0	1140
V/C Ratio(X)				0.75	0.00	0.00	0.52	0.30	0.00	0.00	0.00	0.62
Avail Cap(c_a), veh/h				434	0	0	697	1463	0	0	0	1140
HCM Platoon Ratio				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	0.00	0.84	0.84	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				33.1	0.0	0.0	6.8	2.3	0.0	0.0	0.0	7.8
Incr Delay (d2), s/veh				6.6	0.0	0.0	0.6	0.4	0.0	0.0	0.0	2.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.9	0.0	0.0	2.4	2.6	0.0	0.0	0.0	9.2
LnGrp Delay(d),s/veh				39.7	0.0	0.0	7.5	2.7	0.0	0.0	0.0	10.3
LnGrp LOS				D			A	A				B
Approach Vol, veh/h					128			719			703	
Approach Delay, s/veh					39.7			4.6			10.3	
Approach LOS					D			A			B	

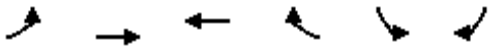
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		63.4			10.4	53.0		11.6
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		47.9			12.5	30.9		18.1
Max Q Clear Time (g_c+I1), s		7.0			5.5	19.6		7.2
Green Ext Time (p_c), s		9.8			0.5	5.7		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	171	389	0	472	463	0
Future Volume (veh/h)	171	389	0	472	463	0
Number	3	18	5	2	6	16
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	0	1863	1863	0
Adj Flow Rate, veh/h	197	447	0	562	482	0
Adj No. of Lanes	1	1	0	1	1	0
Peak Hour Factor	0.87	0.87	0.84	0.84	0.96	0.96
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	731	653	0	910	910	0
Arrive On Green	0.41	0.41	0.00	0.49	0.49	0.00
Sat Flow, veh/h	1774	1583	0	1863	1863	0
Grp Volume(v), veh/h	197	447	0	562	482	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1863	1863	0
Q Serve(g_s), s	4.8	15.1	0.0	14.5	11.7	0.0
Cycle Q Clear(g_c), s	4.8	15.1	0.0	14.5	11.7	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	731	653	0	910	910	0
V/C Ratio(X)	0.27	0.68	0.00	0.62	0.53	0.00
Avail Cap(c_a), veh/h	758	677	0	924	924	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.7	15.8	0.0	12.3	11.6	0.0
Incr Delay (d2), s/veh	0.2	2.7	0.0	1.8	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	7.1	0.0	7.8	6.2	0.0
LnGrp Delay(d),s/veh	12.9	18.5	0.0	14.1	12.6	0.0
LnGrp LOS	B	B		B	B	
Approach Vol, veh/h	644			562	482	
Approach Delay, s/veh	16.8			14.1	12.6	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		35.5				35.5		30.0
Change Period (Y+Rc), s		5.5				5.5		5.0
Max Green Setting (Gmax), s		30.5				30.5		26.0
Max Q Clear Time (g_c+I1), s		16.5				13.7		17.1
Green Ext Time (p_c), s		8.9				10.2		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	14.7
HCM 2010 LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	127	149	97	127	348	143
Future Volume (vph)	127	149	97	127	348	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5	
Lane Util. Factor		1.00	1.00		1.00	
Frt		1.00	0.92		0.96	
Flt Protected		0.98	1.00		0.97	
Satd. Flow (prot)		1821	1720		1728	
Flt Permitted		0.65	1.00		0.97	
Satd. Flow (perm)		1205	1720		1728	
Peak-hour factor, PHF	0.79	0.79	0.89	0.89	0.94	0.94
Adj. Flow (vph)	161	189	109	143	370	152
RTOR Reduction (vph)	0	0	46	0	15	0
Lane Group Flow (vph)	0	350	206	0	507	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases	6					
Actuated Green, G (s)		57.5	39.3		31.5	
Effective Green, g (s)		59.5	41.3		33.5	
Actuated g/C Ratio		0.60	0.41		0.34	
Clearance Time (s)		5.5	5.5		5.5	
Vehicle Extension (s)		5.0	5.0		3.0	
Lane Grp Cap (vph)		810	710		578	
v/s Ratio Prot		c0.07	0.12		c0.29	
v/s Ratio Perm		c0.19				
v/c Ratio		0.43	0.29		0.88	
Uniform Delay, d1		11.0	19.6		31.3	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.1	1.0		17.1	
Delay (s)		11.2	20.6		48.4	
Level of Service		B	C		D	
Approach Delay (s)		11.2	20.6		48.4	
Approach LOS		B	C		D	

Intersection Summary			
HCM 2000 Control Delay	30.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection: 1: Boulevard SE & Memorial Dr

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	LT	TR	L	T	TR	L	TR	L	T	TR
Maximum Queue (ft)	401	418	150	264	287	128	454	250	416	374
Average Queue (ft)	274	288	107	147	157	49	249	126	242	223
95th Queue (ft)	357	372	166	240	262	92	397	233	351	324
Link Distance (ft)	1995	1995		1739	1739	1226	1226		834	834
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			75					150		
Storage Blk Time (%)			34	40				5	27	
Queuing Penalty (veh)			59	57				18	46	

Intersection: 2: Chester Ave & Memorial Dr

Movement	EB	EB	WB	NB	SB
Directions Served	LT	TR	LTR	LTR	LTR
Maximum Queue (ft)	118	164	240	74	116
Average Queue (ft)	48	89	182	38	56
95th Queue (ft)	92	145	258	68	100
Link Distance (ft)	873	873	224	750	874
Upstream Blk Time (%)			5		
Queuing Penalty (veh)			27		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Bill Kennedy Way & Memorial Dr

Movement	EB	EB	WB	NB	NB
Directions Served	T	TR	LT	L	R
Maximum Queue (ft)	223	231	384	372	200
Average Queue (ft)	64	126	377	177	100
95th Queue (ft)	152	215	385	336	216
Link Distance (ft)	224	224	368	403	
Upstream Blk Time (%)	0	0	42		
Queuing Penalty (veh)	0	2	241		
Storage Bay Dist (ft)					65
Storage Blk Time (%)				55	3
Queuing Penalty (veh)				70	4

Intersection: 4: Driveway 3/Holtzclaw St & Memorial Dr

Movement	EB	EB	EB	WB	NB	SB
Directions Served	LT	T	R	LTR	LTR	LTR
Maximum Queue (ft)	74	93	39	278	210	93
Average Queue (ft)	29	43	11	270	92	37
95th Queue (ft)	67	85	34	276	176	76
Link Distance (ft)	368	368		262	435	883
Upstream Blk Time (%)				56		
Queuing Penalty (veh)				302		
Storage Bay Dist (ft)			100			
Storage Blk Time (%)		0				
Queuing Penalty (veh)		0				

Intersection: 5: Gibson St & Memorial Dr

Movement	EB	EB	EB	WB	B19	NB	NB	SB
Directions Served	LT	T	R	LTR	T	LT	R	LTR
Maximum Queue (ft)	268	267	20	424	924	177	150	158
Average Queue (ft)	39	42	1	374	309	68	44	89
95th Queue (ft)	169	182	9	509	822	150	120	152
Link Distance (ft)	262	262		336	1157	584		1252
Upstream Blk Time (%)	1	1		67				
Queuing Penalty (veh)	4	4		324				
Storage Bay Dist (ft)			100				100	
Storage Blk Time (%)		10				26	0	
Queuing Penalty (veh)		3				16	0	

Intersection: 6: Flat Shoals Ave & Memorial Dr

Movement	EB	EB	B19	B19	WB	WB	NB	SB
Directions Served	LT	TR	T	T	L	TR	LTR	LTR
Maximum Queue (ft)	1277	1256	359	357	41	229	73	495
Average Queue (ft)	754	768	110	111	9	116	13	242
95th Queue (ft)	1509	1508	367	366	31	233	48	443
Link Distance (ft)	1157	1157	336	336	271	271	402	828
Upstream Blk Time (%)	36	37	11	13				
Queuing Penalty (veh)	128	133	40	46				
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 7: Moreland Ave & Memorial Dr

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	TR	LT	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	289	337	400	415	261	476	444	765	790	766
Average Queue (ft)	279	281	191	254	138	377	352	716	747	744
95th Queue (ft)	303	317	335	379	229	479	451	936	764	755
Link Distance (ft)	271	271	874	874	958	958	958	727	727	727
Upstream Blk Time (%)	67	68						36	67	51
Queuing Penalty (veh)	214	217						0	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 8: Bill Kennedy Way & Driveway 2

Movement	WB	NB	SB
Directions Served	LR	R	L
Maximum Queue (ft)	44	22	53
Average Queue (ft)	7	1	17
95th Queue (ft)	27	7	45
Link Distance (ft)	321		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	160
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Bill Kennedy Way & WB I-20 On-Ramp/Driveway 1

Movement	WB	NB	NB	SB
Directions Served	LTR	L	T	TR
Maximum Queue (ft)	142	161	171	235
Average Queue (ft)	74	76	54	139
95th Queue (ft)	130	134	130	226
Link Distance (ft)	491	378	378	393
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Bill Kennedy Way & EB I-20 Off-Ramp

Movement	EB	EB	NB	SB
Directions Served	L	R	T	T
Maximum Queue (ft)	118	249	239	282
Average Queue (ft)	66	88	145	109
95th Queue (ft)	110	168	232	210
Link Distance (ft)	1489	1489	332	378
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Bill Kennedy Way & Glenwood Place

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	397	77
Average Queue (ft)	221	45
95th Queue (ft)	454	75
Link Distance (ft)	380	437
Upstream Blk Time (%)	11	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: Glenwood Ave & Bill Kennedy Way

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	204	176	421
Average Queue (ft)	88	78	222
95th Queue (ft)	169	146	348
Link Distance (ft)	1148	1698	707
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 1956

Arterial Level of Service: NB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
EB I-20 Off-Ramp	III	35	26.4	23.2	49.6	0.22	16.0	D
Driveway 1	III	35	10.7	5.8	16.5	0.08	17.4	D
Memorial Dr	III	35	21.0	84.5	105.5	0.18	6.0	F
Total	III		58.1	113.5	171.6	0.47	10.0	F

Arterial Level of Service: SB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
WB I-20 On-Ramp	III	35	21.0	12.0	33.0	0.18	19.1	C
EB I-20 Off-Ramp	III	35	10.7	11.8	22.5	0.08	12.7	E
Glenwood Ave	III	35	26.4	21.9	48.3	0.22	16.4	D
Total	III		58.1	45.7	103.8	0.47	16.5	D

Arterial Level of Service: EB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Boulevard SE	III	35	46.4	38.7	85.1	0.39	16.4	D
Chester Ave	III	35	62.1	5.2	67.3	0.52	27.7	B
Bill Kennedy Way	III	35	8.0	23.1	31.1	0.06	6.4	F
Driveway 3	III	35	11.2	1.6	12.8	0.08	23.3	C
Flat Shoals Ave	III	35	44.4	9.5	53.9	0.37	24.7	B
Moreland Ave	III	35	10.3	57.9	68.2	0.07	3.7	F
Total	III		182.4	136.0	318.4	1.48	16.8	D

Arterial Level of Service: WB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Moreland Ave	III	35	22.3	55.6	77.9	0.17	8.1	F
Flat Shoals Ave	III	35	10.3	10.3	20.6	0.07	12.4	E
Holtzclaw St	III	35	44.4	5.1	49.5	0.37	26.9	B
Bill Kennedy Way	III	35	11.2	16.5	27.7	0.08	10.8	E
Chester Ave	III	35	8.0	7.3	15.3	0.06	13.1	E
Boulevard SE	III	35	62.1	115.7	177.8	0.52	10.5	E
Total	III		158.3	210.5	368.8	1.27	12.4	E

Arterial Level of Service: NB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
EB I-20 Off-Ramp	III	35	26.4	15.9	42.3	0.22	18.7	C
Driveway 1	III	35	10.7	4.1	14.8	0.08	19.3	C
Memorial Dr	III	35	21.0	89.6	110.6	0.18	5.7	F
Total	III		58.1	109.6	167.7	0.47	10.2	E

Arterial Level of Service: SB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
WB I-20 On-Ramp	III	35	21.0	22.3	43.3	0.18	14.5	D
EB I-20 Off-Ramp	III	35	10.7	14.2	24.9	0.08	11.5	E
Glenwood Ave	III	35	26.4	48.2	74.6	0.22	10.6	E
Total	III		58.1	84.7	142.8	0.47	12.0	E

Arterial Level of Service: EB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Boulevard SE	III	35	46.4	46.8	93.2	0.39	14.9	D
Chester Ave	III	35	62.1	12.1	74.2	0.52	25.1	B
Bill Kennedy Way	III	35	8.0	1.4	9.4	0.06	21.3	C
Driveway 3	III	35	11.2	3.3	14.5	0.08	20.5	C
Flat Shoals Ave	III	35	44.4	8.9	53.3	0.37	25.0	B
Moreland Ave	III	35	10.3	59.1	69.4	0.07	3.7	F
Total	III		182.4	131.6	314.0	1.48	17.0	D

Arterial Level of Service: WB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Moreland Ave	III	35	22.3	60.7	83.0	0.17	7.6	F
Flat Shoals Ave	III	35	10.3	14.0	24.3	0.07	10.5	E
Holtzclaw St	III	35	44.4	8.4	52.8	0.37	25.2	B
Bill Kennedy Way	III	35	11.2	49.3	60.5	0.08	4.9	F
Chester Ave	III	35	8.0	12.8	20.8	0.06	9.6	F
Boulevard SE	III	35	62.1	51.4	113.5	0.52	16.4	D
Total	III		158.3	196.6	354.9	1.27	12.9	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	240	26	54	772	232	387	806	29	51	179	60
Future Volume (veh/h)	108	240	26	54	772	232	387	806	29	51	179	60
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	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	117	261	28	57	813	244	412	857	31	53	185	62
Adj No. of Lanes	0	2	0	1	2	0	1	1	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.94	0.94	0.94	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	468	50	113	1039	312	663	828	30	107	864	281
Arrive On Green	0.31	0.31	0.31	0.04	0.39	0.38	0.17	0.46	0.46	0.03	0.33	0.33
Sat Flow, veh/h	19	1507	162	1774	2685	805	1774	1787	65	1774	2628	854
Grp Volume(v), veh/h	117	0	289	57	536	521	412	0	888	53	123	124
Grp Sat Flow(s),veh/h/ln	19	0	1668	1774	1770	1721	1774	0	1851	1774	1770	1712
Q Serve(g_s), s	35.8	0.0	21.7	3.5	39.9	40.0	22.1	0.0	69.5	2.9	7.5	7.9
Cycle Q Clear(g_c), s	35.8	0.0	21.7	3.5	39.9	40.0	22.1	0.0	69.5	2.9	7.5	7.9
Prop In Lane	1.00		0.10	1.00		0.47	1.00		0.03	1.00		0.50
Lane Grp Cap(c), veh/h	0	0	518	113	685	666	663	0	858	107	582	563
V/C Ratio(X)	0.00	0.00	0.56	0.51	0.78	0.78	0.62	0.00	1.04	0.50	0.21	0.22
Avail Cap(c_a), veh/h	0	0	518	154	685	666	785	0	858	137	582	563
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	43.1	42.7	40.4	40.5	23.7	0.0	40.3	39.6	36.3	36.5
Incr Delay (d2), s/veh	0.0	0.0	4.3	1.3	8.7	8.9	1.1	0.0	40.2	1.3	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	10.6	1.7	21.1	20.6	11.0	0.0	45.1	1.5	3.8	3.9
LnGrp Delay(d),s/veh	0.0	0.0	47.4	44.1	49.1	49.5	24.8	0.0	80.4	40.9	37.1	37.4
LnGrp LOS			D	D	D	D	C		F	D	D	D
Approach Vol, veh/h		406			1114			1300			300	
Approach Delay, s/veh		33.8			49.0			62.8			37.9	
Approach LOS		C			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		63.5	11.5	75.0	11.5	52.1	31.6	54.8
Change Period (Y+Rc), s		6.0	7.0	6.0	6.5	6.0	6.5	6.0
Max Green Setting (Gmax), s		40.0	7.0	69.0	8.5	40.0	35.5	41.0
Max Q Clear Time (g_c+I1), s		42.0	4.9	71.5	5.5	37.8	24.1	9.9
Green Ext Time (p_c), s		0.0	0.0	0.0	0.0	2.1	1.0	14.0

Intersection Summary	
HCM 2010 Ctrl Delay	51.7
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	307	4	66	1191	85	22	6	26	30	5	29
Future Volume (veh/h)	8	307	4	66	1191	85	22	6	26	30	5	29
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	9	341	4	69	1254	89	29	8	34	48	8	46
Adj No. of Lanes	0	1	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.95	0.95	0.95	0.77	0.77	0.77	0.63	0.63	0.63
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	1173	14	131	2039	143	181	65	164	204	51	151
Arrive On Green	0.66	0.66	0.65	1.00	1.00	1.00	0.22	0.22	0.21	0.22	0.22	0.21
Sat Flow, veh/h	13	1778	20	118	3089	217	515	297	746	607	230	687
Grp Volume(v), veh/h	354	0	0	732	0	680	71	0	0	102	0	0
Grp Sat Flow(s),veh/h/ln	1811	0	0	1767	0	1657	1557	0	0	1524	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	6.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	3.9	0.0	0.0
Prop In Lane	0.03		0.01	0.09		0.13	0.41		0.48	0.47		0.45
Lane Grp Cap(c), veh/h	1245	0	0	1219	0	1093	410	0	0	406	0	0
V/C Ratio(X)	0.28	0.00	0.00	0.60	0.00	0.62	0.17	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	1245	0	0	1219	0	1093	410	0	0	406	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.63	0.00	0.63	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.4	0.0	0.0	0.0	0.0	0.0	23.9	0.0	0.0	24.4	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	1.4	0.0	1.7	0.9	0.0	0.0	1.5	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	3.2	0.0	0.0	0.5	0.0	0.5	1.3	0.0	0.0	1.9	0.0	0.0
LnGrp Delay(d),s/veh	5.9	0.0	0.0	1.4	0.0	1.7	24.8	0.0	0.0	25.8	0.0	0.0
LnGrp LOS	A			A		A	C			C		
Approach Vol, veh/h		354			1412			71			102	
Approach Delay, s/veh		5.9			1.5			24.8			25.8	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		54.0		21.0		54.0		21.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		49.0		16.0		49.0		16.0
Max Q Clear Time (g_c+I1), s		8.0		5.9		2.0		4.5
Green Ext Time (p_c), s		31.0		0.6		34.4		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	4.5
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	254	110	116	940	399	136
Future Volume (veh/h)	254	110	116	940	399	136
Number	2	12	1	6	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	1900	1900	1863	1863	1863
Adj Flow Rate, veh/h	306	133	129	1044	429	146
Adj No. of Lanes	1	0	0	2	1	1
Peak Hour Factor	0.83	0.83	0.90	0.90	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	833	362	253	1907	463	413
Arrive On Green	1.00	1.00	1.00	1.00	0.26	0.26
Sat Flow, veh/h	1233	536	331	2907	1774	1583
Grp Volume(v), veh/h	0	439	578	595	429	146
Grp Sat Flow(s),veh/h/ln	0	1768	1542	1610	1774	1583
Q Serve(g_s), s	0.0	0.0	0.0	0.0	35.4	11.3
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	35.4	11.3
Prop In Lane		0.30	0.22		1.00	1.00
Lane Grp Cap(c), veh/h	0	1195	1072	1089	463	413
V/C Ratio(X)	0.00	0.37	0.54	0.55	0.93	0.35
Avail Cap(c_a), veh/h	0	1195	1072	1089	538	480
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.88	0.88	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	54.1	45.2
Incr Delay (d2), s/veh	0.0	0.8	1.7	1.7	20.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.5	0.5	19.9	5.0
LnGrp Delay(d),s/veh	0.0	0.8	1.7	1.7	74.8	45.7
LnGrp LOS		A	A	A	E	D
Approach Vol, veh/h	439			1173	575	
Approach Delay, s/veh	0.8			1.7	67.4	
Approach LOS	A			A	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		106.4		43.6		106.4		
Change Period (Y+Rc), s		5.5		5.0		5.5		
Max Green Setting (Gmax), s		94.5		45.0		94.5		
Max Q Clear Time (g_c+I1), s		2.0		37.4		2.0		
Green Ext Time (p_c), s		44.6		1.2		44.6		

Intersection Summary	
HCM 2010 Ctrl Delay	18.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	332	44	76	947	1	79	3	41	2	5	18
Future Volume (veh/h)	13	332	44	76	947	1	79	3	41	2	5	18
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	14	369	48	83	1041	1	86	3	45	3	5	25
Adj No. of Lanes	0	1	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.92	0.92	0.91	0.91	0.92	0.92	0.92	0.71	0.92	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	1191	151	202	2427	2	183	12	59	59	40	146
Arrive On Green	1.00	1.00	1.00	0.76	0.76	0.76	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	20	1561	198	193	3182	3	893	103	503	56	345	1250
Grp Volume(v), veh/h	431	0	0	563	0	562	134	0	0	33	0	0
Grp Sat Flow(s),veh/h/ln	1779	0	0	1683	0	1695	1499	0	0	1650	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	8.8	5.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.7	0.0	8.8	6.4	0.0	0.0	1.4	0.0	0.0
Prop In Lane	0.03		0.11	0.15		0.00	0.64		0.34	0.09		0.76
Lane Grp Cap(c), veh/h	1406	0	0	1339	0	1293	254	0	0	246	0	0
V/C Ratio(X)	0.31	0.00	0.00	0.42	0.00	0.43	0.53	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	1406	0	0	1339	0	1293	461	0	0	474	0	0
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)	0.94	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	3.0	0.0	3.2	31.9	0.0	0.0	29.8	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.0	0.0	1.1	1.7	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	4.3	0.0	4.4	2.8	0.0	0.0	0.6	0.0	0.0
LnGrp Delay(d),s/veh	0.5	0.0	0.0	4.0	0.0	4.2	33.6	0.0	0.0	30.1	0.0	0.0
LnGrp LOS	A			A		A	C			C		
Approach Vol, veh/h		431			1125			134			33	
Approach Delay, s/veh		0.5			4.1			33.6			30.1	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		61.7		13.3		61.7		13.3
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		46.5		19.5		46.5		19.5
Max Q Clear Time (g_c+I1), s		2.0		3.4		10.8		8.4
Green Ext Time (p_c), s		14.7		0.8		13.8		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	6.0
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	33	322	20	12	1002	12	13	0	33	3	0	17
Future Vol, veh/h	33	322	20	12	1002	12	13	0	33	3	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	92	92	92	33	33	33	53	53	53
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	362	22	13	1089	13	39	0	100	6	0	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1102	0	0	384	0	0	1018	1575	373	1619	1580	551
Stage 1	-	-	-	-	-	-	447	447	-	1122	1122	-
Stage 2	-	-	-	-	-	-	571	1128	-	497	458	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.22	-	-	2.218	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	629	-	-	1174	-	-	203	109	672	75	109	479
Stage 1	-	-	-	-	-	-	590	573	-	220	280	-
Stage 2	-	-	-	-	-	-	474	278	-	554	566	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	629	-	-	1174	-	-	175	98	672	59	98	479
Mov Cap-2 Maneuver	-	-	-	-	-	-	175	98	-	59	98	-
Stage 1	-	-	-	-	-	-	546	530	-	204	272	-
Stage 2	-	-	-	-	-	-	429	270	-	436	524	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.2	20.3	23.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	373	629	-	-	1174	-	-	232
HCM Lane V/C Ratio	0.374	0.059	-	-	0.011	-	-	0.163
HCM Control Delay (s)	20.3	11.1	0	-	8.1	0.1	-	23.5
HCM Lane LOS	C	B	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.7	0.2	-	-	0	-	-	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	305	15	3	973	42	2	2	4	11	2	11
Future Volume (veh/h)	21	305	15	3	973	42	2	2	4	11	2	11
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	328	16	3	1106	48	3	3	6	16	3	16
Adj No. of Lanes	0	1	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.67	0.67	0.67	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	967	46	41	2086	90	134	140	224	232	57	195
Arrive On Green	0.62	0.62	0.61	0.41	0.41	0.41	0.28	0.28	0.27	0.28	0.28	0.27
Sat Flow, veh/h	54	1568	74	2	3383	146	304	504	808	626	206	701
Grp Volume(v), veh/h	367	0	0	610	0	547	12	0	0	35	0	0
Grp Sat Flow(s),veh/h/ln	1696	0	0	1861	0	1669	1616	0	0	1532	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.6	0.0	0.0	22.2	0.0	22.2	0.5	0.0	0.0	1.4	0.0	0.0
Prop In Lane	0.06		0.04	0.00		0.09	0.25		0.50	0.46		0.46
Lane Grp Cap(c), veh/h	1088	0	0	1188	0	1029	499	0	0	484	0	0
V/C Ratio(X)	0.34	0.00	0.00	0.51	0.00	0.53	0.02	0.00	0.00	0.07	0.00	0.00
Avail Cap(c_a), veh/h	1088	0	0	1188	0	1029	499	0	0	484	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.23	0.00	0.23	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.3	0.0	0.0	16.6	0.0	16.6	23.7	0.0	0.0	24.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.4	0.0	0.4	0.1	0.0	0.0	0.3	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	4.5	0.0	0.0	11.5	0.0	10.3	0.2	0.0	0.0	0.7	0.0	0.0
LnGrp Delay(d),s/veh	9.1	0.0	0.0	17.0	0.0	17.1	23.8	0.0	0.0	24.3	0.0	0.0
LnGrp LOS	A			B		B	C			C		
Approach Vol, veh/h		367			1157			12			35	
Approach Delay, s/veh		9.1			17.0			23.8			24.3	
Approach LOS		A			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0		30.0
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		55.0		24.5		55.0		24.5
Max Q Clear Time (g_c+I1), s		10.6		3.4		24.2		2.5
Green Ext Time (p_c), s		27.7		0.2		21.6		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	147	67	62	544	47	366	2029	49	20	498	92
Future Volume (veh/h)	46	147	67	62	544	47	366	2029	49	20	498	92
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	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	55	175	80	65	567	49	389	2159	52	23	579	107
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.84	0.84	0.84	0.96	0.96	0.96	0.94	0.94	0.94	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	280	161	25	393	57	553	2249	54	89	1683	310
Arrive On Green	0.08	0.08	0.08	0.25	0.25	0.24	0.09	0.64	0.63	0.02	0.56	0.56
Sat Flow, veh/h	99	1131	652	4	1591	232	1774	3533	85	1774	2985	550
Grp Volume(v), veh/h	116	0	194	331	0	350	389	1077	1134	23	343	343
Grp Sat Flow(s),veh/h/ln	303	0	1580	171	0	1656	1774	1770	1848	1774	1770	1766
Q Serve(g_s), s	8.1	0.0	21.1	35.1	0.0	36.4	16.7	101.8	103.9	1.0	18.8	19.0
Cycle Q Clear(g_c), s	44.5	0.0	21.1	35.1	0.0	36.4	16.7	101.8	103.9	1.0	18.8	19.0
Prop In Lane	0.47		0.41	0.20		0.14	1.00		0.05	1.00		0.31
Lane Grp Cap(c), veh/h	104	0	391	0	0	409	553	1126	1176	89	998	996
V/C Ratio(X)	1.11	0.00	0.50	0.00	0.00	0.86	0.70	0.96	0.96	0.26	0.34	0.34
Avail Cap(c_a), veh/h	104	0	391	0	0	409	553	1126	1176	149	998	996
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)	0.94	0.00	0.94	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	93.3	0.0	72.0	0.0	0.0	64.7	15.1	30.4	30.8	41.9	21.2	21.3
Incr Delay (d2), s/veh	119.5	0.0	4.2	0.0	0.0	20.0	4.0	18.2	18.9	1.5	0.9	0.9
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	8.7	0.0	9.7	0.0	0.0	18.9	8.7	55.1	58.8	0.7	9.5	9.5
LnGrp Delay(d),s/veh	212.8	0.0	76.2	0.0	0.0	84.7	19.2	48.5	49.7	43.4	22.2	22.2
LnGrp LOS	F		E			F	B	D	D	D	C	C
Approach Vol, veh/h		310			681			2600			709	
Approach Delay, s/veh		127.4			43.6			44.6			22.9	
Approach LOS		F			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	23.0	107.0		50.0	9.9	120.1		50.0
Change Period (Y+Rc), s	6.5	6.0		6.0	6.5	6.0		6.0
Max Green Setting (Gmax), s	16.5	101.0		44.0	9.5	108.0		27.0
Max Q Clear Time (g_c+I1), s	10.7	21.0		38.4	3.0	105.9		46.5
Green Ext Time (p_c), s	0.0	58.0		2.9	0.0	2.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	46.8
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	3	3	531	49	7	206
Future Vol, veh/h	3	3	531	49	7	206
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	3	577	53	8	224

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	843	604	0	0	630	0
Stage 1	604	-	-	-	-	-
Stage 2	239	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	334	498	-	-	952	-
Stage 1	546	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	331	498	-	-	952	-
Mov Cap-2 Maneuver	331	-	-	-	-	-
Stage 1	546	-	-	-	-	-
Stage 2	793	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	398	952	-
HCM Lane V/C Ratio	-	-	0.016	0.008	-
HCM Control Delay (s)	-	-	14.2	8.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	43	66	24	216	556	25	8	131	59
Future Volume (veh/h)	0	0	0	43	66	24	216	556	25	8	131	59
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				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
Parking Bus, Adj				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	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h				47	72	26	235	604	27	9	182	82
Adj No. of Lanes				0	1	0	1	1	0	0	1	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.72	0.72
Percent Heavy Veh, %				0	2	0	2	2	2	2	2	2
Cap, veh/h				62	95	34	952	1367	61	61	773	337
Arrive On Green				0.11	0.11	0.11	0.07	0.77	0.77	0.64	0.64	0.64
Sat Flow, veh/h				576	883	319	1774	1770	79	18	1203	524
Grp Volume(v), veh/h				145	0	0	235	0	631	273	0	0
Grp Sat Flow(s),veh/h/ln				1778	0	0	1774	0	1849	1746	0	0
Q Serve(g_s), s				5.9	0.0	0.0	3.0	0.0	8.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s				5.9	0.0	0.0	3.0	0.0	8.8	4.9	0.0	0.0
Prop In Lane				0.32		0.18	1.00		0.04	0.03		0.30
Lane Grp Cap(c), veh/h				191	0	0	952	0	1428	1170	0	0
V/C Ratio(X)				0.76	0.00	0.00	0.25	0.00	0.44	0.23	0.00	0.00
Avail Cap(c_a), veh/h				462	0	0	1076	0	1428	1170	0	0
HCM Platoon Ratio				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	0.00	0.68	0.00	0.68	1.00	0.00	0.00
Uniform Delay (d), s/veh				32.5	0.0	0.0	2.9	0.0	3.0	5.7	0.0	0.0
Incr Delay (d2), s/veh				6.0	0.0	0.0	0.1	0.0	0.7	0.5	0.0	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.2	0.0	0.0	1.4	0.0	4.6	2.5	0.0	0.0
LnGrp Delay(d),s/veh				38.5	0.0	0.0	3.0	0.0	3.6	6.1	0.0	0.0
LnGrp LOS				D			A		A	A		
Approach Vol, veh/h					145			866			273	
Approach Delay, s/veh					38.5			3.5			6.1	
Approach LOS					D			A			A	

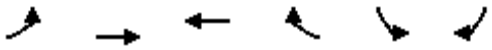
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		62.4			9.8	52.7		12.6
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		46.5			10.5	31.5		19.5
Max Q Clear Time (g_c+I1), s		10.8			5.0	6.9		7.9
Green Ext Time (p_c), s		6.9			0.3	6.3		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	8.0
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	168	225	0	620	187	0
Future Volume (veh/h)	168	225	0	620	187	0
Number	3	18	5	2	6	16
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	0	1863	1863	0
Adj Flow Rate, veh/h	205	274	0	705	263	0
Adj No. of Lanes	1	1	0	1	1	0
Peak Hour Factor	0.82	0.82	0.88	0.88	0.71	0.71
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	715	638	0	890	890	0
Arrive On Green	0.40	0.40	0.00	0.48	0.48	0.00
Sat Flow, veh/h	1774	1583	0	1863	1863	0
Grp Volume(v), veh/h	205	274	0	705	263	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1863	1863	0
Q Serve(g_s), s	5.2	8.4	0.0	21.3	5.8	0.0
Cycle Q Clear(g_c), s	5.2	8.4	0.0	21.3	5.8	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	715	638	0	890	890	0
V/C Ratio(X)	0.29	0.43	0.00	0.79	0.30	0.00
Avail Cap(c_a), veh/h	715	638	0	890	890	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.5	14.4	0.0	14.7	10.6	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.0	4.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	3.7	0.0	11.9	2.9	0.0
LnGrp Delay(d),s/veh	13.6	14.6	0.0	19.3	10.7	0.0
LnGrp LOS	B	B		B	B	
Approach Vol, veh/h	479			705	263	
Approach Delay, s/veh	14.2			19.3	10.7	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		36.0				36.0		31.0
Change Period (Y+Rc), s		6.0				6.0		6.0
Max Green Setting (Gmax), s		30.0				30.0		25.0
Max Q Clear Time (g_c+I1), s		23.3				7.8		10.4
Green Ext Time (p_c), s		0.8				0.9		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	16.0
HCM 2010 LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	131	114	267	288	103	207
Future Volume (vph)	131	114	267	288	103	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5	
Lane Util. Factor		1.00	1.00		1.00	
Frt		1.00	0.93		0.91	
Flt Protected		0.97	1.00		0.98	
Satd. Flow (prot)		1814	1732		1667	
Flt Permitted		0.08	1.00		0.98	
Satd. Flow (perm)		152	1732		1667	
Peak-hour factor, PHF	0.61	0.61	0.90	0.90	0.85	0.85
Adj. Flow (vph)	215	187	297	320	121	244
RTOR Reduction (vph)	0	0	39	0	73	0
Lane Group Flow (vph)	0	402	578	0	292	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases	6					
Actuated Green, G (s)		52.5	32.5		36.5	
Effective Green, g (s)		54.5	34.5		38.5	
Actuated g/C Ratio		0.54	0.34		0.38	
Clearance Time (s)		5.5	5.5		5.5	
Vehicle Extension (s)		5.0	5.0		3.0	
Lane Grp Cap (vph)		365	597		641	
v/s Ratio Prot		c0.19	0.33		c0.18	
v/s Ratio Perm		c0.41				
v/c Ratio		1.10	0.97		0.46	
Uniform Delay, d1		22.8	32.2		22.9	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		77.3	29.9		2.3	
Delay (s)		100.0	62.1		25.3	
Level of Service		F	E		C	
Approach Delay (s)		100.0	62.1		25.3	
Approach LOS		F	E		C	

Intersection Summary			
HCM 2000 Control Delay	63.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	80.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection: 1: Boulevard SE & Memorial Dr

Movement	EB	EB	WB	WB	WB	B29	B29	NB	NB	SB	SB	SB
Directions Served	LT	TR	L	T	TR	T	T	L	TR	L	T	TR
Maximum Queue (ft)	435	326	100	1834	1830	890	888	1138	1237	93	208	161
Average Queue (ft)	237	202	26	1411	1431	268	270	210	633	40	91	49
95th Queue (ft)	356	307	75	2246	2222	838	845	513	1011	76	163	103
Link Distance (ft)	1995	1995		1739	1739	872	872	1226	1226		834	834
Upstream Blk Time (%)				40	45	2	3		0			
Queuing Penalty (veh)				248	277	13	17		0			
Storage Bay Dist (ft)			75							150		
Storage Blk Time (%)			3	74							1	
Queuing Penalty (veh)			10	40							1	

Intersection: 2: Chester Ave & Memorial Dr

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	332	250	247	70	136
Average Queue (ft)	138	143	157	32	42
95th Queue (ft)	290	228	244	57	85
Link Distance (ft)	872	230	230	762	862
Upstream Blk Time (%)		3	3		
Queuing Penalty (veh)		18	22		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Bill Kennedy Way & Memorial Dr

Movement	EB	WB	WB	NB	NB
Directions Served	UTR	LT	T	L	R
Maximum Queue (ft)	244	352	371	436	200
Average Queue (ft)	141	203	205	373	107
95th Queue (ft)	243	334	354	479	242
Link Distance (ft)	230	374	374	416	
Upstream Blk Time (%)	1		0	16	
Queuing Penalty (veh)	5		1	83	
Storage Bay Dist (ft)					65
Storage Blk Time (%)				66	1
Queuing Penalty (veh)				90	5

Intersection: 4: Driveway 3/Holtzclaw St & Memorial Dr

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	161	225	228	160	74
Average Queue (ft)	70	82	75	69	25
95th Queue (ft)	158	177	182	122	54
Link Distance (ft)	374	263	263	326	871
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Gibson St & Memorial Dr

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	142	94	77	56	53
Average Queue (ft)	19	6	3	25	13
95th Queue (ft)	81	38	25	50	41
Link Distance (ft)	263	349	349	608	1240
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 6: Flat Shoals Ave & Memorial Dr

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	252	302	301	28	49
Average Queue (ft)	92	243	250	8	13
95th Queue (ft)	193	323	307	28	40
Link Distance (ft)	1155	272	272	408	822
Upstream Blk Time (%)		3	3		
Queuing Penalty (veh)		13	13		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 7: Moreland Ave & Memorial Dr

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	TR	LT	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	282	286	498	440	974	989	974	27	243	210
Average Queue (ft)	210	182	382	330	232	505	481	12	147	110
95th Queue (ft)	296	283	473	429	646	853	837	31	237	196
Link Distance (ft)	272	272	874	874	959	959	959	727	727	727
Upstream Blk Time (%)	9	2			2	4	1			
Queuing Penalty (veh)	14	4			0	0	0			
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 8: Bill Kennedy Way & Driveway 2

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	31	403	53
Average Queue (ft)	6	102	4
95th Queue (ft)	26	311	25
Link Distance (ft)	407	393	416
Upstream Blk Time (%)		3	
Queuing Penalty (veh)		20	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Bill Kennedy Way & WB I-20 On-Ramp/Driveway 1

Movement	WB	NB	NB	SB
Directions Served	LTR	L	TR	LTR
Maximum Queue (ft)	155	90	371	182
Average Queue (ft)	77	40	102	59
95th Queue (ft)	131	83	264	144
Link Distance (ft)	481	368	368	393
Upstream Blk Time (%)			1	
Queuing Penalty (veh)			2	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Bill Kennedy Way & EB I-20 Off-Ramp

Movement	EB	EB	NB	SB
Directions Served	L	R	T	T
Maximum Queue (ft)	162	122	298	114
Average Queue (ft)	56	53	194	54
95th Queue (ft)	111	82	275	101
Link Distance (ft)	1489	1489	332	368
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Bill Kennedy Way & Glenwood Place

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	96	96	22
Average Queue (ft)	48	32	1
95th Queue (ft)	85	65	10
Link Distance (ft)	258	342	332
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: Glenwood Ave & Bill Kennedy Way

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	283	1199	240
Average Queue (ft)	138	935	115
95th Queue (ft)	251	1288	200
Link Distance (ft)	1148	1698	706
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 897

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	592	134	143	346	101	72	407	90	173	805	53
Future Volume (veh/h)	64	592	134	143	346	101	72	407	90	173	805	53
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	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	71	658	149	164	398	116	83	468	103	182	847	56
Adj No. of Lanes	0	2	0	1	2	0	1	1	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.87	0.87	0.87	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	265	120	207	949	274	320	686	151	352	1674	111
Arrive On Green	0.22	0.22	0.22	0.09	0.35	0.35	0.04	0.46	0.46	0.07	0.50	0.49
Sat Flow, veh/h	5	1203	545	1774	2712	782	1774	1480	326	1774	3370	223
Grp Volume(v), veh/h	440	0	438	164	258	256	83	0	571	182	445	458
Grp Sat Flow(s),veh/h/ln	151	0	1601	1774	1770	1725	1774	0	1805	1774	1770	1823
Q Serve(g_s), s	44.1	0.0	33.1	10.9	16.7	17.0	3.7	0.0	37.3	7.9	25.3	25.4
Cycle Q Clear(g_c), s	44.1	0.0	33.1	10.9	16.7	17.0	3.7	0.0	37.3	7.9	25.3	25.4
Prop In Lane	0.16		0.34	1.00		0.45	1.00		0.18	1.00		0.12
Lane Grp Cap(c), veh/h	0	0	353	207	619	604	320	0	836	352	879	906
V/C Ratio(X)	0.00	0.00	1.24	0.79	0.42	0.42	0.26	0.00	0.68	0.52	0.51	0.51
Avail Cap(c_a), veh/h	0	0	353	214	619	604	356	0	836	388	879	906
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	58.5	45.0	37.1	37.3	21.0	0.0	31.6	24.0	25.4	25.4
Incr Delay (d2), s/veh	0.0	0.0	129.7	16.3	2.1	2.2	0.4	0.0	4.5	0.4	2.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	27.3	6.3	8.5	8.5	1.8	0.0	19.6	3.9	12.9	13.2
LnGrp Delay(d),s/veh	0.0	0.0	188.3	61.4	39.2	39.5	21.4	0.0	36.1	24.4	27.5	27.4
LnGrp LOS			F	E	D	D	C		D	C	C	C
Approach Vol, veh/h		878			678			654			1085	
Approach Delay, s/veh		93.9			44.7			34.3			26.9	
Approach LOS		F			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		58.0	17.0	75.0	19.4	38.6	12.0	80.0
Change Period (Y+Rc), s		6.0	7.0	6.0	6.5	6.0	6.5	6.0
Max Green Setting (Gmax), s		29.0	13.0	69.0	13.5	29.0	8.5	69.0
Max Q Clear Time (g_c+I1), s		19.0	9.9	39.3	12.9	46.1	5.7	27.4
Green Ext Time (p_c), s		8.6	0.1	16.2	0.0	0.0	0.0	19.1

Intersection Summary	
HCM 2010 Ctrl Delay	49.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	840	15	27	426	66	4	1	60	107	9	28
Future Volume (veh/h)	23	840	15	27	426	66	4	1	60	107	9	28
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	25	923	16	31	484	75	5	1	82	127	11	33
Adj No. of Lanes	0	2	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.73	0.73	0.73	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	2061	35	78	887	133	58	22	405	365	38	76
Arrive On Green	0.61	0.61	0.60	1.00	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	42	3398	58	46	1461	219	27	81	1483	1029	138	279
Grp Volume(v), veh/h	500	0	464	590	0	0	88	0	0	171	0	0
Grp Sat Flow(s),veh/h/ln	1813	0	1685	1727	0	0	1591	0	0	1447	0	0
Q Serve(g_s), s	0.0	0.0	11.2	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0
Cycle Q Clear(g_c), s	10.8	0.0	11.2	0.0	0.0	0.0	3.2	0.0	0.0	6.6	0.0	0.0
Prop In Lane	0.05		0.03	0.05		0.13	0.06		0.93	0.74		0.19
Lane Grp Cap(c), veh/h	1150	0	1022	1098	0	0	486	0	0	479	0	0
V/C Ratio(X)	0.43	0.00	0.45	0.54	0.00	0.00	0.18	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	1150	0	1022	1098	0	0	486	0	0	479	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.23	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.9	0.0	8.0	0.0	0.0	0.0	21.1	0.0	0.0	22.1	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	1.5	0.4	0.0	0.0	0.8	0.0	0.0	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.0	5.6	0.1	0.0	0.0	1.5	0.0	0.0	3.1	0.0	0.0
LnGrp Delay(d),s/veh	9.1	0.0	9.5	0.4	0.0	0.0	22.0	0.0	0.0	24.1	0.0	0.0
LnGrp LOS	A		A	A			C			C		
Approach Vol, veh/h		964			590			88			171	
Approach Delay, s/veh		9.3			0.4			22.0			24.1	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.0		25.0		50.0		25.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		45.0		20.0		45.0		20.0
Max Q Clear Time (g_c+I1), s		13.2		8.6		2.0		5.2
Green Ext Time (p_c), s		22.5		1.2		27.7		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	8.4
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	552	460	224	360	144	127
Future Volume (veh/h)	552	460	224	360	144	127
Number	2	12	1	6	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	1900	1900	1863	1863	1863
Adj Flow Rate, veh/h	587	489	241	387	158	140
Adj No. of Lanes	2	0	0	1	1	1
Peak Hour Factor	0.94	0.94	0.93	0.93	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1524	1267	329	490	189	169
Arrive On Green	1.00	1.00	1.00	1.00	0.11	0.11
Sat Flow, veh/h	1929	1527	357	590	1774	1583
Grp Volume(v), veh/h	566	510	628	0	158	140
Grp Sat Flow(s),veh/h/ln	1770	1593	947	0	1774	1583
Q Serve(g_s), s	0.0	0.0	0.0	0.0	13.1	13.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	13.1	13.0
Prop In Lane		0.96	0.38		1.00	1.00
Lane Grp Cap(c), veh/h	1469	1322	819	0	189	169
V/C Ratio(X)	0.39	0.39	0.77	0.00	0.83	0.83
Avail Cap(c_a), veh/h	1469	1322	819	0	242	216
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.83	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	65.7	65.7
Incr Delay (d2), s/veh	0.7	0.7	5.7	0.0	17.6	18.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	1.3	0.0	7.4	6.5
LnGrp Delay(d),s/veh	0.7	0.7	5.7	0.0	83.3	84.2
LnGrp LOS	A	A	A		F	F
Approach Vol, veh/h	1076			628	298	
Approach Delay, s/veh	0.7			5.7	83.7	
Approach LOS	A			A	F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		129.5		20.5		129.5		
Change Period (Y+Rc), s		5.5		5.0		5.5		
Max Green Setting (Gmax), s		119.5		20.0		119.5		
Max Q Clear Time (g_c+I1), s		2.0		15.1		2.0		
Green Ext Time (p_c), s		65.8		0.4		65.8		

Intersection Summary	
HCM 2010 Ctrl Delay	14.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	608	45	85	451	1	91	11	60	3	10	34
Future Volume (veh/h)	15	608	45	85	451	1	91	11	60	3	10	34
Number	5	2	12	1	6	16	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	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	16	640	49	92	496	1	99	12	65	8	11	87
Adj No. of Lanes	0	2	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.92	0.92	0.91	0.91	0.92	0.92	0.92	0.39	0.92	0.39
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	2373	179	197	1027	2	190	24	81	59	34	189
Arrive On Green	1.00	1.00	1.00	0.74	0.74	0.74	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	34	3203	242	191	1386	3	824	173	584	56	241	1360
Grp Volume(v), veh/h	370	0	335	589	0	0	176	0	0	106	0	0
Grp Sat Flow(s),veh/h/ln	1827	0	1652	1580	0	0	1582	0	0	1657	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	9.0	0.0	0.0	7.8	0.0	0.0	4.5	0.0	0.0
Prop In Lane	0.04		0.15	0.16		0.00	0.56		0.37	0.08		0.82
Lane Grp Cap(c), veh/h	1403	0	1224	1226	0	0	295	0	0	282	0	0
V/C Ratio(X)	0.26	0.00	0.27	0.48	0.00	0.00	0.60	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	1403	0	1224	1226	0	0	372	0	0	368	0	0
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)	0.92	0.00	0.92	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	3.7	0.0	0.0	30.9	0.0	0.0	29.7	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.5	1.4	0.0	0.0	1.9	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	5.0	0.0	0.0	3.7	0.0	0.0	2.1	0.0	0.0
LnGrp Delay(d),s/veh	0.4	0.0	0.5	5.0	0.0	0.0	32.8	0.0	0.0	30.5	0.0	0.0
LnGrp LOS	A		A	A			C			C		
Approach Vol, veh/h		705			589			176			106	
Approach Delay, s/veh		0.5			5.0			32.8			30.5	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.1		14.9		60.1		14.9
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		51.5		14.5		51.5		14.5
Max Q Clear Time (g_c+I1), s		2.0		9.8		11.0		6.5
Green Ext Time (p_c), s		11.8		0.7		11.3		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.8
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	19	647	32	21	506	2	10	0	63	2	0	26
Future Vol, veh/h	19	647	32	21	506	2	10	0	63	2	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	89	89	89	42	42	42	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	703	35	24	569	2	24	0	150	3	0	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	571	0	0	738	0	0	1396	1380	369	1010	1396	570
Stage 1	-	-	-	-	-	-	762	762	-	617	617	-
Stage 2	-	-	-	-	-	-	634	618	-	393	779	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.33	6.53	6.93	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.218	-	-	2.22	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1002	-	-	864	-	-	109	144	629	206	141	520
Stage 1	-	-	-	-	-	-	364	413	-	476	480	-
Stage 2	-	-	-	-	-	-	466	480	-	604	405	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1002	-	-	864	-	-	96	133	629	148	130	520
Mov Cap-2 Maneuver	-	-	-	-	-	-	96	133	-	148	130	-
Stage 1	-	-	-	-	-	-	351	398	-	459	460	-
Stage 2	-	-	-	-	-	-	417	460	-	443	390	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.4	24.3	13.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	357	1002	-	-	864	-	-	441
HCM Lane V/C Ratio	0.487	0.021	-	-	0.027	-	-	0.085
HCM Control Delay (s)	24.3	8.7	0.1	-	9.3	0	-	13.9
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2.6	0.1	-	-	0.1	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	608	24	21	463	19	1	5	7	22	29	17
Future Volume (veh/h)	28	608	24	21	463	19	1	5	7	22	29	17
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	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	29	640	25	25	545	22	3	15	21	25	33	19
Adj No. of Lanes	0	2	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.33	0.33	0.33	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	97	1985	76	479	1097	44	57	202	252	174	221	112
Arrive On Green	0.62	0.62	0.61	0.82	0.82	0.81	0.28	0.28	0.27	0.28	0.28	0.27
Sat Flow, veh/h	87	3219	124	768	1778	72	50	727	907	435	796	403
Grp Volume(v), veh/h	357	0	337	25	0	567	39	0	0	77	0	0
Grp Sat Flow(s),veh/h/ln	1757	0	1673	768	0	1850	1684	0	0	1634	0	0
Q Serve(g_s), s	0.0	0.0	8.7	0.9	0.0	8.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.2	0.0	8.7	9.7	0.0	8.4	1.5	0.0	0.0	2.9	0.0	0.0
Prop In Lane	0.08		0.07	1.00		0.04	0.08		0.54	0.32		0.25
Lane Grp Cap(c), veh/h	1127	0	1032	479	0	1141	511	0	0	507	0	0
V/C Ratio(X)	0.32	0.00	0.33	0.05	0.00	0.50	0.08	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	1127	0	1032	479	0	1141	511	0	0	507	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.21	0.00	0.21	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.2	0.0	8.3	5.4	0.0	3.9	24.1	0.0	0.0	24.6	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.8	0.0	0.0	0.3	0.3	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	4.2	0.2	0.0	4.2	0.8	0.0	0.0	1.5	0.0	0.0
LnGrp Delay(d),s/veh	8.9	0.0	9.1	5.4	0.0	4.2	24.4	0.0	0.0	25.2	0.0	0.0
LnGrp LOS	A		A	A		A	C			C		
Approach Vol, veh/h		694			592			39			77	
Approach Delay, s/veh		9.0			4.2			24.4			25.2	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0		30.0
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		55.0		24.5		55.0		24.5
Max Q Clear Time (g_c+I1), s		10.7		4.9		11.7		3.5
Green Ext Time (p_c), s		22.1		0.5		21.8		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	8.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	365	175	145	255	47	170	1269	108	58	1689	77
Future Volume (veh/h)	80	365	175	145	255	47	170	1269	108	58	1689	77
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	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	84	384	184	167	293	54	175	1308	111	59	1723	79
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.87	0.87	0.87	0.97	0.97	0.97	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	269	215	43	349	68	195	2060	174	233	2040	93
Arrive On Green	0.08	0.08	0.08	0.25	0.25	0.25	0.06	0.62	0.62	0.03	0.59	0.59
Sat Flow, veh/h	106	1063	851	18	1381	270	1774	3304	280	1774	3447	157
Grp Volume(v), veh/h	318	0	334	184	0	330	175	699	720	59	880	922
Grp Sat Flow(s),veh/h/ln	475	0	1545	20	0	1649	1774	1770	1813	1774	1770	1835
Q Serve(g_s), s	11.9	0.0	38.4	43.4	0.0	33.6	8.7	44.2	44.7	2.3	72.7	74.3
Cycle Q Clear(g_c), s	45.5	0.0	38.4	43.4	0.0	33.6	8.7	44.2	44.7	2.3	72.7	74.3
Prop In Lane	0.26		0.55	0.91		0.16	1.00		0.15	1.00		0.09
Lane Grp Cap(c), veh/h	145	0	391	0	0	417	195	1104	1131	233	1047	1086
V/C Ratio(X)	2.19	0.00	0.86	0.00	0.00	0.79	0.90	0.63	0.64	0.25	0.84	0.85
Avail Cap(c_a), veh/h	145	0	391	0	0	417	195	1104	1131	290	1047	1086
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)	0.95	0.00	0.95	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	95.3	0.0	79.3	0.0	0.0	62.8	46.9	21.1	21.2	18.4	29.8	30.2
Incr Delay (d2), s/veh	554.7	0.0	19.8	0.0	0.0	14.2	36.6	2.8	2.7	0.2	8.1	8.3
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	29.7	0.0	18.6	0.0	0.0	16.9	10.6	22.4	23.1	1.2	37.8	39.9
LnGrp Delay(d),s/veh	650.1	0.0	99.1	0.0	0.0	77.0	83.5	23.8	23.9	18.6	38.0	38.5
LnGrp LOS	F		F			E	F	C	C	B	D	D
Approach Vol, veh/h		652			514			1594			1861	
Approach Delay, s/veh		367.7			49.4			30.4			37.6	
Approach LOS		F			D			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	17.0	112.0		51.0	11.2	117.8		51.0
Change Period (Y+Rc), s	6.5	6.0		6.0	6.5	6.0		6.0
Max Green Setting (Gmax), s	10.5	106.0		45.0	10.5	106.0		29.0
Max Q Clear Time (g_c+I1), s	10.7	76.3		45.4	4.3	46.7		47.5
Green Ext Time (p_c), s	0.0	29.3		0.0	0.0	57.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	83.0
HCM 2010 LOS	F

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	0	281	43	20	661
Future Vol, veh/h	11	0	281	43	20	661
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	0	305	47	22	718

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1091	329	0	0	352	0
Stage 1	329	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	238	712	-	-	1207	-
Stage 1	729	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	231	712	-	-	1207	-
Mov Cap-2 Maneuver	231	-	-	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	447	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.4	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	231	1207	-
HCM Lane V/C Ratio	-	-	0.052	0.018	-
HCM Control Delay (s)	-	-	21.4	8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	47	61	10	252	324	70	30	437	203
Future Volume (veh/h)	0	0	0	47	61	10	252	324	70	30	437	203
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				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
Parking Bus, Adj				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	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h				51	66	11	280	360	76	33	480	223
Adj No. of Lanes				0	1	0	1	1	0	0	1	0
Peak Hour Factor				0.92	0.92	0.92	0.90	0.90	0.92	0.92	0.91	0.91
Percent Heavy Veh, %				0	2	0	2	2	2	2	2	2
Cap, veh/h				65	84	14	663	1177	249	82	920	414
Arrive On Green				0.09	0.09	0.09	0.79	0.79	0.79	0.79	0.79	0.79
Sat Flow, veh/h				717	928	155	741	1492	315	40	1167	525
Grp Volume(v), veh/h				128	0	0	280	0	436	736	0	0
Grp Sat Flow(s),veh/h/ln				1800	0	0	741	0	1807	1732	0	0
Q Serve(g_s), s				5.2	0.0	0.0	1.2	0.0	5.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				5.2	0.0	0.0	12.5	0.0	5.0	11.3	0.0	0.0
Prop In Lane				0.40		0.09	1.00		0.17	0.04		0.30
Lane Grp Cap(c), veh/h				164	0	0	663	0	1426	1416	0	0
V/C Ratio(X)				0.78	0.00	0.00	0.42	0.00	0.31	0.52	0.00	0.00
Avail Cap(c_a), veh/h				228	0	0	663	0	1426	1416	0	0
HCM Platoon Ratio				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	0.00	0.84	0.00	0.84	1.00	0.00	0.00
Uniform Delay (d), s/veh				33.4	0.0	0.0	3.0	0.0	2.2	2.9	0.0	0.0
Incr Delay (d2), s/veh				11.0	0.0	0.0	1.7	0.0	0.5	1.4	0.0	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.1	0.0	0.0	2.4	0.0	2.6	5.9	0.0	0.0
LnGrp Delay(d),s/veh				44.4	0.0	0.0	4.7	0.0	2.7	4.2	0.0	0.0
LnGrp LOS				D			A		A	A		
Approach Vol, veh/h					128			716			736	
Approach Delay, s/veh					44.4			3.5			4.2	
Approach LOS					D			A			A	

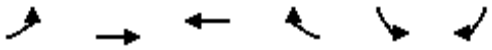
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		63.7				63.7		11.3
Change Period (Y+Rc), s		4.5				4.5		4.5
Max Green Setting (Gmax), s		56.5				56.5		9.5
Max Q Clear Time (g_c+I1), s		14.5				13.3		7.2
Green Ext Time (p_c), s		14.5				14.7		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.1
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	170	389	0	473	463	0
Future Volume (veh/h)	170	389	0	473	463	0
Number	3	18	5	2	6	16
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	0	1863	1863	0
Adj Flow Rate, veh/h	195	447	0	563	482	0
Adj No. of Lanes	1	1	0	1	1	0
Peak Hour Factor	0.87	0.87	0.84	0.84	0.96	0.96
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	731	653	0	910	910	0
Arrive On Green	0.41	0.41	0.00	0.49	0.49	0.00
Sat Flow, veh/h	1774	1583	0	1863	1863	0
Grp Volume(v), veh/h	195	447	0	563	482	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1863	1863	0
Q Serve(g_s), s	4.8	15.1	0.0	14.5	11.7	0.0
Cycle Q Clear(g_c), s	4.8	15.1	0.0	14.5	11.7	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	731	653	0	910	910	0
V/C Ratio(X)	0.27	0.68	0.00	0.62	0.53	0.00
Avail Cap(c_a), veh/h	758	677	0	924	924	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.7	15.8	0.0	12.3	11.6	0.0
Incr Delay (d2), s/veh	0.2	2.7	0.0	1.8	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	7.1	0.0	7.8	6.2	0.0
LnGrp Delay(d),s/veh	12.9	18.5	0.0	14.1	12.6	0.0
LnGrp LOS	B	B		B	B	
Approach Vol, veh/h	642			563	482	
Approach Delay, s/veh	16.8			14.1	12.6	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		35.5				35.5		30.0
Change Period (Y+Rc), s		5.5				5.5		5.0
Max Green Setting (Gmax), s		30.5				30.5		26.0
Max Q Clear Time (g_c+I1), s		16.5				13.7		17.1
Green Ext Time (p_c), s		8.9				10.2		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	14.7
HCM 2010 LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	127	149	97	126	348	144
Future Volume (vph)	127	149	97	126	348	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5	
Lane Util. Factor		1.00	1.00		1.00	
Frt		1.00	0.92		0.96	
Flt Protected		0.98	1.00		0.97	
Satd. Flow (prot)		1821	1720		1728	
Flt Permitted		0.65	1.00		0.97	
Satd. Flow (perm)		1207	1720		1728	
Peak-hour factor, PHF	0.79	0.79	0.89	0.89	0.94	0.94
Adj. Flow (vph)	161	189	109	142	370	153
RTOR Reduction (vph)	0	0	46	0	15	0
Lane Group Flow (vph)	0	350	205	0	508	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases	6					
Actuated Green, G (s)		57.5	39.3		31.5	
Effective Green, g (s)		59.5	41.3		33.5	
Actuated g/C Ratio		0.60	0.41		0.34	
Clearance Time (s)		5.5	5.5		5.5	
Vehicle Extension (s)		5.0	5.0		3.0	
Lane Grp Cap (vph)		811	710		578	
v/s Ratio Prot		c0.07	0.12		c0.29	
v/s Ratio Perm		c0.19				
v/c Ratio		0.43	0.29		0.88	
Uniform Delay, d1		11.0	19.6		31.3	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.1	1.0		17.2	
Delay (s)		11.2	20.6		48.6	
Level of Service		B	C		D	
Approach Delay (s)		11.2	20.6		48.6	
Approach LOS		B	C		D	

Intersection Summary			
HCM 2000 Control Delay	30.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection: 1: Boulevard SE & Memorial Dr

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	LT	TR	L	T	TR	L	TR	L	T	TR
Maximum Queue (ft)	2029	2010	150	378	375	118	391	250	349	273
Average Queue (ft)	1403	1389	118	190	204	37	220	123	213	189
95th Queue (ft)	2319	2291	182	321	322	77	346	245	306	269
Link Distance (ft)	1995	1995		1739	1739	1226	1226		834	834
Upstream Blk Time (%)	29	29								
Queuing Penalty (veh)	0	0								
Storage Bay Dist (ft)			75					150		
Storage Blk Time (%)			38	51				2	18	
Queuing Penalty (veh)			66	73				8	32	

Intersection: 2: Chester Ave & Memorial Dr

Movement	EB	EB	WB	NB	SB
Directions Served	LT	TR	LTR	LTR	LTR
Maximum Queue (ft)	139	145	246	72	204
Average Queue (ft)	39	72	184	32	72
95th Queue (ft)	83	125	266	58	143
Link Distance (ft)	873	873	230	750	874
Upstream Blk Time (%)			5		
Queuing Penalty (veh)			26		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Bill Kennedy Way & Memorial Dr

Movement	EB	EB	WB	NB	NB
Directions Served	T	TR	LT	L	R
Maximum Queue (ft)	147	182	397	326	200
Average Queue (ft)	36	83	359	150	76
95th Queue (ft)	94	161	459	257	179
Link Distance (ft)	230	230	374	404	
Upstream Blk Time (%)			26		
Queuing Penalty (veh)			149		
Storage Bay Dist (ft)					65
Storage Blk Time (%)				54	1
Queuing Penalty (veh)				68	1

Intersection: 4: Driveway 3/Holtzclaw St & Memorial Dr

Movement	EB	EB	WB	NB	SB
Directions Served	LT	TR	LTR	LTR	LTR
Maximum Queue (ft)	76	93	275	290	79
Average Queue (ft)	27	32	218	128	37
95th Queue (ft)	65	70	347	231	72
Link Distance (ft)	374	374	262	447	883
Upstream Blk Time (%)			19		
Queuing Penalty (veh)			100		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Gibson St & Memorial Dr

Movement	EB	EB	WB	B19	NB	SB
Directions Served	LT	TR	LTR	T	LTR	LTR
Maximum Queue (ft)	248	267	419	194	163	94
Average Queue (ft)	49	48	120	12	49	29
95th Queue (ft)	180	188	344	85	98	68
Link Distance (ft)	262	262	349	1157	596	1252
Upstream Blk Time (%)	0	0	6			
Queuing Penalty (veh)	0	1	27			
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 6: Flat Shoals Ave & Memorial Dr

Movement	EB	EB	B19	B19	WB	WB	NB	SB
Directions Served	LT	TR	T	T	L	TR	LTR	LTR
Maximum Queue (ft)	1266	1232	392	376	19	207	50	113
Average Queue (ft)	1013	1031	138	141	6	100	10	50
95th Queue (ft)	1548	1546	396	396	19	212	34	97
Link Distance (ft)	1157	1157	349	349	271	271	402	828
Upstream Blk Time (%)	50	53	12	16				
Queuing Penalty (veh)	178	190	44	56				
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 7: Moreland Ave & Memorial Dr

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	TR	LT	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	293	297	378	350	256	607	584	91	742	711
Average Queue (ft)	281	284	246	238	147	310	282	30	467	423
95th Queue (ft)	293	299	359	344	231	480	445	69	710	642
Link Distance (ft)	271	271	874	874	958	958	958	727	727	727
Upstream Blk Time (%)	61	65							0	0
Queuing Penalty (veh)	195	209							0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 8: Bill Kennedy Way & Driveway 2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	80
Average Queue (ft)	13	8
95th Queue (ft)	37	41
Link Distance (ft)	341	404
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Bill Kennedy Way & WB I-20 On-Ramp/Driveway 1

Movement	WB	NB	NB	SB
Directions Served	LTR	L	TR	LTR
Maximum Queue (ft)	137	224	116	150
Average Queue (ft)	76	88	41	83
95th Queue (ft)	125	163	99	132
Link Distance (ft)	491	368	368	394
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Bill Kennedy Way & EB I-20 Off-Ramp

Movement	EB	EB	NB	SB
Directions Served	L	R	T	T
Maximum Queue (ft)	137	206	200	222
Average Queue (ft)	70	90	134	136
95th Queue (ft)	121	157	182	206
Link Distance (ft)	1489	1489	332	368
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Bill Kennedy Way & Glenwood Place

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	395	133	22
Average Queue (ft)	221	59	2
95th Queue (ft)	417	104	13
Link Distance (ft)	380	437	332
Upstream Blk Time (%)	11		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: Glenwood Ave & Bill Kennedy Way

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	205	158	528
Average Queue (ft)	94	73	324
95th Queue (ft)	162	138	513
Link Distance (ft)	1148	1698	707
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 1424

Arterial Level of Service: NB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
EB I-20 Off-Ramp	III	35	26.4	23.2	49.6	0.22	16.0	D
Driveway 1	III	35	10.7	5.8	16.5	0.08	17.4	D
Memorial Dr	III	35	21.0	83.1	104.1	0.18	6.1	F
Total	III		58.1	112.1	170.2	0.47	10.0	E

Arterial Level of Service: SB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
WB I-20 On-Ramp	III	35	21.0	10.7	31.7	0.18	19.9	C
EB I-20 Off-Ramp	III	35	10.7	11.8	22.5	0.08	12.7	E
Glenwood Ave	III	35	26.4	18.4	44.8	0.22	17.7	D
Total	III		58.1	40.9	99.0	0.47	17.3	D

Arterial Level of Service: EB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Boulevard SE	III	35	46.4	37.8	84.2	0.39	16.5	D
Chester Ave	III	35	62.1	5.1	67.2	0.52	27.7	B
Bill Kennedy Way	III	35	8.0	22.9	30.9	0.06	6.5	F
Driveway 3	III	35	11.2	6.6	17.8	0.08	16.7	D
Flat Shoals Ave	III	35	44.4	9.5	53.9	0.37	24.7	B
Moreland Ave	III	35	10.3	117.6	127.9	0.07	2.0	F
Total	III		182.4	199.5	381.9	1.48	14.0	E

Arterial Level of Service: WB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Moreland Ave	III	35	22.3	110.0	132.3	0.17	4.7	F
Flat Shoals Ave	III	35	10.3	16.2	26.5	0.07	9.6	F
Holtzclaw St	III	35	44.4	5.1	49.5	0.37	26.9	B
Bill Kennedy Way	III	35	11.2	15.7	26.9	0.08	11.1	E
Chester Ave	III	35	8.0	8.0	16.0	0.06	12.5	E
Boulevard SE	III	35	62.1	105.5	167.6	0.52	11.1	E
Total	III		158.3	260.5	418.8	1.27	10.9	E

Arterial Level of Service: NB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
EB I-20 Off-Ramp	III	35	26.4	15.9	42.3	0.22	18.7	C
Driveway 1	III	35	10.7	3.0	13.7	0.08	20.9	C
Memorial Dr	III	35	21.0	83.4	104.4	0.18	6.0	F
Total	III		58.1	102.3	160.4	0.47	10.7	E

Arterial Level of Service: SB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
WB I-20 On-Ramp	III	35	21.0	2.8	23.8	0.18	26.5	B
EB I-20 Off-Ramp	III	35	10.7	14.2	24.9	0.08	11.5	E
Glenwood Ave	III	35	26.4	48.4	74.8	0.22	10.6	E
Total	III		58.1	65.4	123.5	0.47	13.8	E

Arterial Level of Service: EB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Boulevard SE	III	35	46.4	114.4	160.8	0.39	8.7	F
Chester Ave	III	35	62.1	15.9	78.0	0.52	23.9	C
Bill Kennedy Way	III	35	8.0	1.1	9.1	0.06	22.0	C
Driveway 3	III	35	11.2	2.8	14.0	0.08	21.3	C
Flat Shoals Ave	III	35	44.4	8.9	53.3	0.37	25.0	B
Moreland Ave	III	35	10.3	263.6	273.9	0.07	0.9	F
Total	III		182.4	406.7	589.1	1.48	9.1	F

Arterial Level of Service: WB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Moreland Ave	III	35	22.3	77.1	99.4	0.17	6.3	F
Flat Shoals Ave	III	35	10.3	9.9	20.2	0.07	12.7	E
Holtzclaw St	III	35	44.4	7.5	51.9	0.37	25.7	B
Bill Kennedy Way	III	35	11.2	44.3	55.5	0.08	5.4	F
Chester Ave	III	35	8.0	12.2	20.2	0.06	9.9	F
Boulevard SE	III	35	62.1	72.2	134.3	0.52	13.9	E
Total	III		158.3	223.2	381.5	1.27	12.0	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	240	26	54	772	232	387	806	29	51	179	60
Future Volume (veh/h)	108	240	26	54	772	232	387	806	29	51	179	60
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	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	117	261	28	57	813	244	412	857	31	53	185	62
Adj No. of Lanes	0	2	0	1	2	0	1	1	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.94	0.94	0.94	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	438	47	113	985	296	684	864	31	111	932	303
Arrive On Green	0.29	0.29	0.29	0.04	0.37	0.36	0.17	0.48	0.48	0.03	0.35	0.35
Sat Flow, veh/h	20	1507	162	1774	2685	805	1774	1787	65	1774	2628	854
Grp Volume(v), veh/h	117	0	289	57	536	521	412	0	888	53	123	124
Grp Sat Flow(s),veh/h/ln	20	0	1668	1774	1770	1721	1774	0	1851	1774	1770	1712
Q Serve(g_s), s	35.5	0.0	22.3	3.5	41.2	41.3	21.2	0.0	71.4	2.8	7.2	7.6
Cycle Q Clear(g_c), s	35.5	0.0	22.3	3.5	41.2	41.3	21.2	0.0	71.4	2.8	7.2	7.6
Prop In Lane	1.00		0.10	1.00		0.47	1.00		0.03	1.00		0.50
Lane Grp Cap(c), veh/h	0	0	485	113	649	631	684	0	895	111	627	607
V/C Ratio(X)	0.00	0.00	0.60	0.50	0.82	0.83	0.60	0.00	0.99	0.48	0.20	0.20
Avail Cap(c_a), veh/h	0	0	485	154	649	631	828	0	895	117	627	607
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	45.7	43.2	43.1	43.2	21.8	0.0	38.5	38.4	33.6	33.8
Incr Delay (d2), s/veh	0.0	0.0	5.3	1.3	11.4	11.7	0.9	0.0	28.3	1.2	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	11.0	1.8	22.1	21.6	10.5	0.0	43.5	1.4	3.7	3.7
LnGrp Delay(d),s/veh	0.0	0.0	51.0	44.5	54.5	55.0	22.6	0.0	66.8	39.6	34.3	34.5
LnGrp LOS			D	D	D	D	C		E	D	C	C
Approach Vol, veh/h		406			1114			1300			300	
Approach Delay, s/veh		36.3			54.2			52.8			35.3	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		60.5	11.5	78.0	11.5	49.1	30.8	58.7
Change Period (Y+Rc), s		6.0	7.0	6.0	6.5	6.0	6.5	6.0
Max Green Setting (Gmax), s		39.0	5.0	72.0	8.5	39.0	36.5	41.0
Max Q Clear Time (g_c+I1), s		43.3	4.8	73.4	5.5	37.5	23.2	9.6
Green Ext Time (p_c), s		0.0	0.0	0.0	0.0	1.5	1.1	14.1

Intersection Summary	
HCM 2010 Ctrl Delay	49.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	307	4	66	1191	85	22	6	26	30	5	29
Future Volume (veh/h)	8	307	4	66	1191	85	22	6	26	30	5	29
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	9	341	4	69	1254	89	29	8	34	48	8	46
Adj No. of Lanes	0	1	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.95	0.95	0.95	0.77	0.77	0.77	0.63	0.63	0.63
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	1173	14	131	2039	143	181	65	164	204	51	151
Arrive On Green	0.66	0.66	0.65	1.00	1.00	1.00	0.22	0.22	0.21	0.22	0.22	0.21
Sat Flow, veh/h	13	1778	20	118	3089	217	515	297	746	607	230	687
Grp Volume(v), veh/h	354	0	0	732	0	680	71	0	0	102	0	0
Grp Sat Flow(s),veh/h/ln	1811	0	0	1767	0	1657	1557	0	0	1524	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	6.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	3.9	0.0	0.0
Prop In Lane	0.03		0.01	0.09		0.13	0.41		0.48	0.47		0.45
Lane Grp Cap(c), veh/h	1245	0	0	1219	0	1093	410	0	0	406	0	0
V/C Ratio(X)	0.28	0.00	0.00	0.60	0.00	0.62	0.17	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	1245	0	0	1219	0	1093	410	0	0	406	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.63	0.00	0.63	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.4	0.0	0.0	0.0	0.0	0.0	23.9	0.0	0.0	24.4	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	1.4	0.0	1.7	0.9	0.0	0.0	1.5	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	3.2	0.0	0.0	0.5	0.0	0.5	1.3	0.0	0.0	1.9	0.0	0.0
LnGrp Delay(d),s/veh	5.9	0.0	0.0	1.4	0.0	1.7	24.8	0.0	0.0	25.8	0.0	0.0
LnGrp LOS	A			A		A	C			C		
Approach Vol, veh/h		354			1412			71			102	
Approach Delay, s/veh		5.9			1.5			24.8			25.8	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		54.0		21.0		54.0		21.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		49.0		16.0		49.0		16.0
Max Q Clear Time (g_c+I1), s		8.0		5.9		2.0		4.5
Green Ext Time (p_c), s		31.0		0.6		34.4		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	4.5
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	254	110	116	940	399	136
Future Volume (veh/h)	254	110	116	940	399	136
Number	2	12	1	6	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	1900	1900	1863	1863	1863
Adj Flow Rate, veh/h	306	133	129	1044	429	146
Adj No. of Lanes	1	0	0	2	1	1
Peak Hour Factor	0.83	0.83	0.90	0.90	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	833	362	253	1907	463	413
Arrive On Green	1.00	1.00	1.00	1.00	0.26	0.26
Sat Flow, veh/h	1233	536	331	2907	1774	1583
Grp Volume(v), veh/h	0	439	578	595	429	146
Grp Sat Flow(s),veh/h/ln	0	1768	1542	1610	1774	1583
Q Serve(g_s), s	0.0	0.0	0.0	0.0	35.4	11.3
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	35.4	11.3
Prop In Lane		0.30	0.22		1.00	1.00
Lane Grp Cap(c), veh/h	0	1195	1072	1089	463	413
V/C Ratio(X)	0.00	0.37	0.54	0.55	0.93	0.35
Avail Cap(c_a), veh/h	0	1195	1072	1089	538	480
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.89	0.89	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	54.1	45.2
Incr Delay (d2), s/veh	0.0	0.8	1.7	1.8	20.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.5	0.5	19.9	5.0
LnGrp Delay(d),s/veh	0.0	0.8	1.7	1.8	74.8	45.7
LnGrp LOS		A	A	A	E	D
Approach Vol, veh/h	439			1173	575	
Approach Delay, s/veh	0.8			1.7	67.4	
Approach LOS	A			A	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		106.4		43.6		106.4		
Change Period (Y+Rc), s		5.5		5.0		5.5		
Max Green Setting (Gmax), s		94.5		45.0		94.5		
Max Q Clear Time (g_c+I1), s		2.0		37.4		2.0		
Green Ext Time (p_c), s		44.6		1.2		44.6		

Intersection Summary	
HCM 2010 Ctrl Delay	18.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	332	44	76	947	1	79	3	41	2	5	18
Future Volume (veh/h)	13	332	44	76	947	1	79	3	41	2	5	18
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	1863	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	14	369	48	83	1041	1	86	3	45	3	5	25
Adj No. of Lanes	0	1	1	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.92	0.92	0.91	0.91	0.92	0.92	0.92	0.71	0.92	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	1356	1208	202	2427	2	183	12	59	59	40	146
Arrive On Green	1.00	1.00	1.00	0.76	0.76	0.76	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	25	1777	1583	193	3182	3	893	103	503	56	345	1250
Grp Volume(v), veh/h	383	0	48	563	0	562	134	0	0	33	0	0
Grp Sat Flow(s),veh/h/ln	1802	0	1583	1683	0	1695	1499	0	0	1650	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	8.8	5.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.7	0.0	8.8	6.4	0.0	0.0	1.4	0.0	0.0
Prop In Lane	0.04		1.00	0.15		0.00	0.64		0.34	0.09		0.76
Lane Grp Cap(c), veh/h	1424	0	1208	1339	0	1293	254	0	0	246	0	0
V/C Ratio(X)	0.27	0.00	0.04	0.42	0.00	0.43	0.53	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	1424	0	1208	1339	0	1293	461	0	0	474	0	0
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)	0.94	0.00	0.94	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	3.0	0.0	3.2	31.9	0.0	0.0	29.8	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.1	1.0	0.0	1.1	1.7	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	4.3	0.0	4.4	2.8	0.0	0.0	0.6	0.0	0.0
LnGrp Delay(d),s/veh	0.4	0.0	0.1	4.0	0.0	4.2	33.6	0.0	0.0	30.1	0.0	0.0
LnGrp LOS	A		A	A		A	C			C		
Approach Vol, veh/h		431			1125			134			33	
Approach Delay, s/veh		0.4			4.1			33.6			30.1	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		61.7		13.3		61.7		13.3
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		46.5		19.5		46.5		19.5
Max Q Clear Time (g_c+I1), s		2.0		3.4		10.8		8.4
Green Ext Time (p_c), s		14.3		0.8		13.4		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	6.0
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	33	322	20	12	1002	12	13	0	33	3	0	17
Future Vol, veh/h	33	322	20	12	1002	12	13	0	33	3	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	92	92	92	33	33	33	53	53	53
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	362	22	13	1089	13	39	0	100	6	0	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1102	0	0	362	0	0	1007	1564	362	1558	1558	551
Stage 1	-	-	-	-	-	-	436	436	-	1122	1122	-
Stage 2	-	-	-	-	-	-	571	1128	-	436	436	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.22	-	-	2.218	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	629	-	-	1197	-	-	207	111	682	84	112	479
Stage 1	-	-	-	-	-	-	598	579	-	220	280	-
Stage 2	-	-	-	-	-	-	474	278	-	598	579	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	629	-	-	1197	-	-	178	100	682	66	101	479
Mov Cap-2 Maneuver	-	-	-	-	-	-	178	100	-	66	101	-
Stage 1	-	-	-	-	-	-	553	536	-	204	272	-
Stage 2	-	-	-	-	-	-	430	270	-	472	536	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.2	16.8	22.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	178	682	629	-	-	1197	-	-	247
HCM Lane V/C Ratio	0.221	0.147	0.059	-	-	0.011	-	-	0.153
HCM Control Delay (s)	30.9	11.2	11.1	0	-	8	0.1	-	22.2
HCM Lane LOS	D	B	B	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0.5	0.2	-	-	0	-	-	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	305	15	3	973	42	2	2	4	11	2	11
Future Volume (veh/h)	21	305	15	3	973	42	2	2	4	11	2	11
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	328	16	3	1106	48	3	3	6	16	3	16
Adj No. of Lanes	0	1	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.67	0.67	0.67	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	967	46	41	2086	90	134	140	224	232	57	195
Arrive On Green	0.62	0.62	0.61	0.41	0.41	0.41	0.28	0.28	0.27	0.28	0.28	0.27
Sat Flow, veh/h	54	1568	74	2	3383	146	304	504	808	626	206	701
Grp Volume(v), veh/h	367	0	0	610	0	547	12	0	0	35	0	0
Grp Sat Flow(s),veh/h/ln	1696	0	0	1861	0	1669	1616	0	0	1532	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.6	0.0	0.0	22.2	0.0	22.2	0.5	0.0	0.0	1.4	0.0	0.0
Prop In Lane	0.06		0.04	0.00		0.09	0.25		0.50	0.46		0.46
Lane Grp Cap(c), veh/h	1088	0	0	1188	0	1029	499	0	0	484	0	0
V/C Ratio(X)	0.34	0.00	0.00	0.51	0.00	0.53	0.02	0.00	0.00	0.07	0.00	0.00
Avail Cap(c_a), veh/h	1088	0	0	1188	0	1029	499	0	0	484	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.58	0.00	0.58	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.3	0.0	0.0	16.6	0.0	16.6	23.7	0.0	0.0	24.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.9	0.0	1.1	0.1	0.0	0.0	0.3	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	4.5	0.0	0.0	11.7	0.0	10.5	0.2	0.0	0.0	0.7	0.0	0.0
LnGrp Delay(d),s/veh	9.1	0.0	0.0	17.5	0.0	17.8	23.8	0.0	0.0	24.3	0.0	0.0
LnGrp LOS	A			B		B	C			C		
Approach Vol, veh/h		367			1157			12			35	
Approach Delay, s/veh		9.1			17.7			23.8			24.3	
Approach LOS		A			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0		30.0
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		55.0		24.5		55.0		24.5
Max Q Clear Time (g_c+I1), s		10.6		3.4		24.2		2.5
Green Ext Time (p_c), s		27.7		0.2		21.6		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	15.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	147	67	62	544	47	366	2029	49	20	498	92
Future Volume (veh/h)	46	147	67	62	544	47	366	2029	49	20	498	92
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	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	55	175	80	65	567	49	389	2159	52	23	579	107
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.84	0.84	0.84	0.96	0.96	0.96	0.94	0.94	0.94	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	33	271	161	25	412	60	538	2210	53	84	1667	307
Arrive On Green	0.09	0.09	0.08	0.26	0.26	0.26	0.09	0.63	0.62	0.02	0.56	0.56
Sat Flow, veh/h	10	1049	622	4	1594	232	1774	3533	85	1774	2985	550
Grp Volume(v), veh/h	106	0	204	331	0	350	389	1077	1134	23	343	343
Grp Sat Flow(s),veh/h/ln	94	0	1587	174	0	1656	1774	1770	1848	1774	1770	1766
Q Serve(g_s), s	17.4	0.0	22.1	31.5	0.0	35.8	16.0	104.9	107.1	1.0	19.1	19.2
Cycle Q Clear(g_c), s	17.4	0.0	22.1	31.5	0.0	35.8	16.0	104.9	107.1	1.0	19.1	19.2
Prop In Lane	0.52		0.39	0.20		0.14	1.00		0.05	1.00		0.31
Lane Grp Cap(c), veh/h	0	0	410	0	0	428	538	1107	1156	84	988	986
V/C Ratio(X)	0.00	0.00	0.50	0.00	0.00	0.82	0.72	0.97	0.98	0.27	0.35	0.35
Avail Cap(c_a), veh/h	0	0	410	0	0	428	538	1107	1156	124	988	986
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)	0.94	0.00	0.94	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	71.2	0.0	0.0	62.8	17.2	32.3	32.7	43.5	21.8	21.8
Incr Delay (d2), s/veh	0.0	0.0	4.0	0.0	0.0	15.9	4.8	21.3	22.3	1.7	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	10.2	0.0	0.0	18.3	6.3	57.4	61.6	0.7	9.6	9.6
LnGrp Delay(d),s/veh	0.0	0.0	75.2	0.0	0.0	78.8	22.0	53.6	55.0	45.2	22.7	22.8
LnGrp LOS			E			E	C	D	D	D	C	C
Approach Vol, veh/h		310			681			2600			709	
Approach Delay, s/veh		49.6			40.5			49.5			23.5	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	22.0	106.0		52.0	9.9	118.1		52.0
Change Period (Y+Rc), s	6.5	6.0		6.0	6.5	6.0		6.0
Max Green Setting (Gmax), s	15.5	88.0		46.0	7.5	96.0		41.0
Max Q Clear Time (g_c+I1), s	19.8	21.2		37.8	3.0	109.1		24.1
Green Ext Time (p_c), s	0.0	50.8		3.8	0.0	0.0		5.8

Intersection Summary	
HCM 2010 Ctrl Delay	43.8
HCM 2010 LOS	D

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	3	3	531	49	7	206
Future Vol, veh/h	3	3	531	49	7	206
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	160	-
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	3	3	577	53	8	224

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	816	577	0	0	577	0
Stage 1	577	-	-	-	-	-
Stage 2	239	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	347	516	-	-	996	-
Stage 1	562	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	344	516	-	-	996	-
Mov Cap-2 Maneuver	344	-	-	-	-	-
Stage 1	562	-	-	-	-	-
Stage 2	795	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	413	996	-
HCM Lane V/C Ratio	-	-	0.016	0.008	-
HCM Control Delay (s)	-	-	13.9	8.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	43	66	24	216	556	25	8	131	59
Future Volume (veh/h)	0	0	0	43	66	24	216	556	25	8	131	59
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				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
Parking Bus, Adj				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	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h				47	72	26	235	604	27	9	182	82
Adj No. of Lanes				0	1	0	1	1	0	1	1	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.72	0.72
Percent Heavy Veh, %				0	2	0	2	2	2	2	2	2
Cap, veh/h				62	95	34	864	1366	61	603	779	351
Arrive On Green				0.11	0.11	0.11	0.07	0.77	0.77	0.64	0.64	0.64
Sat Flow, veh/h				576	883	319	1774	1770	79	792	1217	549
Grp Volume(v), veh/h				145	0	0	235	0	631	9	0	264
Grp Sat Flow(s),veh/h/ln				1778	0	0	1774	0	1849	792	0	1766
Q Serve(g_s), s				5.9	0.0	0.0	3.0	0.0	8.9	0.3	0.0	4.7
Cycle Q Clear(g_c), s				5.9	0.0	0.0	3.0	0.0	8.9	0.3	0.0	4.7
Prop In Lane				0.32		0.18	1.00		0.04	1.00		0.31
Lane Grp Cap(c), veh/h				192	0	0	864	0	1427	603	0	1130
V/C Ratio(X)				0.75	0.00	0.00	0.27	0.00	0.44	0.01	0.00	0.23
Avail Cap(c_a), veh/h				486	0	0	1080	0	1427	603	0	1130
HCM Platoon Ratio				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	0.00	0.68	0.00	0.68	1.00	0.00	1.00
Uniform Delay (d), s/veh				32.5	0.0	0.0	3.3	0.0	3.0	4.9	0.0	5.7
Incr Delay (d2), s/veh				5.9	0.0	0.0	0.1	0.0	0.7	0.0	0.0	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.2	0.0	0.0	1.4	0.0	4.6	0.1	0.0	2.4
LnGrp Delay(d),s/veh				38.4	0.0	0.0	3.5	0.0	3.6	5.0	0.0	6.2
LnGrp LOS				D			A		A	A		A
Approach Vol, veh/h					145			866			273	
Approach Delay, s/veh					38.4			3.6			6.2	
Approach LOS					D			A			A	

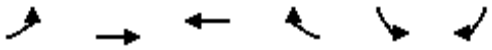
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		62.4			9.9	52.5		12.6
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		45.5			14.5	26.5		20.5
Max Q Clear Time (g_c+I1), s		10.9			5.0	6.7		7.9
Green Ext Time (p_c), s		6.8			0.4	5.8		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	8.1
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	168	225	0	620	187	0
Future Volume (veh/h)	168	225	0	620	187	0
Number	3	18	5	2	6	16
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	0	1863	1863	0
Adj Flow Rate, veh/h	205	274	0	705	263	0
Adj No. of Lanes	1	1	0	1	1	0
Peak Hour Factor	0.82	0.82	0.88	0.88	0.71	0.71
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	715	638	0	890	890	0
Arrive On Green	0.40	0.40	0.00	0.48	0.48	0.00
Sat Flow, veh/h	1774	1583	0	1863	1863	0
Grp Volume(v), veh/h	205	274	0	705	263	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1863	1863	0
Q Serve(g_s), s	5.2	8.4	0.0	21.3	5.8	0.0
Cycle Q Clear(g_c), s	5.2	8.4	0.0	21.3	5.8	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	715	638	0	890	890	0
V/C Ratio(X)	0.29	0.43	0.00	0.79	0.30	0.00
Avail Cap(c_a), veh/h	715	638	0	890	890	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.5	14.4	0.0	14.7	10.6	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.0	4.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	3.7	0.0	11.9	2.9	0.0
LnGrp Delay(d),s/veh	13.6	14.6	0.0	19.3	10.7	0.0
LnGrp LOS	B	B		B	B	
Approach Vol, veh/h	479			705	263	
Approach Delay, s/veh	14.2			19.3	10.7	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		36.0				36.0		31.0
Change Period (Y+Rc), s		6.0				6.0		6.0
Max Green Setting (Gmax), s		30.0				30.0		25.0
Max Q Clear Time (g_c+I1), s		23.3				7.8		10.4
Green Ext Time (p_c), s		0.8				0.9		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	16.0
HCM 2010 LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	131	114	267	288	103	207
Future Volume (vph)	131	114	267	288	103	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5	
Lane Util. Factor		1.00	1.00		1.00	
Frt		1.00	0.93		0.91	
Flt Protected		0.97	1.00		0.98	
Satd. Flow (prot)		1814	1732		1667	
Flt Permitted		0.14	1.00		0.98	
Satd. Flow (perm)		264	1732		1667	
Peak-hour factor, PHF	0.61	0.61	0.90	0.90	0.85	0.85
Adj. Flow (vph)	215	187	297	320	121	244
RTOR Reduction (vph)	0	0	39	0	73	0
Lane Group Flow (vph)	0	402	578	0	292	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases	6					
Actuated Green, G (s)		56.5	36.5		32.5	
Effective Green, g (s)		58.5	38.5		34.5	
Actuated g/C Ratio		0.58	0.38		0.34	
Clearance Time (s)		5.5	5.5		5.5	
Vehicle Extension (s)		5.0	5.0		3.0	
Lane Grp Cap (vph)		417	666		575	
v/s Ratio Prot		c0.16	0.33		c0.18	
v/s Ratio Perm		c0.40				
v/c Ratio		0.96	0.87		0.51	
Uniform Delay, d1		19.7	28.4		26.0	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		34.4	14.3		3.2	
Delay (s)		54.1	42.7		29.2	
Level of Service		D	D		C	
Approach Delay (s)		54.1	42.7		29.2	
Approach LOS		D	D		C	

Intersection Summary			
HCM 2000 Control Delay	42.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	80.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection: 1: Boulevard SE & Memorial Dr

Movement	EB	EB	WB	WB	WB	B29	B29	NB	NB	SB	SB	SB
Directions Served	LT	TR	L	T	TR	T	T	L	TR	L	T	TR
Maximum Queue (ft)	482	476	100	1811	1830	894	892	1242	1242	74	140	162
Average Queue (ft)	208	171	29	1396	1431	253	257	261	738	33	90	64
95th Queue (ft)	389	348	86	2170	2145	826	835	688	1178	70	136	129
Link Distance (ft)	1995	1995		1739	1739	872	872	1226	1226		834	834
Upstream Blk Time (%)				34	39	1	2	0	1			
Queuing Penalty (veh)				213	242	7	10	0	0			
Storage Bay Dist (ft)			75							150		
Storage Blk Time (%)				75							0	
Queuing Penalty (veh)				40							0	

Intersection: 2: Chester Ave & Memorial Dr

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	355	237	232	56	135
Average Queue (ft)	127	128	141	23	38
95th Queue (ft)	302	208	213	55	92
Link Distance (ft)	872	224	224	762	862
Upstream Blk Time (%)		0	1		
Queuing Penalty (veh)		2	7		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Bill Kennedy Way & Memorial Dr

Movement	EB	WB	WB	NB	NB
Directions Served	UTR	LT	T	L	R
Maximum Queue (ft)	230	353	317	435	200
Average Queue (ft)	129	190	170	340	143
95th Queue (ft)	231	295	289	478	266
Link Distance (ft)	224	368	368	416	
Upstream Blk Time (%)	2	0		7	
Queuing Penalty (veh)	8	0		36	
Storage Bay Dist (ft)					65
Storage Blk Time (%)				62	4
Queuing Penalty (veh)				84	17

Intersection: 4: Driveway 3/Holtzclaw St & Memorial Dr

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	LT	TR	LTR	LTR
Maximum Queue (ft)	179	30	270	246	148	53
Average Queue (ft)	51	3	86	74	62	19
95th Queue (ft)	131	17	196	180	113	48
Link Distance (ft)	368		263	263	312	871
Upstream Blk Time (%)			0	0		
Queuing Penalty (veh)			1	0		
Storage Bay Dist (ft)		100				
Storage Blk Time (%)	2					
Queuing Penalty (veh)	1					

Intersection: 5: Gibson St & Memorial Dr

Movement	EB	EB	WB	WB	NB	NB	SB
Directions Served	LT	R	LT	TR	LT	R	LTR
Maximum Queue (ft)	279	137	48	10	49	22	31
Average Queue (ft)	50	5	4	0	10	17	14
95th Queue (ft)	166	45	22	3	34	31	38
Link Distance (ft)	263		336	336	596		1240
Upstream Blk Time (%)	0						
Queuing Penalty (veh)	2						
Storage Bay Dist (ft)		100				100	
Storage Blk Time (%)	3						
Queuing Penalty (veh)	1						

Intersection: 6: Flat Shoals Ave & Memorial Dr

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	293	304	294	28	47
Average Queue (ft)	102	213	213	8	12
95th Queue (ft)	232	298	304	26	35
Link Distance (ft)	1155	272	272	408	822
Upstream Blk Time (%)		1	1		
Queuing Penalty (veh)		7	5		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 7: Moreland Ave & Memorial Dr

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	TR	LT	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	262	244	480	416	982	1022	993	51	302	229
Average Queue (ft)	126	136	308	281	750	911	875	15	173	131
95th Queue (ft)	228	234	400	367	1358	1156	1153	45	265	218
Link Distance (ft)	272	272	874	874	959	959	959	727	727	727
Upstream Blk Time (%)	0				18	42	21			
Queuing Penalty (veh)	0				0	0	0			
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 8: Bill Kennedy Way & Driveway 2

Movement	WB	NB	NB	SB
Directions Served	LR	T	R	L
Maximum Queue (ft)	22	196	150	30
Average Queue (ft)	1	40	5	1
95th Queue (ft)	7	142	49	10
Link Distance (ft)	387	392		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	160
Storage Blk Time (%)		4		
Queuing Penalty (veh)		2		

Intersection: 9: Bill Kennedy Way & WB I-20 On-Ramp/Driveway 1

Movement	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR
Maximum Queue (ft)	256	110	278	31	92
Average Queue (ft)	98	45	91	4	35
95th Queue (ft)	179	86	224	21	76
Link Distance (ft)	481	368	368		392
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				160	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 10: Bill Kennedy Way & EB I-20 Off-Ramp

Movement	EB	EB	NB	SB
Directions Served	L	R	T	T
Maximum Queue (ft)	119	121	292	163
Average Queue (ft)	59	53	187	67
95th Queue (ft)	104	95	263	124
Link Distance (ft)	1489	1489	332	368
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Bill Kennedy Way & Glenwood Place

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	118	52
Average Queue (ft)	40	25
95th Queue (ft)	79	49
Link Distance (ft)	258	342
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: Glenwood Ave & Bill Kennedy Way

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	184	424	247
Average Queue (ft)	102	248	120
95th Queue (ft)	173	393	210
Link Distance (ft)	1148	1698	706
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 686

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	592	134	143	346	101	72	407	90	173	805	53
Future Volume (veh/h)	64	592	134	143	346	101	72	407	90	173	805	53
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	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	71	658	149	164	398	116	83	468	103	182	847	56
Adj No. of Lanes	0	2	0	1	2	0	1	1	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.87	0.87	0.87	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	373	162	190	1130	326	266	636	140	252	1449	96
Arrive On Green	0.30	0.30	0.29	0.08	0.42	0.41	0.04	0.43	0.43	0.04	0.43	0.43
Sat Flow, veh/h	3	1256	546	1774	2712	782	1774	1480	326	1774	3370	223
Grp Volume(v), veh/h	441	0	437	164	258	256	83	0	571	182	445	458
Grp Sat Flow(s),veh/h/ln	204	0	1601	1774	1770	1725	1774	0	1805	1774	1770	1823
Q Serve(g_s), s	40.5	0.0	39.6	9.6	14.9	15.3	3.9	0.0	39.6	5.5	28.7	28.7
Cycle Q Clear(g_c), s	40.5	0.0	39.6	9.6	14.9	15.3	3.9	0.0	39.6	5.5	28.7	28.7
Prop In Lane	0.16		0.34	1.00		0.45	1.00		0.18	1.00		0.12
Lane Grp Cap(c), veh/h	0	0	475	190	737	719	266	0	776	252	761	784
V/C Ratio(X)	0.00	0.00	0.92	0.86	0.35	0.36	0.31	0.00	0.74	0.72	0.58	0.58
Avail Cap(c_a), veh/h	0	0	475	190	737	719	266	0	776	252	761	784
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	51.1	39.7	29.9	30.1	25.3	0.0	35.7	41.7	32.5	32.6
Incr Delay (d2), s/veh	0.0	0.0	25.6	30.1	1.3	1.4	0.7	0.0	6.1	8.4	3.3	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	20.9	8.3	7.6	7.5	1.9	0.0	21.0	5.2	14.6	15.1
LnGrp Delay(d),s/veh	0.0	0.0	76.7	69.8	31.2	31.4	25.9	0.0	41.8	50.2	35.8	35.7
LnGrp LOS			E	E	C	C	C		D	D	D	D
Approach Vol, veh/h		878			678			654			1085	
Approach Delay, s/veh		38.2			40.6			39.8			38.2	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		68.0	12.0	70.0	18.0	50.0	12.0	70.0
Change Period (Y+Rc), s		6.0	7.0	6.0	6.5	6.0	6.5	6.0
Max Green Setting (Gmax), s		46.0	5.0	64.0	11.5	44.0	5.5	64.0
Max Q Clear Time (g_c+I1), s		17.3	7.5	41.6	11.6	42.5	5.9	30.7
Green Ext Time (p_c), s		21.4	0.0	13.6	0.0	1.4	0.0	17.2

Intersection Summary	
HCM 2010 Ctrl Delay	39.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	840	15	27	426	66	4	1	60	107	9	28
Future Volume (veh/h)	23	840	15	27	426	66	4	1	60	107	9	28
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	25	923	16	31	484	75	5	1	82	127	11	33
Adj No. of Lanes	0	2	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.73	0.73	0.73	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	2061	35	78	887	133	58	22	405	365	38	76
Arrive On Green	0.61	0.61	0.60	1.00	1.00	1.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	42	3398	58	46	1461	219	27	81	1483	1029	138	279
Grp Volume(v), veh/h	500	0	464	590	0	0	88	0	0	171	0	0
Grp Sat Flow(s),veh/h/ln	1813	0	1685	1727	0	0	1591	0	0	1447	0	0
Q Serve(g_s), s	0.0	0.0	11.2	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0
Cycle Q Clear(g_c), s	10.8	0.0	11.2	0.0	0.0	0.0	3.2	0.0	0.0	6.6	0.0	0.0
Prop In Lane	0.05		0.03	0.05		0.13	0.06		0.93	0.74		0.19
Lane Grp Cap(c), veh/h	1150	0	1022	1098	0	0	486	0	0	479	0	0
V/C Ratio(X)	0.43	0.00	0.45	0.54	0.00	0.00	0.18	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	1150	0	1022	1098	0	0	486	0	0	479	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.23	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.9	0.0	8.0	0.0	0.0	0.0	21.1	0.0	0.0	22.1	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	1.5	0.4	0.0	0.0	0.8	0.0	0.0	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.0	5.6	0.1	0.0	0.0	1.5	0.0	0.0	3.1	0.0	0.0
LnGrp Delay(d),s/veh	9.1	0.0	9.5	0.4	0.0	0.0	22.0	0.0	0.0	24.1	0.0	0.0
LnGrp LOS	A		A	A			C			C		
Approach Vol, veh/h		964			590			88			171	
Approach Delay, s/veh		9.3			0.4			22.0			24.1	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		50.0		25.0		50.0		25.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		45.0		20.0		45.0		20.0
Max Q Clear Time (g_c+I1), s		13.2		8.6		2.0		5.2
Green Ext Time (p_c), s		22.5		1.2		27.7		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	8.4
HCM 2010 LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	552	460	224	360	144	127
Future Volume (veh/h)	552	460	224	360	144	127
Number	2	12	1	6	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	1900	1900	1863	1863	1863
Adj Flow Rate, veh/h	587	489	241	387	158	140
Adj No. of Lanes	2	0	0	1	1	1
Peak Hour Factor	0.94	0.94	0.93	0.93	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1521	1265	329	489	192	171
Arrive On Green	1.00	1.00	1.00	1.00	0.11	0.11
Sat Flow, veh/h	1929	1527	357	590	1774	1583
Grp Volume(v), veh/h	566	510	628	0	158	140
Grp Sat Flow(s),veh/h/ln	1770	1593	947	0	1774	1583
Q Serve(g_s), s	0.0	0.0	0.0	0.0	13.1	13.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	13.1	13.0
Prop In Lane		0.96	0.38		1.00	1.00
Lane Grp Cap(c), veh/h	1466	1320	818	0	192	171
V/C Ratio(X)	0.39	0.39	0.77	0.00	0.82	0.82
Avail Cap(c_a), veh/h	1466	1320	818	0	302	269
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.83	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	65.5	65.4
Incr Delay (d2), s/veh	0.7	0.7	5.7	0.0	9.9	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	1.3	0.0	6.9	6.2
LnGrp Delay(d),s/veh	0.7	0.7	5.7	0.0	75.4	75.8
LnGrp LOS	A	A	A		E	E
Approach Vol, veh/h	1076			628	298	
Approach Delay, s/veh	0.7			5.7	75.6	
Approach LOS	A			A	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		129.3		20.7		129.3		
Change Period (Y+Rc), s		5.5		5.0		5.5		
Max Green Setting (Gmax), s		114.5		25.0		114.5		
Max Q Clear Time (g_c+I1), s		2.0		15.1		2.0		
Green Ext Time (p_c), s		64.3		0.6		64.3		

Intersection Summary	
HCM 2010 Ctrl Delay	13.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	608	45	85	451	1	91	11	60	3	10	34
Future Volume (veh/h)	15	608	45	85	451	1	91	11	60	3	10	34
Number	5	2	12	1	6	16	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	1900	1863	1863	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	16	640	49	92	496	1	99	12	65	8	11	87
Adj No. of Lanes	0	2	1	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.92	0.92	0.91	0.91	0.92	0.92	0.92	0.39	0.92	0.39
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	2499	1165	196	1021	2	193	26	84	59	35	195
Arrive On Green	1.00	1.00	1.00	0.74	0.74	0.74	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	37	3397	1583	190	1387	3	815	179	582	54	241	1352
Grp Volume(v), veh/h	349	307	49	589	0	0	176	0	0	106	0	0
Grp Sat Flow(s),veh/h/ln	1823	1610	1583	1580	0	0	1576	0	0	1647	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	9.2	0.0	0.0	7.7	0.0	0.0	4.5	0.0	0.0
Prop In Lane	0.05		1.00	0.16		0.00	0.56		0.37	0.08		0.82
Lane Grp Cap(c), veh/h	1392	1185	1165	1218	0	0	302	0	0	289	0	0
V/C Ratio(X)	0.25	0.26	0.04	0.48	0.00	0.00	0.58	0.00	0.00	0.37	0.00	0.00
Avail Cap(c_a), veh/h	1392	1185	1165	1218	0	0	448	0	0	451	0	0
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)	0.92	0.92	0.92	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	3.8	0.0	0.0	30.6	0.0	0.0	29.4	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.5	0.1	1.4	0.0	0.0	1.8	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.0	5.0	0.0	0.0	3.6	0.0	0.0	2.1	0.0	0.0
LnGrp Delay(d),s/veh	0.4	0.5	0.1	5.2	0.0	0.0	32.3	0.0	0.0	30.2	0.0	0.0
LnGrp LOS	A	A	A	A			C			C		
Approach Vol, veh/h		705			589			176			106	
Approach Delay, s/veh		0.4			5.2			32.3			30.2	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		59.7		15.3		59.7		15.3
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green Setting (Gmax), s		47.5		18.5		47.5		18.5
Max Q Clear Time (g_c+I1), s		2.0		9.7		11.2		6.5
Green Ext Time (p_c), s		11.2		1.1		10.7		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	7.8
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	19	647	32	21	506	2	10	0	63	2	0	26
Future Vol, veh/h	19	647	32	21	506	2	10	0	63	2	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	89	89	89	42	42	42	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	703	35	24	569	2	24	0	150	3	0	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	571	0	0	703	0	0	1379	1363	352	1010	1362	570
Stage 1	-	-	-	-	-	-	745	745	-	617	617	-
Stage 2	-	-	-	-	-	-	634	618	-	393	745	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.33	6.53	6.93	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.218	-	-	2.22	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1002	-	-	890	-	-	112	147	645	206	147	520
Stage 1	-	-	-	-	-	-	373	420	-	476	480	-
Stage 2	-	-	-	-	-	-	466	480	-	604	420	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1002	-	-	890	-	-	99	136	645	149	136	520
Mov Cap-2 Maneuver	-	-	-	-	-	-	99	136	-	149	136	-
Stage 1	-	-	-	-	-	-	360	405	-	459	461	-
Stage 2	-	-	-	-	-	-	418	461	-	447	405	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.4	17.8	13.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	99	645	1002	-	-	890	-	-	441
HCM Lane V/C Ratio	0.241	0.233	0.021	-	-	0.027	-	-	0.085
HCM Control Delay (s)	52.5	12.3	8.7	0.1	-	9.2	0	-	13.9
HCM Lane LOS	F	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.9	0.9	0.1	-	-	0.1	-	-	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	608	24	21	463	19	1	5	7	22	29	17
Future Volume (veh/h)	28	608	24	21	463	19	1	5	7	22	29	17
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	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	29	640	25	25	545	22	3	15	21	25	33	19
Adj No. of Lanes	0	2	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.33	0.33	0.33	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	97	1985	76	479	1097	44	57	202	252	174	221	112
Arrive On Green	0.62	0.62	0.61	1.00	1.00	1.00	0.28	0.28	0.27	0.28	0.28	0.27
Sat Flow, veh/h	87	3219	124	768	1778	72	50	727	907	435	796	403
Grp Volume(v), veh/h	357	0	337	25	0	567	39	0	0	77	0	0
Grp Sat Flow(s),veh/h/ln	1757	0	1673	768	0	1850	1684	0	0	1634	0	0
Q Serve(g_s), s	0.0	0.0	8.7	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.2	0.0	8.7	9.2	0.0	0.0	1.5	0.0	0.0	2.9	0.0	0.0
Prop In Lane	0.08		0.07	1.00		0.04	0.08		0.54	0.32		0.25
Lane Grp Cap(c), veh/h	1127	0	1032	479	0	1141	511	0	0	507	0	0
V/C Ratio(X)	0.32	0.00	0.33	0.05	0.00	0.50	0.08	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	1127	0	1032	479	0	1141	511	0	0	507	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.54	0.00	0.54	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.2	0.0	8.3	0.7	0.0	0.0	24.1	0.0	0.0	24.6	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.8	0.1	0.0	0.8	0.3	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	4.2	0.1	0.0	0.3	0.8	0.0	0.0	1.5	0.0	0.0
LnGrp Delay(d),s/veh	8.9	0.0	9.1	0.8	0.0	0.8	24.4	0.0	0.0	25.2	0.0	0.0
LnGrp LOS	A		A	A		A	C			C		
Approach Vol, veh/h		694			592			39			77	
Approach Delay, s/veh		9.0			0.8			24.4			25.2	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0		30.0
Change Period (Y+Rc), s		5.0		5.5		5.0		5.5
Max Green Setting (Gmax), s		55.0		24.5		55.0		24.5
Max Q Clear Time (g_c+I1), s		10.7		4.9		11.2		3.5
Green Ext Time (p_c), s		22.1		0.5		21.9		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	6.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	365	175	145	255	47	170	1269	108	58	1689	77
Future Volume (veh/h)	80	365	175	145	255	47	170	1269	108	58	1689	77
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	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	84	384	184	167	293	54	175	1308	111	59	1723	79
Adj No. of Lanes	0	2	0	0	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.87	0.87	0.87	0.97	0.97	0.97	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	27	195	208	43	341	67	198	2079	176	237	2058	94
Arrive On Green	0.49	0.49	0.49	0.25	0.25	0.24	0.06	0.63	0.63	0.03	0.60	0.59
Sat Flow, veh/h	6	788	839	18	1381	270	1774	3304	280	1774	3447	157
Grp Volume(v), veh/h	312	0	340	185	0	329	175	699	720	59	880	922
Grp Sat Flow(s),veh/h/ln	84	0	1549	20	0	1649	1774	1770	1813	1774	1770	1835
Q Serve(g_s), s	33.3	0.0	35.6	39.5	0.0	33.8	8.4	43.6	44.0	2.3	71.7	73.3
Cycle Q Clear(g_c), s	33.3	0.0	35.6	39.5	0.0	33.8	8.4	43.6	44.0	2.3	71.7	73.3
Prop In Lane	0.27		0.54	0.90		0.16	1.00		0.15	1.00		0.09
Lane Grp Cap(c), veh/h	0	0	383	0	0	408	198	1113	1141	237	1056	1096
V/C Ratio(X)	0.00	0.00	0.89	0.00	0.00	0.81	0.88	0.63	0.63	0.25	0.83	0.84
Avail Cap(c_a), veh/h	0	0	383	0	0	408	316	1113	1141	293	1056	1096
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	0.00	0.95	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	43.5	0.0	0.0	63.8	45.8	20.4	20.6	17.8	29.1	29.4
Incr Delay (d2), s/veh	0.0	0.0	23.7	0.0	0.0	15.7	10.3	2.7	2.7	0.2	7.7	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	17.6	0.0	0.0	17.2	9.2	22.0	22.9	1.1	37.2	39.3
LnGrp Delay(d),s/veh	0.0	0.0	67.2	0.0	0.0	79.5	56.1	23.1	23.2	18.0	36.8	37.3
LnGrp LOS			E			E	E	C	C	B	D	D
Approach Vol, veh/h		652			514			1594			1861	
Approach Delay, s/veh		35.0			50.9			26.8			36.4	
Approach LOS		D			D			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	17.0	113.0		50.0	11.2	118.8		50.0
Change Period (Y+Rc), s	6.5	6.0		6.0	6.5	6.0		6.0
Max Green Setting (Gmax), s	22.5	82.0		44.0	10.5	94.0		42.0
Max Q Clear Time (g_c+I1), s	10.4	75.3		41.5	4.3	46.0		37.6
Green Ext Time (p_c), s	0.1	6.7		1.8	0.0	47.1		3.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.5
HCM 2010 LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	0	281	43	20	661
Future Vol, veh/h	11	0	281	43	20	661
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	160	-
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	12	0	305	47	22	718

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1067	305	0	0	305	0
Stage 1	305	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	246	735	-	-	1256	-
Stage 1	748	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	242	735	-	-	1256	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	453	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.6	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	242	1256	-
HCM Lane V/C Ratio	-	-	0.049	0.017	-
HCM Control Delay (s)	-	-	20.6	7.9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	47	61	10	252	324	70	30	437	203
Future Volume (veh/h)	0	0	0	47	61	10	252	324	70	30	437	203
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				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
Parking Bus, Adj				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	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h				51	66	11	280	360	76	33	480	223
Adj No. of Lanes				0	1	0	1	1	0	1	1	0
Peak Hour Factor				0.92	0.92	0.92	0.90	0.90	0.92	0.92	0.91	0.91
Percent Heavy Veh, %				0	2	0	2	2	2	2	2	2
Cap, veh/h				68	88	15	541	1172	247	709	778	361
Arrive On Green				0.09	0.09	0.09	0.08	0.79	0.79	0.65	0.65	0.65
Sat Flow, veh/h				717	928	155	1774	1492	315	949	1204	560
Grp Volume(v), veh/h				128	0	0	280	0	436	33	0	703
Grp Sat Flow(s),veh/h/ln				1800	0	0	1774	0	1807	949	0	1764
Q Serve(g_s), s				5.2	0.0	0.0	3.5	0.0	5.1	1.0	0.0	17.6
Cycle Q Clear(g_c), s				5.2	0.0	0.0	3.5	0.0	5.1	1.0	0.0	17.6
Prop In Lane				0.40		0.09	1.00		0.17	1.00		0.32
Lane Grp Cap(c), veh/h				171	0	0	541	0	1419	709	0	1140
V/C Ratio(X)				0.75	0.00	0.00	0.52	0.00	0.31	0.05	0.00	0.62
Avail Cap(c_a), veh/h				434	0	0	697	0	1419	709	0	1140
HCM Platoon Ratio				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	0.00	0.84	0.00	0.84	1.00	0.00	1.00
Uniform Delay (d), s/veh				33.1	0.0	0.0	6.9	0.0	2.3	4.9	0.0	7.8
Incr Delay (d2), s/veh				6.5	0.0	0.0	0.6	0.0	0.5	0.1	0.0	2.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.9	0.0	0.0	2.4	0.0	2.7	0.3	0.0	9.2
LnGrp Delay(d),s/veh				39.6	0.0	0.0	7.5	0.0	2.8	5.0	0.0	10.3
LnGrp LOS				D			A		A	A		B
Approach Vol, veh/h					128			716			736	
Approach Delay, s/veh					39.6			4.6			10.1	
Approach LOS					D			A			B	

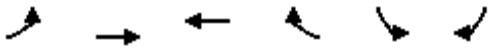
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		63.4			10.4	52.9		11.6
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5
Max Green Setting (Gmax), s		47.9			12.5	30.9		18.1
Max Q Clear Time (g_c+I1), s		7.1			5.5	19.6		7.2
Green Ext Time (p_c), s		10.1			0.5	5.8		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	10.0
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	170	389	0	473	463	0
Future Volume (veh/h)	170	389	0	473	463	0
Number	3	18	5	2	6	16
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	0	1863	1863	0
Adj Flow Rate, veh/h	195	447	0	563	482	0
Adj No. of Lanes	1	1	0	1	1	0
Peak Hour Factor	0.87	0.87	0.84	0.84	0.96	0.96
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	731	653	0	910	910	0
Arrive On Green	0.41	0.41	0.00	0.49	0.49	0.00
Sat Flow, veh/h	1774	1583	0	1863	1863	0
Grp Volume(v), veh/h	195	447	0	563	482	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1863	1863	0
Q Serve(g_s), s	4.8	15.1	0.0	14.5	11.7	0.0
Cycle Q Clear(g_c), s	4.8	15.1	0.0	14.5	11.7	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	731	653	0	910	910	0
V/C Ratio(X)	0.27	0.68	0.00	0.62	0.53	0.00
Avail Cap(c_a), veh/h	758	677	0	924	924	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.7	15.8	0.0	12.3	11.6	0.0
Incr Delay (d2), s/veh	0.2	2.7	0.0	1.8	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	7.1	0.0	7.8	6.2	0.0
LnGrp Delay(d),s/veh	12.9	18.5	0.0	14.1	12.6	0.0
LnGrp LOS	B	B		B	B	
Approach Vol, veh/h	642			563	482	
Approach Delay, s/veh	16.8			14.1	12.6	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		35.5				35.5		30.0
Change Period (Y+Rc), s		5.5				5.5		5.0
Max Green Setting (Gmax), s		30.5				30.5		26.0
Max Q Clear Time (g_c+I1), s		16.5				13.7		17.1
Green Ext Time (p_c), s		8.9				10.2		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	14.7
HCM 2010 LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	127	149	97	126	348	144
Future Volume (vph)	127	149	97	126	348	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5	
Lane Util. Factor		1.00	1.00		1.00	
Frt		1.00	0.92		0.96	
Flt Protected		0.98	1.00		0.97	
Satd. Flow (prot)		1821	1720		1728	
Flt Permitted		0.65	1.00		0.97	
Satd. Flow (perm)		1207	1720		1728	
Peak-hour factor, PHF	0.79	0.79	0.89	0.89	0.94	0.94
Adj. Flow (vph)	161	189	109	142	370	153
RTOR Reduction (vph)	0	0	46	0	15	0
Lane Group Flow (vph)	0	350	205	0	508	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		4	
Permitted Phases	6					
Actuated Green, G (s)		57.5	39.3		31.5	
Effective Green, g (s)		59.5	41.3		33.5	
Actuated g/C Ratio		0.60	0.41		0.34	
Clearance Time (s)		5.5	5.5		5.5	
Vehicle Extension (s)		5.0	5.0		3.0	
Lane Grp Cap (vph)		811	710		578	
v/s Ratio Prot		c0.07	0.12		c0.29	
v/s Ratio Perm		c0.19				
v/c Ratio		0.43	0.29		0.88	
Uniform Delay, d1		11.0	19.6		31.3	
Progression Factor		1.00	1.00		1.00	
Incremental Delay, d2		0.1	1.0		17.2	
Delay (s)		11.2	20.6		48.6	
Level of Service		B	C		D	
Approach Delay (s)		11.2	20.6		48.6	
Approach LOS		B	C		D	

Intersection Summary			
HCM 2000 Control Delay	30.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection: 1: Boulevard SE & Memorial Dr

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	LT	TR	L	T	TR	L	TR	L	T	TR
Maximum Queue (ft)	625	665	150	253	268	96	545	250	587	401
Average Queue (ft)	398	406	100	154	159	52	292	147	248	221
95th Queue (ft)	607	618	165	244	243	95	464	263	408	340
Link Distance (ft)	1995	1995		1739	1739	1226	1226		834	834
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			75					150		
Storage Blk Time (%)			24	42				4	22	
Queuing Penalty (veh)			41	60				15	38	

Intersection: 2: Chester Ave & Memorial Dr

Movement	EB	EB	WB	NB	SB
Directions Served	LT	TR	LTR	LTR	LTR
Maximum Queue (ft)	153	201	229	100	121
Average Queue (ft)	58	122	162	38	61
95th Queue (ft)	116	202	245	83	112
Link Distance (ft)	873	873	224	750	874
Upstream Blk Time (%)			4		
Queuing Penalty (veh)			23		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Bill Kennedy Way & Memorial Dr

Movement	EB	EB	WB	NB	NB
Directions Served	T	TR	LT	L	R
Maximum Queue (ft)	212	242	388	220	197
Average Queue (ft)	83	140	376	131	57
95th Queue (ft)	188	241	390	202	123
Link Distance (ft)	224	224	368	403	
Upstream Blk Time (%)	0	1	51		
Queuing Penalty (veh)	0	6	295		
Storage Bay Dist (ft)					65
Storage Blk Time (%)				51	2
Queuing Penalty (veh)				65	3

Intersection: 4: Driveway 3/Holtzclaw St & Memorial Dr

Movement	EB	EB	EB	WB	NB	SB
Directions Served	LT	T	R	LTR	LTR	LTR
Maximum Queue (ft)	74	98	51	274	329	165
Average Queue (ft)	33	43	7	262	184	53
95th Queue (ft)	71	86	28	295	321	128
Link Distance (ft)	368	368		262	435	883
Upstream Blk Time (%)				56		
Queuing Penalty (veh)				302		
Storage Bay Dist (ft)			100			
Storage Blk Time (%)		0				
Queuing Penalty (veh)		0				

Intersection: 5: Gibson St & Memorial Dr

Movement	EB	WB	B19	NB	NB	SB
Directions Served	LT	LTR	T	LT	R	LTR
Maximum Queue (ft)	71	425	1171	48	47	244
Average Queue (ft)	14	359	692	27	24	160
95th Queue (ft)	46	566	1490	48	41	285
Link Distance (ft)	262	336	1157	584		1252
Upstream Blk Time (%)		74	16			
Queuing Penalty (veh)		357	76			
Storage Bay Dist (ft)					100	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 6: Flat Shoals Ave & Memorial Dr

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	L	TR	LTR	LTR
Maximum Queue (ft)	819	860	39	301	50	157
Average Queue (ft)	370	414	5	180	13	72
95th Queue (ft)	839	889	21	351	41	136
Link Distance (ft)	1157	1157	271	271	402	828
Upstream Blk Time (%)				14		
Queuing Penalty (veh)				36		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: Moreland Ave & Memorial Dr

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	TR	LT	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	305	314	462	462	498	619	578	742	766	761
Average Queue (ft)	276	281	264	266	249	377	345	557	719	698
95th Queue (ft)	314	307	468	417	501	497	465	1062	820	846
Link Distance (ft)	271	271	874	874	958	958	958	727	727	727
Upstream Blk Time (%)	44	55						34	59	44
Queuing Penalty (veh)	141	177						0	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 8: Bill Kennedy Way & Driveway 2

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	22	31
Average Queue (ft)	6	8
95th Queue (ft)	22	30
Link Distance (ft)	321	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Bill Kennedy Way & WB I-20 On-Ramp/Driveway 1

Movement	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR
Maximum Queue (ft)	149	142	90	31	319
Average Queue (ft)	75	65	41	20	120
95th Queue (ft)	129	117	83	44	228
Link Distance (ft)	491	368	368		393
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				160	
Storage Blk Time (%)					3
Queuing Penalty (veh)					1

Intersection: 10: Bill Kennedy Way & EB I-20 Off-Ramp

Movement	EB	EB	NB	SB
Directions Served	L	R	T	T
Maximum Queue (ft)	121	205	210	243
Average Queue (ft)	64	104	123	127
95th Queue (ft)	110	177	195	211
Link Distance (ft)	1489	1489	332	368
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 11: Bill Kennedy Way & Glenwood Place

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	226	153	22	22
Average Queue (ft)	128	57	1	1
95th Queue (ft)	220	106	7	7
Link Distance (ft)	380	437	707	332
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 12: Glenwood Ave & Bill Kennedy Way

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	198	205	506
Average Queue (ft)	87	78	272
95th Queue (ft)	162	153	451
Link Distance (ft)	1148	1698	707
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 1635

Arterial Level of Service: NB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
EB I-20 Off-Ramp	III	35	26.4	23.2	49.6	0.22	16.0	D
Driveway 1	III	35	10.7	5.8	16.5	0.08	17.4	D
Memorial Dr	III	35	21.0	82.7	103.7	0.18	6.1	F
Total	III		58.1	111.7	169.8	0.47	10.1	E

Arterial Level of Service: SB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
WB I-20 On-Ramp	III	35	21.0	13.7	34.7	0.18	18.2	C
EB I-20 Off-Ramp	III	35	10.7	11.8	22.5	0.08	12.7	E
Glenwood Ave	III	35	26.4	22.0	48.4	0.22	16.4	D
Total	III		58.1	47.5	105.6	0.47	16.2	D

Arterial Level of Service: EB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Boulevard SE	III	35	46.4	38.7	85.1	0.39	16.4	D
Chester Ave	III	35	62.1	5.1	67.2	0.52	27.7	B
Bill Kennedy Way	III	35	8.0	23.0	31.0	0.06	6.4	F
Driveway 3	III	35	11.2	1.6	12.8	0.08	23.3	C
Flat Shoals Ave	III	35	44.4	9.5	53.9	0.37	24.7	B
Moreland Ave	III	35	10.3	57.9	68.2	0.07	3.7	F
Total	III		182.4	135.8	318.2	1.48	16.8	D

Arterial Level of Service: WB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Moreland Ave	III	35	22.3	55.5	77.8	0.17	8.1	F
Flat Shoals Ave	III	35	10.3	10.3	20.6	0.07	12.4	E
Holtzclaw St	III	35	44.4	5.1	49.5	0.37	26.9	B
Bill Kennedy Way	III	35	11.2	16.5	27.7	0.08	10.8	E
Chester Ave	III	35	8.0	7.2	15.2	0.06	13.1	E
Boulevard SE	III	35	62.1	115.7	177.8	0.52	10.5	E
Total	III		158.3	210.3	368.6	1.27	12.4	E

Arterial Level of Service: NB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
EB I-20 Off-Ramp	III	35	26.4	15.9	42.3	0.22	18.7	C
Driveway 1	III	35	10.7	3.9	14.6	0.08	19.6	C
Memorial Dr	III	35	21.0	88.9	109.9	0.18	5.7	F
Total	III		58.1	108.7	166.8	0.47	10.2	E

Arterial Level of Service: SB Bill Kennedy Way

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
WB I-20 On-Ramp	III	35	21.0	22.5	43.5	0.18	14.5	D
EB I-20 Off-Ramp	III	35	10.7	14.2	24.9	0.08	11.5	E
Glenwood Ave	III	35	26.4	48.4	74.8	0.22	10.6	E
Total	III		58.1	85.1	143.2	0.47	11.9	E

Arterial Level of Service: EB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Boulevard SE	III	35	46.4	48.3	94.7	0.39	14.7	D
Chester Ave	III	35	62.1	11.6	73.7	0.52	25.3	B
Bill Kennedy Way	III	35	8.0	1.4	9.4	0.06	21.3	C
Driveway 3	III	35	11.2	3.3	14.5	0.08	20.5	C
Flat Shoals Ave	III	35	44.4	8.9	53.3	0.37	25.0	B
Moreland Ave	III	35	10.3	59.0	69.3	0.07	3.7	F
Total	III		182.4	132.5	314.9	1.48	17.0	D

Arterial Level of Service: WB Memorial Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Moreland Ave	III	35	22.3	60.7	83.0	0.17	7.6	F
Flat Shoals Ave	III	35	10.3	14.0	24.3	0.07	10.5	E
Holtzclaw St	III	35	44.4	8.4	52.8	0.37	25.2	B
Bill Kennedy Way	III	35	11.2	50.4	61.6	0.08	4.8	F
Chester Ave	III	35	8.0	12.8	20.8	0.06	9.6	F
Boulevard SE	III	35	62.1	50.5	112.6	0.52	16.5	D
Total	III		158.3	196.8	355.1	1.27	12.9	E

Appendix J Signal Warrant Worksheets

Warrant 1 - Eight-Hour Vehicular Volume

Based on Section 4C.02 of the *Manual on Uniform Traffic Control Devices* , 2009 Edition

Signal Warrant Right Turns Not Included

	Major Street:	Minor Street:	
Name	*Memorial Dr*	*Driveway 3/Holtzclaw St*	Population less than 10,000? No
Number of Lanes by Approach	*1*	*1*	
Speed Limit (mph)	*35*	*25*	

	Memorial Dr	*riveway 3/Holtzclaw S*	Warrant 1, Condition A		Warrant 1, Condition B		Warrant 1, Combination A&B			
							Condition A		Condition B	
	Major Street Volume (vph)	**Minor Street Volume (vph)**	**Major Street Condition Met?**	**Minor Street Condition Met?**	**Major Street Condition Met?**	**Minor Street Condition Met?**	**Major Street Condition Met?**	**Minor Street Condition Met?**	**Major Street Condition Met?**	**Minor Street Condition Met?**
Time of Day	*Both Approaches*	*Highest Approach*	*> 500 vph*	*> 150 vph*	*> 750 vph*	*> 75 vph*	*> 400 vph*	*> 120 vph*	*> 600 vph*	*> 60 vph*
12:00 AM to 1:00 AM	24	12	No	No	No	No	No	No	No	No
1:00 AM to 2:00 AM	16	8	No	No	No	No	No	No	No	No
2:00 AM to 3:00 AM	8	4	No	No	No	No	No	No	No	No
3:00 AM to 4:00 AM	17	7	No	No	No	No	No	No	No	No
4:00 AM to 5:00 AM	35	20	No	No	No	No	No	No	No	No
5:00 AM to 6:00 AM	112	72	No	No	No	No	No	No	No	Yes
6:00 AM to 7:00 AM	978	94	Yes	No	Yes	Yes	Yes	No	Yes	Yes
7:00 AM to 8:00 AM	1367	96	Yes	No	Yes	Yes	Yes	No	Yes	Yes
8:00 AM to 9:00 AM	1315	92	Yes	No	Yes	Yes	Yes	No	Yes	Yes
9:00 AM to 10:00 AM	921	74	Yes	No	Yes	No	Yes	No	Yes	Yes
10:00 AM to 11:00 AM	847	82	Yes	No	Yes	Yes	Yes	No	Yes	Yes
11:00 AM to 12:00 PM	872	90	Yes	No	Yes	Yes	Yes	No	Yes	Yes
12:00 PM to 1:00 PM	874	92	Yes	No	Yes	Yes	Yes	No	Yes	Yes
1:00 PM to 2:00 PM	893	90	Yes	No	Yes	Yes	Yes	No	Yes	Yes
2:00 PM to 3:00 PM	941	95	Yes	No	Yes	Yes	Yes	No	Yes	Yes
3:00 PM to 4:00 PM	1006	102	Yes	No	Yes	Yes	Yes	No	Yes	Yes
4:00 PM to 5:00 PM	1122	113	Yes	No	Yes	Yes	Yes	No	Yes	Yes
5:00 PM to 6:00 PM	1155	119	Yes	No	Yes	Yes	Yes	No	Yes	Yes
6:00 PM to 7:00 PM	1037	120	Yes	No	Yes	Yes	Yes	No	Yes	Yes
7:00 PM to 8:00 PM	824	108	Yes	No	Yes	Yes	Yes	No	Yes	Yes
8:00 PM to 9:00 PM	672	80	Yes	No	No	Yes	Yes	No	Yes	Yes
9:00 PM to 10:00 PM	494	48	No	No	No	No	Yes	No	No	No
10:00 PM to 11:00 PM	386	36	No	No	No	No	No	No	No	No
11:00 PM to 12:00 AM	201	16	No	No	No	No	No	No	No	No
	TOTAL HOURS CONDITION IS MET		0		13		0			
	MEETS WARRANT?		**NO - WARRANT NOT MET**		**YES - WARRANT MET**		**NO - WARRANT NOT MET**			

Warrant 2 - Four-Hour Vehicular Volume

Based on Section 4C.03 of the *Manual on Uniform Traffic Control Devices* , 2009 Edition

Signal Warrant Right Turns Not Included

	Major Street:	Minor Street:	
Name	*Memorial Dr*	*Driveway 3/Holtzclaw St*	
Number of Approach Lanes	*1*	*1*	Population less than 10,000? No
Speed Limit (mph)	*35*	*25*	

Time of Day	*Memorial Dr* **Major Street Volume (vph)** *Both Approaches*	*riveway 3/Holtzclaw S* **Minor Street Volume (vph)** *Highest Approach*	**Warrant 2 Four-Hour Vehicular Volume** *Condition Met?*
12:00 AM to 1:00 AM	24	12	No
1:00 AM to 2:00 AM	16	8	No
2:00 AM to 3:00 AM	8	4	No
3:00 AM to 4:00 AM	17	7	No
4:00 AM to 5:00 AM	35	20	No
5:00 AM to 6:00 AM	112	72	No
6:00 AM to 7:00 AM	978	94	No
7:00 AM to 8:00 AM	1367	96	Yes
8:00 AM to 9:00 AM	1315	92	Yes
9:00 AM to 10:00 AM	921	74	No
10:00 AM to 11:00 AM	847	82	No
11:00 AM to 12:00 PM	872	90	No
12:00 PM to 1:00 PM	874	92	No
1:00 PM to 2:00 PM	893	90	No
2:00 PM to 3:00 PM	941	95	No
3:00 PM to 4:00 PM	1006	102	Yes
4:00 PM to 5:00 PM	1122	113	Yes
5:00 PM to 6:00 PM	1155	119	Yes
6:00 PM to 7:00 PM	1037	120	Yes
7:00 PM to 8:00 PM	824	108	No
8:00 PM to 9:00 PM	672	80	No
9:00 PM to 10:00 PM	494	48	No
10:00 PM to 11:00 PM	386	36	No
11:00 PM to 12:00 AM	201	16	No
		TOTAL HOURS CONDITION IS MET	6
		MEETS WARRANT?	**YES - WARRANT MET**

Warrant 3 - Peak Hour Vehicular Volume

Based on Section 4C.04 of the *Manual on Uniform Traffic Control Devices* , 2009 Edition

Signal Warrant Right Turns Not Included

	Major Street:	Minor Street:	
Name	*Memorial Dr*	*Driveway 3/Holtzclaw St*	
Number of Approach Lanes	*1*	*1*	Population less than 10,000? No
Speed Limit (mph)	*35*	*25*	

Time of Day	*Memorial Dr* **Major Street Volume (vph)** *Both Approaches*	*Driveway 3/Holtzclaw St* **Minor Street Volume (vph)** *Highest Approach*	**Warrant 3 Peak hour Vehicular Volume** *Condition Met?*
12:00 AM to 1:00 AM	24	12	No
1:00 AM to 2:00 AM	16	8	No
2:00 AM to 3:00 AM	8	4	No
3:00 AM to 4:00 AM	17	7	No
4:00 AM to 5:00 AM	35	20	No
5:00 AM to 6:00 AM	112	72	No
6:00 AM to 7:00 AM	978	94	No
7:00 AM to 8:00 AM	1367	96	No
8:00 AM to 9:00 AM	1315	92	No
9:00 AM to 10:00 AM	921	74	No
10:00 AM to 11:00 AM	847	82	No
11:00 AM to 12:00 PM	872	90	No
12:00 PM to 1:00 PM	874	92	No
1:00 PM to 2:00 PM	893	90	No
2:00 PM to 3:00 PM	941	95	No
3:00 PM to 4:00 PM	1006	102	No
4:00 PM to 5:00 PM	1122	113	No
5:00 PM to 6:00 PM	1155	119	No
6:00 PM to 7:00 PM	1037	120	No
7:00 PM to 8:00 PM	824	108	No
8:00 PM to 9:00 PM	672	80	No
9:00 PM to 10:00 PM	494	48	No
10:00 PM to 11:00 PM	386	36	No
11:00 PM to 12:00 AM	201	16	No
		TOTAL HOURS CONDITION IS MET	0
		MEETS WARRANT?	**NO - WARRANT NOT MET**

Warrant 1 - Eight-Hour Vehicular Volume

Based on Section 4C.02 of the *Manual on Uniform Traffic Control Devices* , 2009 Edition

Signal Warrant Right Turns Not Included

	Major Street:	Minor Street:	
Name	*Bill Kennedy Way*	*WB I-20 On-Ramp*	Population less than 10,000? No
Number of Lanes by Approach	*1*	*1*	
Speed Limit (mph)	*35*	*35*	

			Warrant 1, Condition A		Warrant 1, Condition B		Warrant 1, Combination A&B			
							Condition A		Condition B	
	Bill Kennedy Way	*WB I-20 On-Ramp*								
	Major Street Volume (vph)	**Minor Street Volume (vph)**	**Major Street Condition Met?**	**Minor Street Condition Met?**	**Major Street Condition Met?**	**Minor Street Condition Met?**	**Major Street Condition Met?**	**Minor Street Condition Met?**	**Major Street Condition Met?**	**Minor Street Condition Met?**
Time of Day	*Both Approaches*	*Highest Approach*	*> 500 vph*	*> 150 vph*	*> 750 vph*	*> 75 vph*	*> 400 vph*	*> 120 vph*	*> 600 vph*	*> 60 vph*
12:00 AM to 1:00 AM	0	0	No	No	No	No	No	No	No	No
1:00 AM to 2:00 AM	0	0	No	No	No	No	No	No	No	No
2:00 AM to 3:00 AM	0	0	No	No	No	No	No	No	No	No
3:00 AM to 4:00 AM	0	0	No	No	No	No	No	No	No	No
4:00 AM to 5:00 AM	0	0	No	No	No	No	No	No	No	No
5:00 AM to 6:00 AM	0	0	No	No	No	No	No	No	No	No
6:00 AM to 7:00 AM	499	141	No	No	No	Yes	Yes	Yes	No	Yes
7:00 AM to 8:00 AM	694	218	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
8:00 AM to 9:00 AM	644	234	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
9:00 AM to 10:00 AM	451	247	No	Yes	No	Yes	Yes	Yes	No	Yes
10:00 AM to 11:00 AM	388	230	No	Yes	No	Yes	No	Yes	No	Yes
11:00 AM to 12:00 PM	505	249	Yes	Yes	No	Yes	Yes	Yes	No	Yes
12:00 PM to 1:00 PM	513	301	Yes	Yes	No	Yes	Yes	Yes	No	Yes
1:00 PM to 2:00 PM	469	269	No	Yes	No	Yes	Yes	Yes	No	Yes
2:00 PM to 3:00 PM	669	264	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
3:00 PM to 4:00 PM	748	241	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
4:00 PM to 5:00 PM	860	267	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5:00 PM to 6:00 PM	916	263	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6:00 PM to 7:00 PM	710	244	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
7:00 PM to 8:00 PM	508	227	Yes	Yes	No	Yes	Yes	Yes	No	Yes
8:00 PM to 9:00 PM	355	213	No	Yes	No	Yes	No	Yes	No	Yes
9:00 PM to 10:00 PM	247	162	No	Yes	No	Yes	No	Yes	No	Yes
10:00 PM to 11:00 PM	113	52	No	No	No	No	No	No	No	No
11:00 PM to 12:00 AM	64	29	No	No	No	No	No	No	No	No
	TOTAL HOURS CONDITION IS MET		10		2		7			
	MEETS WARRANT?		**YES - WARRANT MET**		**NO - WARRANT NOT MET**		**NO - WARRANT NOT MET**			

Warrant 2 - Four-Hour Vehicular Volume

Based on Section 4C.03 of the *Manual on Uniform Traffic Control Devices* , 2009 Edition

Signal Warrant Right Turns Not Included

	Major Street:	Minor Street:	
Name	*Bill Kennedy Way*	*WB I-20 On-Ramp*	
Number of Approach Lanes	*1*	*1*	Population less than 10,000? No
Speed Limit (mph)	*35*	*35*	

Time of Day	*Bill Kennedy Way* **Major Street Volume (vph)** *Both Approaches*	*WB I-20 On-Ramp* **Minor Street Volume (vph)** *Highest Approach*	**Warrant 2 Four-Hour Vehicular Volume** *Condition Met?*
12:00 AM to 1:00 AM	0	0	No
1:00 AM to 2:00 AM	0	0	No
2:00 AM to 3:00 AM	0	0	No
3:00 AM to 4:00 AM	0	0	No
4:00 AM to 5:00 AM	0	0	No
5:00 AM to 6:00 AM	0	0	No
6:00 AM to 7:00 AM	499	141	No
7:00 AM to 8:00 AM	694	218	Yes
8:00 AM to 9:00 AM	644	234	Yes
9:00 AM to 10:00 AM	451	247	No
10:00 AM to 11:00 AM	388	230	No
11:00 AM to 12:00 PM	505	249	No
12:00 PM to 1:00 PM	513	301	Yes
1:00 PM to 2:00 PM	469	269	No
2:00 PM to 3:00 PM	669	264	Yes
3:00 PM to 4:00 PM	748	241	Yes
4:00 PM to 5:00 PM	860	267	Yes
5:00 PM to 6:00 PM	916	263	Yes
6:00 PM to 7:00 PM	710	244	Yes
7:00 PM to 8:00 PM	508	227	No
8:00 PM to 9:00 PM	355	213	No
9:00 PM to 10:00 PM	247	162	No
10:00 PM to 11:00 PM	113	52	No
11:00 PM to 12:00 AM	64	29	No
		TOTAL HOURS CONDITION IS MET	8
		MEETS WARRANT?	**YES - WARRANT MET**

Warrant 3 - Peak Hour Vehicular Volume

Based on Section 4C.04 of the *Manual on Uniform Traffic Control Devices* , 2009 Edition

Signal Warrant Right Turns Not Included

	Major Street:	Minor Street:	
Name	*Bill Kennedy Way*	*WB I-20 On-Ramp*	
Number of Approach Lanes	*1*	*1*	Population less than 10,000? No
Speed Limit (mph)	*35*	*35*	

Time of Day	*Bill Kennedy Way* **Major Street Volume (vph)** *Both Approaches*	*WB I-20 On-Ramp* **Minor Street Volume (vph)** *Highest Approach*	**Warrant 3 Peak hour Vehicular Volume** *Condition Met?*
12:00 AM to 1:00 AM	0	0	No
1:00 AM to 2:00 AM	0	0	No
2:00 AM to 3:00 AM	0	0	No
3:00 AM to 4:00 AM	0	0	No
4:00 AM to 5:00 AM	0	0	No
5:00 AM to 6:00 AM	0	0	No
6:00 AM to 7:00 AM	499	141	No
7:00 AM to 8:00 AM	694	218	No
8:00 AM to 9:00 AM	644	234	No
9:00 AM to 10:00 AM	451	247	No
10:00 AM to 11:00 AM	388	230	No
11:00 AM to 12:00 PM	505	249	No
12:00 PM to 1:00 PM	513	301	No
1:00 PM to 2:00 PM	469	269	No
2:00 PM to 3:00 PM	669	264	No
3:00 PM to 4:00 PM	748	241	No
4:00 PM to 5:00 PM	860	267	Yes
5:00 PM to 6:00 PM	916	263	Yes
6:00 PM to 7:00 PM	710	244	No
7:00 PM to 8:00 PM	508	227	No
8:00 PM to 9:00 PM	355	213	No
9:00 PM to 10:00 PM	247	162	No
10:00 PM to 11:00 PM	113	52	No
11:00 PM to 12:00 AM	64	29	No
		TOTAL HOURS CONDITION IS MET	2
		MEETS WARRANT?	**YES - WARRANT MET**