15th Avenue North PRELIMINARY SP PLANS

OCTOBER 13, 2022

COUNCIL DISTRICT 19, COUNCIL MEMBER FREDDIE O'CONNELL CITY OF NASHVILLE, DAVIDSON COUNTY, TENNESSEE CASE NO. 2022SP-049-001

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THENCE, with said Alley No. 248, N 60° 01' 32" E, 188.36 feet to Alley No. 243; THENCE, with said Alley No. 243, S 34° 18' 08" E, passing an PK Nail (Old) with shiner stamped cherry at 163.00 feet, passing a 2nd PK Nail (Old) at 105.52, and continuing 119.98 feet for a total of 268.52 feet to a PK Nail (Old) at the northeast corner of said Marvin W. Stansell Family Limited Partnership; THENCE, with said Marvin W. Stansell Family Limited Partnership the following calls:

S 59° 21' 02" E, 46.99 feet to a PK Nail (Old) S 34° 12' 49" W, 120.00 feet to the POINT OF BEGINNING; Containing 57,953 Square Feet or 1.33 Acres, more or less:

THIS SURVEY MEETS THE REQUIREMENTS OF AN URBAN LAND SURVEY (CATEGORY 1), WITH A RATIO OF PRECISION OF THE UNADJUSTED SURVEY

GREATER THÂN 1:10,000 AS PER STANDARDS OF PRACTICE ADOPTED BY THE BOARD OF EXAMINERS FOR LAND SURVEYORS, STATE OF TENNESSEE. 2. BEARINGS SHOWN ARE BASED ON THE TENNESSEE COORDINATE SYSTEM OF 1983 (NAD-1983), ELEVATIONS ARE BASED ON NAVD-1988, USING GEOID 2003

FOR ORTHOMETRIC HEIGHT DETERMINATION. PROPERTIES ARE ZONED "MUI-A" (MIXED USE INTENSIVE) WITHIN THE OV-UZO, OV-ADE OVERLAY DISTRICTS. ZONING INFORMATION SHOWN HEREON WAS TAKEN FROM METROPOLITAN PLANNING DEPARTMENT-ONLINE MAPPING: PARCEL REPORT, NO ZONING LETTER, OR ZONING REPORT WAS PROVIDED TO THIS SURVEYOR.

THIS PROPERTY IS NOT LOCATED IN A FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP COMMUNITY NO. 470040, PANEL NO. 0241 H, DATED APRIL 5, 2017. ZONE "X".

ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM FIELD LOCATED VISIBLE APPURTENANCES, ATLAS MAPS AS MAY BE AVAILABLE FROM MUNICIPALITIES OR UTILITY COMPANIES, AND OTHER DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN OMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED THE SURVEYOR DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES STATE THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION CONSULTED. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. TO AVOID ANY POSSIBLE HAZARD OR CONFLICT, IT IS A REQUIREMENT OF THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT, FOR ANYONE WHO ENGAGES IN EXCAVATION TO NOTIFY ALL KNOWN UTILITY OWNERS NO LESS THAN THREE (3) OR MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE. CALL TÉNNESSEE ONE CALL AT 1-800-351-1111

TITLE COMMITMENT NO. NCS-1113891-NAS, DATED MARCH 2, 2022 AT 7:30 AM, AND TITLE COMMITMENT NO. NCS-1113895-NAS, DATED MARCH 2, 2022 AT 7:30 AM PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY WAS FURNISHED TO THIS SURVEYOR.

7. THIS PARCEL CONTAINS 46 REGULAR PARKING SPACES AND 0 HANDICAP PARKING SPACES FOR A TOTAL OF 46 PARKING SPACES.

8. THERE ARE NO BUILDINGS ON SUBJECT PROPERTY OTHER THAN ADJOINING PARTY WALL. 9. CONTOUR INTERVAL ONE-FOOT, CONTOURS WERE INTERPOLATED FROM RANDOM

DEED REFERENCE

PARCELS 351, 352, 353, 354, AND 355 BEING PROPERTY CONVEYED TO SHAAR FORERO PROPERTIES, INC. BY DEED OF RECORD IN INSTRUMENT NO. 20210312-0033569, R.O.D.C.

PARCELS 356, 357 AND 359
BEING PROPERTY CONVEYED TO THOMAS MICHAEL HORRELL BY DEED OF RECORD IN INSTRUMENT NO. 20210715-0095447, R.O.D.C.

PROPERTY MAP REFERENCE BEING PARCEL NOS. 351, 352, 353, 354, 355, 356, 357 AND 359 AS SHOWN ON DAVIDSON COUNTY PROPERTY MAP NO. 92-12.

EING LOT NOS. 57-62 AS SHOWN ON THE SUBDIVISION PLAT OF HINES ADDITION OF RECORD IN CHANCERY COURT BOOK 1, PAGE 21

SURVEYOR'S CERTIFICATE

TO: ROERS CAPITAL LLC; AND FIRST AMERICAN TITLE INSURANCE COMPANY: THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 7(a), 7(b)(1), 8, 9, AND 13 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON FEBRUARY 7, 2022.

AREA= 8.984 SQ. FT., OR 0.21 ACRE +/- (PARCEL 351)

AREA= 2,782 SQ. FT., OR 0.06 ACRE +/- (PARCEL 352)

AREA= 5.697 SQ. FT., OR 0.13 ACRE +/- (PARCEL 353) AREA= 5,573 SQ. FT., OR 0.13 ACRE +/- (PARCEL 354)

AREA= 5.907 SQ. FT., OR 0.13 ACRE +/- (PARCEL 355)

AREA= 8,747 SQ. FT., OR 0.20 ACRE +/- (PARCEL 356)

AREA= 6,431 SQ. FT., OR 0.15 ACRE +/- (PARCEL 357)

AREA= 8,193 SQ. FT., OR 0.19 ACRE +/- (PARCEL 359)

AREA= 52,314 SQ. FT., OR 1.20 ACRE +/-

BARGE DESIGN SOLUTIONS, INC.

DATE OF PLAT OR MAP: APRIL 5, 2022 TN.LIC.NO. 2431

PRINTED NAME: BRAD T. THOMAS

<u>RECORD</u> DESCRIPTION

PARCEL 1 (Map 92-12. Parcel 359)

A certain tract or parcel of land in Davidson County, State of Tennessee, described as follows, to wit: Being the easterly part of Lot No. 61 on the map of Hynes' Addition, as of record in Minute Book "B", Page 85, Chancery Court, at Nashville, described according to a survey made by S. R. Sanford, Jr., Surveyor, October 29, 1943, as follows:

Beginning on the northerly margin of Church Street, as widened, at a point 35.8 feet east of the easterly margin of 15th Avenue North, said point being the center of a party wall; thence, with the center of said party wall northerly 59.66 feet to the northern terminus of said wall, continuing in the same direction 73.7 feet, more or less, in all 133.36 feet, more or less, to an old fence in the southerly line of the property conveyed to M. J. Halloran by deed from Robert Vaughn, Clerk and Master, of record in Book 472, Page 48, Register's Office for said county; thence, with said line eastwardly 33.2 feet to a stake at the northwest comer of concrete footing; thence, southwardly 133.4 feet to the northerly margin of Church Street; thence, with same westwardly 33.8 feet to the beginning.

Also an easement or right-of-way across the northwesterly part of Lot No. 61 on the map of Hynes' Addition, as of record in Minute Book "B", Page 85, Chancery Court at Nashville, described according to a survey made by S. R. Sanford, Jr., Surveyor, October 29, 1943, as follows:

Beginning on the easterly margin of 15th Avenue North at a point 118.95 feet north of the northerly margin of Church Street, as widened; thence, with said avenue northwardly 15.4 feet to a spike in an old fence in the southerly line of the property conveyed to M. J. Halloran by deed from Robert Vaughn, Clerk and Master, of record in Book 472, Page 48, Register's Office for said county, 10.0 ce with said line eastwardly 53.3 feet; thence, southwardly 15 feet; thence, PARCEL 2 (Map 92-12. Parcel 359):

A certain tract or parcel of land in Davidson County, State of Tennessee, described as follows, to wit: Being part of Lot No. 62 on the map of Hynes' Addition, of record in Minute Book "B", Page 85, of the Chancery Court at Nashville, and described as follows:

Beginning at a point in the north margin of Church Street, as widened, 47 feet west of the westerly Beginning at a point in the north margin of Church Street, as widened, 47 feet west of the westerly margin of a 20-foot alley at the southwest comer of the property conveyed to D. L. Nicholson and wife by deed of record in Book 1097, Page 340, Register's Office for said county; thence, with the margin of said street westerly 23 feet to a point at the common comer of Lots Nos. 61 and 62; thence, with die line between said lots northerly 132 1/2 feet, more or less, to a point; thence, easterly 70 feet, more or less to the easterly margin of said 20-foot alley; thence, with the margin of the same southerly 12 1/2 feet to a point at the northeast comer of the property conveyed to Deluxe Ice Cream Company by deed from John W. Kelley and wife, of record in Book 1281, Page 624, Register's Office for said county; thence, along said Deluxe Ice Cream Company's north line and along the north line of said Nicholson lot abovementioned westerly 47 feet to a point; thence, along Nicholson's westerly line southerly 120 feet to the point of beginning. point of beginning. PARCEL 3 (Map 92-12. Parcel 357):

A certain tract or parcel of land in Davidson County, State of Tennessee, described as follows, to wit: Being part of Lot No. 60 on the map of the Hynes' Addition, of record in Book 1, Page 21, of the Court at Nashville, and described as follows:

Beginning at a point in the easterly margin of 15th Avenue North, 171 feet 11 inches, more or less, north of Church Street, as widened, being the southwest comer of the property conveyed to Tennie L. Smith deed of record in Book 919, Page 778, Register's Office for said county; thence, along Smith's southerly line easterly 158 feet, more or less, to the westerly margin of a 20-foot alley; thence, with the margin of the same southerly 45 1/2 feet to a point; thence, westerly 154 feet, more or less, to the easterly margin of 15th Avenue North; thence, with the margin of same northerly 35 feet 5 inches to the point of

PARCEL 4 (Map 92-12. Parcel 356):

A certain tract or parcel of land in Davidson County, State of Tennessee, described as follows, to wit: Being the southerly part of Lot No. 59 and the northerly part of Lot No. 60 on the Plan of Hynes'

as of record in Plan No. 1, Page 21, Chancery Court at Nashville, described as follows:

Beginning on the easterly margin of 15th Avenue North, formerly Carroll Street, at a point 171 feet 11 Beginning on the easterly margin of 15th Avenue North, formerly Carroll Street, at a point 1/1 feet 11 inches north of the northerly margin of Church Street, as widened, said point being the northwest comer of Tract No. 1 conveyed to M. J. Halloran by deed from Robert Vaughn, Clerk and Master, of record in Book 472, Page 48, Register's Office for said County; thence, with the easterly margin of said avenue northwardly 59 feet, 7 inches, more or less, to the southwest comer of the property conveyed to Fannie Mitchell by deed from R. H. Thompson and wife, of record in Book 546, Page 252, said Register's Office; thence, with her southerly line eastwardly 166 feet, more or less, to the westerly margin of an alley; thence, with said alley southwardly 47 1/2 feet more or less, to the northeast comer of said Halloran lot; thence, with the northerly line of same westwardly 158 feet, more or less, to the beginning.

.I. 462.44(IN-E) .I. 462.38(OUT-1 PUBLIC ALLEY NO. 243 (20' PUBLIC RIGHT-OF-WAY) 463.68 268.52' 119.98' MARVIN W. STANSELL FAMILY LIMITED PARTNERSHIP DÉED BOOK 9535, PAGE 751, R.O.D. (ASPHALT) (ASPHALT) 458.9 459.6 _460.83 +468,70 464.83 MARVIN W. STANSELL FAMILY LIMITED PARTNERSHIP DEED BOOK 9535, PAGE 751, R.O.D.C. MAPPING SYMBOLS AND CODES AIR CONDITIONER (AC) BACKFLOW PREVENTER (BFP) ₄60.3 _462.8 CATCH BASIN (CB) AREA DRAIN (ADS/ADR) DOUBLE CATCH BASIN (DCB) ☐ TRIPLE CATCH BASIN (TCB) (ASPHALT) ດ^{CO}CLEANOUT ₄461.67 OLD LOT LINE ☐ ELECTRIC METER (EM) DEED LINE _↓460.4 ⋈ ELECTRIC TRANSFORMER (ETF) (359)470,94 ₊470.79 FINISHED FLOOR ELEVATION (F.F.E.) (ASPHALT (355)FIRE HYDRANT (FH) (ASPHALT ☐ GAS METER (GM) 462.12 W/RAZOR WIRE 463.05 Ø GUY POLE (GP. P N 32° 31' 23" W ∇ GAS VALVE (GV) GUY WIRE (GW) IRON ROD NEW (IRN. INST NO 20190719-0070671, R.O.D.C IRON ROD OLD (IRO) INST. NO. 20160824-0088480, R.O.D.C. IRON PIPE OLD (IPO) ELEV. 475.03 (NAVD88) IRON SPIKE OLD (ISO) (GEOID03 2-STORY BRICK (358 . LIGHT STANDARD METAL/WOOD (LS/LP: 1418 CHURCH STREET, LLC INST. NO. 20160824-0088480, R.O.D.C. ⋈ MAIL BOX (MB) NST. NO. 20210715-0095477, R.O.D.C. INST. NO. 20190719-0070671, R.O.D.C MANHOLE (MH) ☑ CONCRETE MONUMENT OLD (MON(O)) □ CONCRETE MONUMENT NEW (MON(N)) $\triangleright W \lor$ O P.K. NAIL OLD (PKO) • P.K. NAIL NEW (PKN) ⋈ POST INDICATOR VALVE (PIV) + POWER LIGHT POLE (PLP) O POWER MANHOLE (PMH) O POWER POLE (PP) POWER TELEPHONE LIGHT POLE (PTLP O POWER TELEPHONE POLE (PTP) ☑ RIGHT-OF-WAY MONUMENT (RWM) SPRINKLER VALVE (SV) 15TH AVENUE NORTH SANITARY SEWER MANHOLE (SAMH) - SIGN (SN) STEAM MANHOLE (STMH) STORMWATER MANHOLE (SWMH) □ TELEPHONE JUNCTION BOX (TJB) Φ TELEPHONE LIGHT POLE (TLP) TELEPHONE POLE (TP) } TREE 🌋 EVERGREEN WATER METER (WM) WATER VALVE (WV)

RECORD DESCRIPTION (CONT.)

Map/Parcel 092 12 0 0351.00 224 15th Avenue North

Land in Davidson County, Tennessee, being the northerly part of Lot No. 57 on the Plan of Hynes Addition (Hine's Addition) to Nashville, as of record in Minute Book "B", Page 85, in Plan Book 1. Page 21, Chancery Court at Nashville, described according to a survey made by Erie Drake, County Surveyor, July 12, 1934, as follows:

Beginning on the easterly margin of 15th Avenue North, formerly Carroll Street, at a point 142 feet south of the southerly margin of Hynes Street, being the corner of Lots Nos. 55 and 57; thence with the line between said two lots, eastwardly 188 feet to the westerly margin of an alley; thence with said alley, southwardly 33 feet to the northeast corner of a part of said lot owned by Agnes D. Bevington; thence with her northerly line, westwardly 183.5 feet to the easterly margin of 15th Avenue North; thence with same, northwardly 34 feet to the beginning

Land in Davidson County, Tennessee, being the northerly 15.5 feet of the southerly 31 feet of Lot No. 57 on the Plan of Hynes' Addition (Hine's Addition) of Nashville, as of record in Minute Book "B", Page 85, and Plan Book 1, Page 21, Chancery Court at Nashville, Davidson County, Tennessee, described as follows:

Beginning on the easterly margin of 15th Avenue North, formerly Carroll Street, at a point that is 15.5 feet northerly from the common corner of Lot Nos. 57 and 58; thence, with a severance line running parallel to the line between said lots, eastwardly to the westerly margin of an alley; thence with said alley northwardly 15.5 feet, more or less, to the southeast corner of the property conveyed to Lizzie C. Story by deed from Richard B. Thompson and wife, of record in Book 546. Page 281. Register's Office for said County, and conveyed to the Grantee by deed from Wilder Properties, Ltd., dated December 23, 1999, of record in Instrument No. 19991228-0307540, said Register's Office; thence with the Grantee's existing southerly line westwardly 183.5 feet to the easterly margin of 15th Avenue North; thence with said Avenue southwardly 15.5 feet to the beginning.

Being the same property conveyed to Shiv Investment Group, A Tennessee Partnership by Warranty Deed filed for record on August 30, 2016 in Instrument Number 20160830-0090893, of the Register's Office of Davidson County, Tennessee.

Map/Parcel 092 12 0 355.00 216 15th Avenue North

Land in Davidson County, Tennessee, and being the North part of Lot No. 59 on the Map of Hine's Addition, according to survey and plat of same of record in Minute Book B, page 85 and Plan Book 1, page 21, in the Chancery Court of Davidson County, Tennessee, to which plat reference is hereby made for a more accurate and complete description of said lot. Said part of said lot fronts 35 feet on the westerly side (incorrectly stated as easterly side in Book 2880, page 355) of 15th Avenue North, as widened and runs back between parallel lines, 166 feet more or less to an alley.

Being a portion of the same property conveyed to Shiv Investment Group, GP, a Tennessee general partnership by Quitclaim Deed filed for record on September 6, 2016 in Instrument No. 20160906-0093417, of the Register's Office of Davidson County, Tennessee.

Map/Parcel 092 12 0 354.00 218 15th Avenue North

Land in Davidson County, Tennessee, being the south half of Lot number fifty-eight Hynes Addition (Hines Addition) to Nashville, Tennessee, according to survey and plat of same appearing of record in Minute Book B, page 85 and Plan Book 1, page 21, in the Chancery Court of Davidson County, Tennessee, to which plat reference is hereby made for a more accurate and complete description of said lot. Said south half of Lot 58 fronts thirty-two and one-half feet on the easterly side of Fifteenth Avenue. North (formerly Stonewall Street and formerly Carroll Street) and runs back on the north line about one hundred seventy four (174) feet and on the south line about one-hundred seventy one (171) feet to an alley on which it measures thirty-two (32) feet.

Being a portion of the same property conveyed to Shiv Investment Group, GP, a Tennessee general partnership by Quitclaim Deed filed for record on September 6, 2016 in Instrument No. 20160906-0093417, of the Register's Office of Davidson County, Tennessee.

Map/Parcel 092 12 0 353.00 220 15th Avenue North

> Land in Davidson County, Tennessee, and being the north one-half of Lot No. 58 on the Map of Hine's Addition to Nashville, Tennessee, according to survey and plat of same of record in Minute Book B, page 85 and Plan Book 1, page 21, in the Chancery Court of Davidson County, Tennessee, to which plat reference is hereby made for a more accurate and complete

Said part of said lot fronts 32-1/2 feet on the east side of 15th Avenue, North (formerly Stonewall Street), and runs back between lines, 177 feet on the northerly line, and 174 feet more or less on the southerly line, to an alley on which it measures 32 feet.

Being a portion of the same property conveyed to Shiv Investment Group, GP, a Tennessee general partnership by Quitclaim Deed filed for record on September 6, 2016 in Instrument No. 20160906-0093417, of the Register's Office of Davidson County, Tennessee.

Map/Parcel 092 12 0 352.00 222 15th Avenue North

Land in Davidson County, Tennessee, and being the southerly part of Lot 57 of Hynes' (Hine's) Addition of Nashville, according to survey and plat of same appearing of record in Minute Book B, page 85 and Plan Book 1, page 21, in the Chancery Court of Davidson County, Tennessee, and more particularly described as follows:

Beginning on the easterly margin of 15th Avenue North, formerly Carroll Street, at the corner of Lot Nos. 57 & 58: thence with the line between said two lots eastwardly 177 feet to the westerly margin of an alley; thence with said alley northwardly 31 feet to the southeast corner of the property conveyed to Lizzie C. Story by deed from Richard B. Thompson and wife, of record in Book 546, page 281, Register's Office for said County; thence with Story's southerly line westwardly 183.5 feet to the easterly margin of 15th Avenue North; thence with said Avenue southwardly 31 feet to the beginning.

Less and except:

Land in Davidson County, Tennessee, and being the northerly 15.5 feet of the southerly 31 feet of Lot 57 on the Plan of Hynes' (Hine's) Addition of Nashville, as of record in Minute Book B, page 85 and Plan Book 1, page 21, in the Chancery Court of Davidson County, Tennessee, described as follows:

Beginning on the easterly margin of 15th Avenue North, formerly Carroll Street, at a point that is 15.5 feet northerly from the common corner of Lot 57 & 58; thence, with a severance line running parallel to the line between said lots, eastwardly to the westerly margin of an alley; thence with said alley northwardly 15.5 feet, more or less, to the southeast corner of the property conveyed to Lizzie C. Story by deed from Richard B. Thompson and wife, of record in Book 546, page 281, Register's Office for said County; and conveyed to the Grantee by deed from Wilder Properties, LTD, dated December 23, 1999, in Instrument No. 19912280307540, said Register's Office: thence with Grantee's existing southerly line westwardly 183.5 feet to the easterly margin of 15th Avenue North; thence with said Avenue southwardly 15.5 feet to the

Being a portion of the same property conveyed to Shiv Investment Group, GP, a Tennessee general partnership by Quitclaim Deed filed for record on September 6, 2016 in Instrument No. 20160906-0093417, of the Register's Office of Davidson County, Tennessee.

SCHEDULE B, PART II EXCEPTIONS

TITLE COMMITMENT NO. NCS-1113891-NAS 10. All matters contained in Deed of record in Instrument No. 202107150095447 and Instrument No. 201907190070671, in the Register's Office of Davidson County, Tennessee. (APPLIES, BLANKET IN NATURE AS TO PARCELS 356, 357, AND 359)

11. Rights of others in and to the alley contiguous to the land.

12. That portion of the land embraced within the bounds of any public road or thoroughfare.

13. Rights of parties in possession not shown by the Public Records.

TITLE COMMITMENT NO. NCS-1113895-NAS

10. All matters affecting title as a result of matter filed in Putnam County, Tennessee as evidenced by Clerk and Master's Deed of record in Instrument No. 202103120033569 and Order of record in Instrument No. 202103120033019, in the Register's Office of Davidson County, Tennessee. (APPLIES,

BLANKET IN NATURE AS TO PARCELS 351, 352, 353, 354, AND 355) 11. Rights of others in and to the alley contiguous to the land.

12. That portion of the land embraced within the bounds of any public road or thoroughfare. 13. Any claim that the Title is subject to a trust or lien created under The Perishable Agricultural Commodities Act, 1930 (7 U.S.C. §§499a, et seq.) or the Packers and Stockyards Act (7 U.S.C. §§181

et seq.) or under similar state laws. Consideration for the deletion of this exception is highly fact intensive. Please contact the underwriter assigned to your file as soon as possible to discuss.

14. Rights of parties in possession not shown by the Public Records.

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LINE STYLES CENTERLINE

CONCRETE AREA EDGE OF WOODS LINE

EASEMENT LINE FENCE LINE GAS LINE

PROPERTY LINE

WATER LINE

EDGE OF WATER

SANITARY SEWER LINE

OVERHEAD POWER LINE

OVERHEAD TELEPHONE LINE

UNDERGROUND POWER LINE

STORM LINE (RCP,CMP,PVC, ======:
CPP. HDPE)

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PREPARED FOR:

ROERS CAPITAL LLC

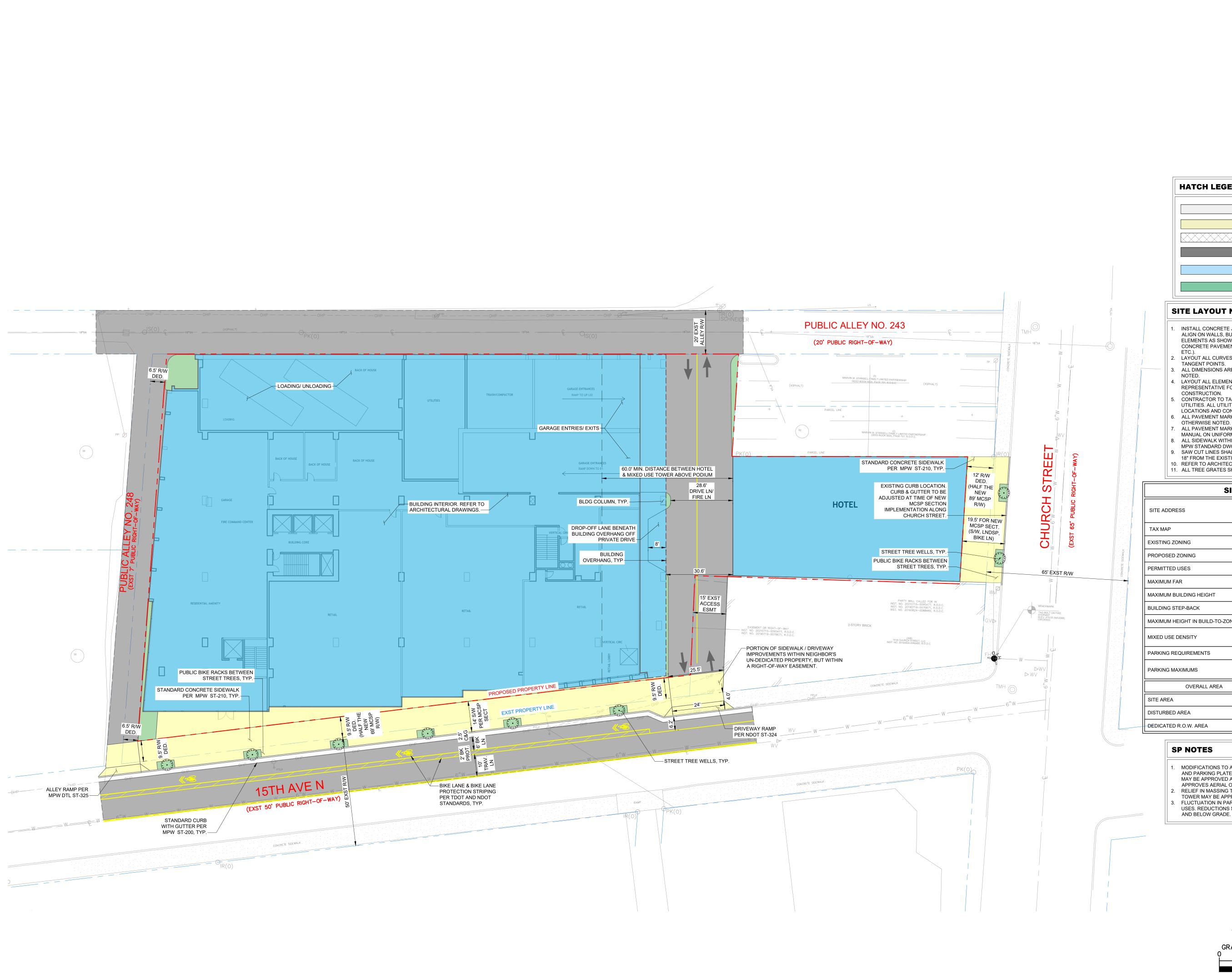
MINNETONKA, MN 55305

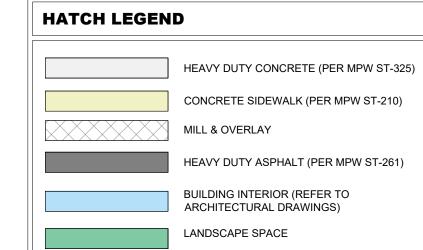
BRIAN LEBLANC, PRINCIPAL

110 CHESHIRE LANE, SUITE 120

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FILE NO. 3782400





SITE LAYOUT NOTES

I. INSTALL CONCRETE JOINTS WHERE SHOWN ON PLANS AND DETAILS. ALIGN ON WALLS, BUILDINGS, RADII, ETC. EVENLY SPACE BETWEEN ELEMENTS AS SHOWN. PROVIDE EXPANSION JOINTS BETWEEN CONCRETE PAVEMENT AND ALL VERTICAL ELEMENTS (WALLS, CURBS,

- 2. LAYOUT ALL CURVES SMOOTHLY WITH NO ABRUPT CHANGES AT TANGENT POINTS. ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE
- 4. LAYOUT ALL ELEMENTS IN FIELD AND CONTACT OWNER'S
- REPRESENTATIVE FOR APPROVAL BEFORE BEGINNING ANY CONSTRUCTION.
- 5. CONTRACTOR TO TAKE ALL PRECAUTIONS TO FIND AND AVOID SITE UTILITIES. ALL UTILITIES ARE NOT SHOWN ON DRAWING. VERIFY LOCATIONS AND CONSIDER SUCH WHEN ESTIMATING.
- 6. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
- ALL PAVEMENT MARKINGS AND SIGNAGE SHALL BE INSTALLED PER THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
- 8. ALL SIDEWALK WITHIN THE RIGHT-OF-WAY SHALL BE CONSTRUCTED PER MPW STANDARD DWG NO. ST-210.
- 9. SAW CUT LINES SHALL BE DONE IN A STRAIGHT NEAT LINE A MINIMUM OF
- 18" FROM THE EXISTING EDGE OF PAVEMENT. 10. REFER TO ARCHITECTURAL PLAN FOR STRIPING WITHIN THE GARAGE. 11. ALL TREE GRATES SHALL BE ADA COMPLIANT AND H20 TRAFFIC RATED.

SITE DA	ATA TABLE			
SITE ADDRESS		210, 212, 216, 218, 220 15TH AVE N 1414 CHURCH STREET NASHVILLE, TN 37203		
TAX MAP		MAP 09-12-0, PARCEL 35-357, 359		
EXISTING ZONING	MU	MUI-A, UZO		
PROPOSED ZONING		SP		
PERMITTED USES		ALL USES PERMITTED WITHIN MUI-A BASE ZONING		
MAXIMUM FAR		16.0		
MAXIMUM BUILDING HEIGHT	30 8	30 STORIES		
BUILDING STEP-BACK	NO S	NO STEP-BACK		
MAXIMUM HEIGHT IN BUILD-TO-ZONE	30 \$	30 STORIES		
MIXED USE DENSITY	HOTEL: 375 KEYS	MULTI-FAMILY: 570 UNITS HOTEL: 375 KEYS RETAIL/ RESTAURANT: 26,000 SF		
PARKING REQUIREMENTS	1	NONE		
PARKING MAXIMUMS	HOTEL: 1 SPACE/ 4	MULTI-FAMILY: 1 SPACE/ UNIT HOTEL: 1 SPACE/ 4 KEYS RETAIL & RESTAURANT: 80 SPACES TOTA		
OVERALL AREA	EXISTING	PROPOSED		
SITE AREA	1.20 AC	1.10 AC		
DISTURBED AREA	N/A	TBD		
DEDICATED R.O.W. AREA	N/A	0.10 AC		

SP NOTES

MODIFICATIONS TO ALLOW EXPANSIONS AND CONNECTIONS OF FLOOR AND PARKING PLATES ABOVE AND BELOW GRADE ACROSS ALLEY 243 MAY BE APPROVED ADMINISTRATIVELY IF THE METROPOLITAN COUNCIL APPROVES AERIAL OR SUBTERRANEAN ENCROACHMENTS.
2. RELIEF IN MASSING TO ACHIEVE EXPOSED AMENITY SPACE WITHIN THE

TN STATE PLANE

TOWER MAY BE APPROVED ADMINISTRATIVELY. FLUCTUATION IN PARKING DEMANDS MAY OCCUR WITH ADJUSTMENTS IN USES. REDUCTIONS SHOULD OCCUR AT A 1:1 RATE FOR PARKING ABOVE

> DESIGNED BY: DRAWN BY: CHECKED BY: KIMLEY-HORN PROJECT NO.

C2-00

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METRO CASE # 2022SP-049-001

DRAFT

PRELIMINARY PLANS

FOR REVIEW ONLY

118447000

SHEET NUMBER

SITE LAYOUT



15th MIXE METRO CASE # 2022SP-049-001

DRAFT **PRELIMINARY PLANS**

FOR REVIEW ONLY

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CHECKED BY:

KIMLEY-HORN PROJECT NO. 118447000 15TH AVENUE NORTH

STREET SECTION -OPTION #1

SHEET NUMBER C2.01



15th MIXE METRO CASE # 2022SP-049-001

DRAFT **PRELIMINARY PLANS**

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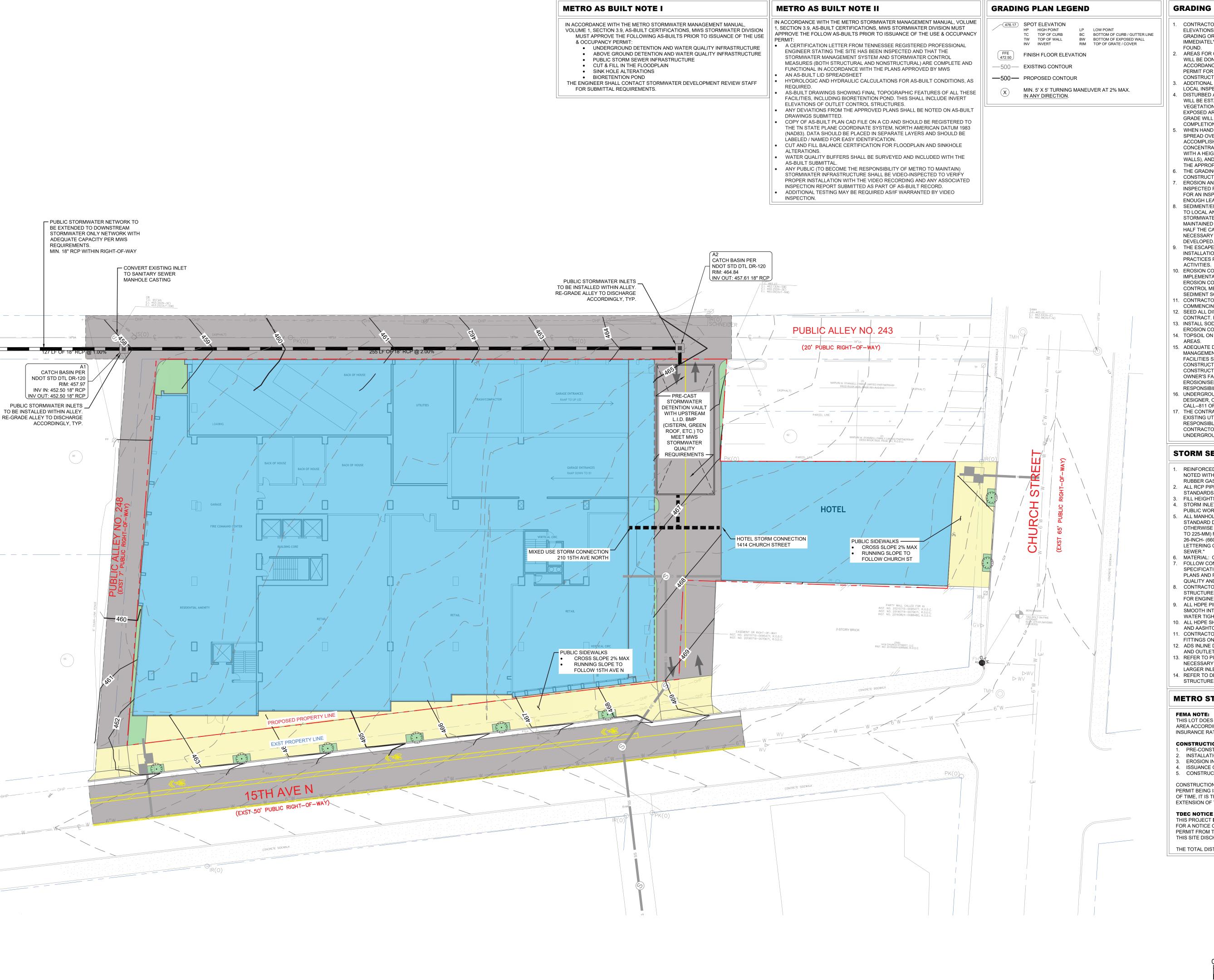
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KIMLEY-HORN PROJECT NO. 118447000

15TH AVENUE NORTH

STREET SECTION -OPTION #2

SHEET NUMBER C2.02



GRADING NOTES

. CONTRACTOR RESPONSIBLE FOR VERIFYING LOCATION, SIZE, AND ELEVATIONS OF EXISTING UTILITIES AT CONNECTION POINTS PRIOR TO GRADING OR INSTALLATION OF ANY PROPOSED UTILITIES. CONTRACTOR TO IMMEDIATELY NOTIFY OWNER'S REPRESENTATIVE IF DISCREPANCIES ARE

AREAS FOR CONSTRUCTION THAT REQUIRE DE-WATERING FOR EXCAVATION WILL BE DONE AT NO ADDITIONAL COST TO THE OWNER AND IN ACCORDANCE WITH SECTION 4.1.4 OF THE TENNESSEE GENERAL NPDES PERMIT FOR DISCHARGES OF STORMWATER ASSOCIATED WITH

CONSTRUCTION ACTIVITIES. ADDITIONAL EROSION CONTROL DEVICES TO BE USED AS REQUIRED BY LOCAL INSPECTOR.

DISTURBED AREAS LEFT IDLE FOR FIVE DAYS, AND NOT TO FINAL GRADE, WILL BE ESTABLISHED TO TEMPORARY VEGETATION. MULCH, TEMPORARY VEGETATION OR PERMANENT VEGETATION SHALL BE COMPLETED ON ALL EXPOSED AREAS WITHIN 14 DAYS AFTER DISTURBANCE. ALL AREAS TO FINAL GRADE WILL BE ESTABLISHED TO PERMANENT VEGETATION UPON COMPLETION.

WHEN HAND PLANTING, MULCH (HAY OR STRAW) SHOULD BE UNIFORMLY SPREAD OVER SEEDED AREA WITHIN 24 HOURS OF SEEDING. IF UNABLE TO ACCOMPLISH, MULCH SHALL BE USED AS A TEMPORARY COVER. CONCENTRATED FLOW AREAS AND ALL SLOPES STEEPER THAN 2.5:1 AND WITH A HEIGHT OF TEN FEET OR GREATER (DOES NOT APPLY TO RETAINING WALLS), AND CUTS AND FILLS WITHIN BUFFERS, SHALL BE STABILIZED WITH

THE APPROPRIATE EROSION CONTROL MATTING OR BLANKETS. THE GRADING PERMIT MUST BE DISPLAYED ON SITE AT ALL TIMES DURING CONSTRUCTION AND IN PLAIN VIEW FROM A PUBLIC ROAD OR STREET. EROSION AND SEDIMENT CONTROL DEVICES MUST BE DISPLAYED AND INSPECTED PRIOR TO ANY GRADING ON SITE. THE CONTRACTOR MUST CALL FOR AN INSPECTION TO OBTAIN A PERMIT TO GRADE, PLEASE CALL WITH

ENOUGH LEAD-TIME FOR AN INSPECTION TO MEET YOUR SCHEDULE. SEDIMENT/EROSION CONTROL DEVICES MUST BE INSPECTED ACCORDING TO LOCAL AND STATE REQUIREMENTS AND AS STIPULATED IN THE STORMWATER POLLUTION PREVENTION PLAN. EACH DEVICE IS TO BE MAINTAINED OR REPLACED IF SEDIMENT ACCUMULATION HAS REACHED ONE HALF THE CAPACITY OF THE DEVICE. ADDITIONAL DEVICES MAY BE NECESSARY AS THE PROJECT PROGRESSES AND NEW CHANNELS HAVE

THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND PRACTICES PRIOR TO, OR CONCURRENT WITH, LAND-DISTURBING ACTIVITIES.

10. EROSION CONTROL MEASURES WILL BE MAINTAINED AT ALL TIMES. IF FULL IMPLEMENTATION OF THE PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION CONTROL AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE.

11. CONTRACTOR SHALL REVIEW SITE GEOTECHNICAL REPORT BEFORE

COMMENCING GRADING OPERATIONS. 12. SEED ALL DISTURBED AREAS UNLESS OTHERWISE NOTED AS PART OF THIS CONTRACT. REFER TO LANDSCAPING PLANS FOR AREAS TO RECEIVE SOD. 13. INSTALL SOD OR RIPRAP IN SWALES AS INDICATED ON GRADING PLANS AND

EROSION CONTROL PLANS TOPSOIL ON SITE TO BE STRIPPED AND STOCKPILED FOR REUSE IN LAWN

ADEQUATE DRAINAGE, EROSION AND SEDIMENT CONTROL MEASURES, BEST MANAGEMENT PRACTICES, AND/OR OTHER WATER QUALITY MANAGEMENT FACILITIES SHALL BE PROVIDED AND MAINTAINED AT ALL TIMES DURING CONSTRUCTION, DAMAGES TO ADJACENT PROPERTY AND/OR THE CONSTRUCTION SITE CAUSED BY THE CONTRACTOR'S OR PROPERTY OWNER'S FAILURE TO PROVIDE AND MAINTAIN ADEQUATE DRAINAGE AND EROSION/SEDIMENT CONTROL FOR THE CONSTRUCTION AREA SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER AND/OR CONTRACTOR.

16. UNDERGROUND UTILITIES HAVE NOT BEEN VERIFIED BY THE OWNER, DESIGNER, OR THEIR REPRESENTATIVES. BEFORE YOU DIG CALL ONE CALL--811 OR 1-800-752-6007 THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL

EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT RESULT FROM THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY UNDERGROUND UTILITIES TO REMAIN.

STORM SEWER NOTES

REINFORCED CONCRETE PIPE SHALL BE RCP CLASS III UNLESS OTHERWISE NOTED WITH BELL-AND-SPIGOT AND GASKETED JOINTS WITH ASTM C 443 RUBBER GASKETS ALL RCP PIPE SHALL BE WATER TIGHT AND INSTALLED ACCORDING TO TDOT

STANDARDS FOR ROADWAY AND BRIDGE CONSTRUCTION (LATEST EDITION). FILL HEIGHTS OVER 13' REQUIRE CLASS IV RCP STORM PIPE. 4. STORM INLETS SHALL BE PRECAST IN ACCORDANCE WITH METRO NASHVILLE PUBLIC WORKS SPECIFICATIONS WHICH MEET OR EXCEED ASTM C 478.

ALL MANHOLE FRAMES AND COVERS ARE TO BE PER METRO NASHVILLE STANDARD DETAIL FOR DIMENSIONS AND MATERIALS AND AS BELOW IF NOT OTHERWISE INDICATED. FERROUS; 24-INCH (610-MM) ID BY 7- TO 9-INCH (175-TO 225-MM) RISER WITH 4-INCH- (102-MM-) MINIMUM WIDTH FLANGE AND 26-INCH- (660-MM-) DIAMETER COVER. INCLUDE INDENTED TOP DESIGN WITH LETTERING CAST INTO COVER, USING WORDING EQUIVALENT TO "STORM

MATERIAL: GRAY IRON ASTM A48 CLASS 30 UNLESS OTHERWISE INDICATED. FOLLOW CONSTRUCTION PLANS AND MANUFACTURER DETAILS, SPECIFICATIONS, AND INSTALLATION INSTRUCTION AS INCLUDED WITHIN THE PLANS AND PROVIDED BY MANUFACTURER FOR THE INSTALLATION OF WATER

QUALITY AND DETENTION SYSTEMS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR ALL STORM SEWER PIPE, STRUCTURES, WATER QUALITY STRUCTURES, AND DETENTION STRUCTURES FOR ENGINEER AND OWNER APPROVAL PRIOR TO ORDERING MATERIALS. ALL HDPE PIPE SHALL BE CORRUGATED HIGH DENSITY POLYETHYLENE

SMOOTH INTERIOR PIPE. HDPE PIPE SHALL CONFORM TO ASTM D3350 WITH WATER TIGHT JOINTS.

10. ALL HDPE SHALL BE INSTALLED PER MANUFACTURE'S RECOMMENDATIONS AND AASHTO SECTION 30. 11. CONTRACTOR TO PROVIDE AND INSTALL MANUFACTURER RECOMMENDED FITTINGS ON RCP CONNECTIONS TO HDPE STRUCTURES.

12. ADS INLINE DRAINS AND DRAIN BASINS TO BE SIZED TO ACCOMMODATE INLET AND OUTLET PIPES PER MANUFACTURER'S SPECIFICATIONS. 13. REFER TO PIPE CHART FOR CASTING TYPES. INSTALL REDUCERS AS NECESSARY PER MANUFACTURER'S SPECIFICATIONS TO ACCOMMODATE

LARGER INLET SIZES. 14. REFER TO DETAILS SHEETS FOR ADDITIONAL INFORMATION ON STORM STRUCTURES AND GRATES.

METRO STORMWATER NOTES

THIS LOT DOES NOT LIE IN AN AREA DESIGNATED AS A SPECIAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP #47037C0241H, EFFECTIVE 04/05/2017. ZONE "X"

CONSTRUCTION SCHEDULE: 1 PRF-CONSTRUCTION MEETING

2. INSTALLATION OF EROSION CONTROL MEASURES 3. EROSION INSPECTION BY EPSC AND METRO

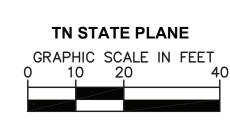
4. ISSUANCE OF GRADING PERMIT CONSTRUCTION

CONSTRUCTION SHALL BE COMPLETED WITHIN 12 MONTHS OF THE GRADING PERMIT BEING ISSUED. IF CONSTRUCTION IS NOT COMPLETE IN THAT AMOUNT OF TIME, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO APPLY FOR AN EXTENSION OF THE GRADING PERMIT.

TDEC NOTICE OF COVERAGE NOTE:

THIS PROJECT **DOES** DISTURB MORE THAN 1 ACRE AND **IS** REQUIRED TO APPLY FOR A NOTICE OF COVERAGE UNDER THE TENNESSEE GENERAL CONSTRUCTION PERMIT FROM TDEC THIS SITE DISCHARGES TO THE CUMBERLAND RIVER.

THE TOTAL DISTURBED AREA IS ±1.6 ACRES.







METRO CASE # 2022SP-049-001

PRELIMINARY PLANS

FOR REVIEW ONLY

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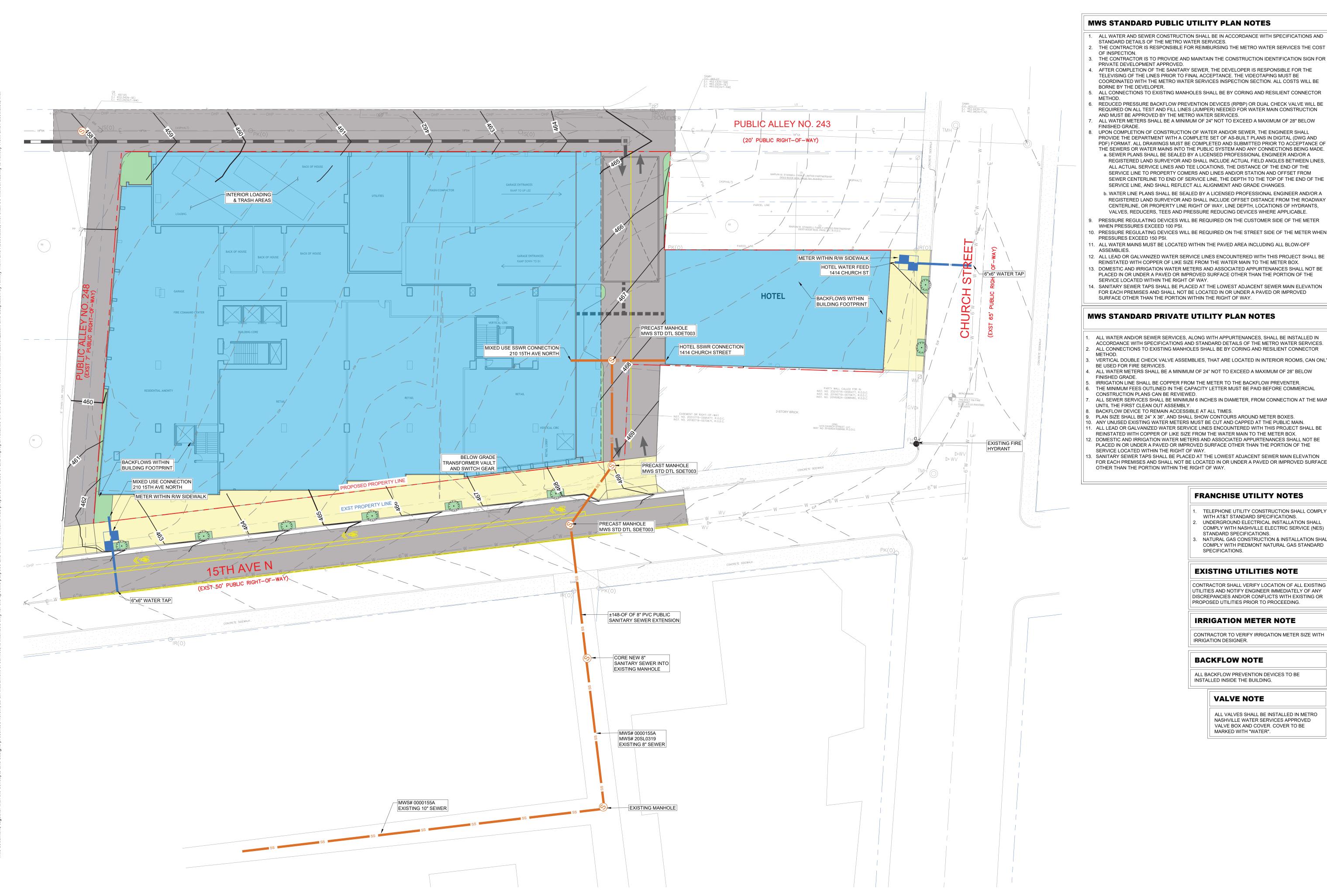
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KIMLEY-HORN PROJECT NO. 118447000

GRADING &

SHEET NUMBER C4-00

DRAINAGE PLAN



MWS STANDARD PUBLIC UTILITY PLAN NOTES

- 1. ALL WATER AND SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SPECIFICATIONS AND STANDARD DETAILS OF THE METRO WATER SERVICES.
- 2. THE CONTRACTOR IS RESPONSIBLE FOR REIMBURSING THE METRO WATER SERVICES THE COST OF INSPECTION. 3. THE CONTRACTOR IS TO PROVIDE AND MAINTAIN THE CONSTRUCTION IDENTIFICATION SIGN FOR
- PRIVATE DEVELOPMENT APPROVED. 4. AFTER COMPLETION OF THE SANITARY SEWER, THE DEVELOPER IS RESPONSIBLE FOR THE TELEVISING OF THE LINES PRIOR TO FINAL ACCEPTANCE. THE VIDEOTAPING MUST BE
- COORDINATED WITH THE METRO WATER SERVICES INSPECTION SECTION. ALL COSTS WILL BE BORNE BY THE DEVELOPER.
- 5. ALL CONNECTIONS TO EXISTING MANHOLES SHALL BE BY CORING AND RESILIENT CONNECTOR 6. REDUCED PRESSURE BACKFLOW PREVENTION DEVICES (RPBP) OR DUAL CHECK VALVE WILL BE
- REQUIRED ON ALL TEST AND FILL LINES (JUMPER) NEEDED FOR WATER MAIN CONSTRUCTION AND MUST BE APPROVED BY THE METRO WATER SERVICES.
- ALL WATER METERS SHALL BE A MINIMUM OF 24" NOT TO EXCEED A MAXIMUM OF 28" BELOW FINISHED GRADE.
- 8. UPON COMPLETION OF CONSTRUCTION OF WATER AND/OR SEWER, THE ENGINEER SHALL PROVIDE THE DEPARTMENT WITH A COMPLETE SET OF AS-BUILT PLANS IN DIGITAL (DWG AND
- THE SEWERS OR WATER MAINS INTO THE PUBLIC SYSTEM AND ANY CONNECTIONS BEING MADE. a. SEWER PLANS SHALL BE SEALED BY A LICENSED PROFESSIONAL ENGINEER AND/OR A REGISTERED LAND SURVEYOR AND SHALL INCLUDE ACTUAL FIELD ANGLES BETWEEN LINES, ALL ACTUAL SERVICE LINES AND TEE LOCATIONS, THE DISTANCE OF THE END OF THE SERVICE LINE TO PROPERTY COMERS AND LINES AND/OR STATION AND OFFSET FROM SEWER CENTERLINE TO END OF SERVICE LINE, THE DEPTH TO THE TOP OF THE END OF THE

SERVICE LINE, AND SHALL REFLECT ALL ALIGNMENT AND GRADE CHANGES.

- b. WATER LINE PLANS SHALL BE SEALED BY A LICENSED PROFESSIONAL ENGINEER AND/OR A REGISTERED LAND SURVEYOR AND SHALL INCLUDE OFFSET DISTANCE FROM THE ROADWAY CENTERLINE, OR PROPERTY LINE RIGHT OF WAY, LINE DEPTH, LOCATIONS OF HYDRANTS,
- VALVES, REDUCERS, TEES AND PRESSURE REDUCING DEVICES WHERE APPLICABLE. PRESSURE REGULATING DEVICES WILL BE REQUIRED ON THE CUSTOMER SIDE OF THE METER
- WHEN PRESSURES EXCEED 100 PSI. 10. PRESSURE REGULATING DEVICES WILL BE REQUIRED ON THE STREET SIDE OF THE METER WHEN PRESSURES EXCEED 150 PSI.
- 11. ALL WATER MAINS MUST BE LOCATED WITHIN THE PAVED AREA INCLUDING ALL BLOW-OFF
- ASSEMBLIES. 12. ALL LEAD OR GALVANIZED WATER SERVICE LINES ENCOUNTERED WITH THIS PROJECT SHALL BE
- REINSTATED WITH COPPER OF LIKE SIZE FROM THE WATER MAIN TO THE METER BOX. 13. DOMESTIC AND IRRIGATION WATER METERS AND ASSOCIATED APPURTENANCES SHALL NOT BE
- PLACED IN OR UNDER A PAVED OR IMPROVED SURFACE OTHER THAN THE PORTION OF THE SERVICE LOCATED WITHIN THE RIGHT OF WAY. 14. SANITARY SEWER TAPS SHALL BE PLACED AT THE LOWEST ADJACENT SEWER MAIN ELEVATION
- FOR EACH PREMISES AND SHALL NOT BE LOCATED IN OR UNDER A PAVED OR IMPROVED SURFACE OTHER THAN THE PORTION WITHIN THE RIGHT OF WAY.

MWS STANDARD PRIVATE UTILITY PLAN NOTES

- ACCORDANCE WITH SPECIFICATIONS AND STANDARD DETAILS OF THE METRO WATER SERVICES. ALL CONNECTIONS TO EXISTING MANHOLES SHALL BE BY CORING AND RESILIENT CONNECTOR
- VERTICAL DOUBLE CHECK VALVE ASSEMBLIES, THAT ARE LOCATED IN INTERIOR ROOMS, CAN ONLY BE USED FOR FIRE SERVICES. ALL WATER METERS SHALL BE A MINIMUM OF 24" NOT TO EXCEED A MAXIMUM OF 28" BELOW
- FINISHED GRADE. IRRIGATION LINE SHALL BE COPPER FROM THE METER TO THE BACKFLOW PREVENTER. THE MINIMUM FEES OUTLINED IN THE CAPACITY LETTER MUST BE PAID BEFORE COMMERCIAL
- CONSTRUCTION PLANS CAN BE REVIEWED. ALL SEWER SERVICES SHALL BE MINIMUM 6 INCHES IN DIAMETER, FROM CONNECTION AT THE MAIN
- UNTIL THE FIRST CLEAN OUT ASSEMBLY. BACKFLOW DEVICE TO REMAIN ACCESSIBLE AT ALL TIMES.
- 9. PLAN SIZE SHALL BE 24" X 36", AND SHALL SHOW CONTOURS AROUND METER BOXES. 10. ANY UNUSED EXISTING WATER METERS MUST BE CUT AND CAPPED AT THE PUBLIC MAIN.
- 11. ALL LEAD OR GALVANIZED WATER SERVICE LINES ENCOUNTERED WITH THIS PROJECT SHALL BE REINSTATED WITH COPPER OF LIKE SIZE FROM THE WATER MAIN TO THE METER BOX. 12. DOMESTIC AND IRRIGATION WATER METERS AND ASSOCIATED APPURTENANCES SHALL NOT BE
- PLACED IN OR UNDER A PAVED OR IMPROVED SURFACE OTHER THAN THE PORTION OF THE SERVICE LOCATED WITHIN THE RIGHT OF WAY. 13. SANITARY SEWER TAPS SHALL BE PLACED AT THE LOWEST ADJACENT SEWER MAIN ELEVATION FOR EACH PREMISES AND SHALL NOT BE LOCATED IN OR UNDER A PAVED OR IMPROVED SURFACE
- OTHER THAN THE PORTION WITHIN THE RIGHT OF WAY.

FRANCHISE UTILITY NOTES

- I. TELEPHONE UTILITY CONSTRUCTION SHALL COMPLY WITH AT&T STANDARD SPECIFICATIONS. 2. UNDERGROUND ELECTRICAL INSTALLATION SHALL COMPLY WITH NASHVILLE ELECTRIC SERVICE (NES) STANDARD SPECIFICATIONS. 3. NATURAL GAS CONSTRUCTION & INSTALLATION SHALL
- COMPLY WITH PIEDMONT NATURAL GAS STANDARD SPECIFICATIONS.

EXISTING UTILITIES NOTE

CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES AND NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES AND/OR CONFLICTS WITH EXISTING OR

IRRIGATION METER NOTE

PROPOSED UTILITIES PRIOR TO PROCEEDING.

CONTRACTOR TO VERIFY IRRIGATION METER SIZE WITH IRRIGATION DESIGNER.

BACKFLOW NOTE

TN STATE PLANE

GRAPHIC SCALE IN FEET

ALL BACKFLOW PREVENTION DEVICES TO BE INSTALLED INSIDE THE BUILDING.

VALVE NOTE

ALL VALVES SHALL BE INSTALLED IN METRO NASHVILLE WATER SERVICES APPROVED VALVE BOX AND COVER. COVER TO BE MARKED WITH "WATER".

PLANS FOR REVIEW ONLY

METRO CASE # 2022SP-049-001

PRELIMINARY

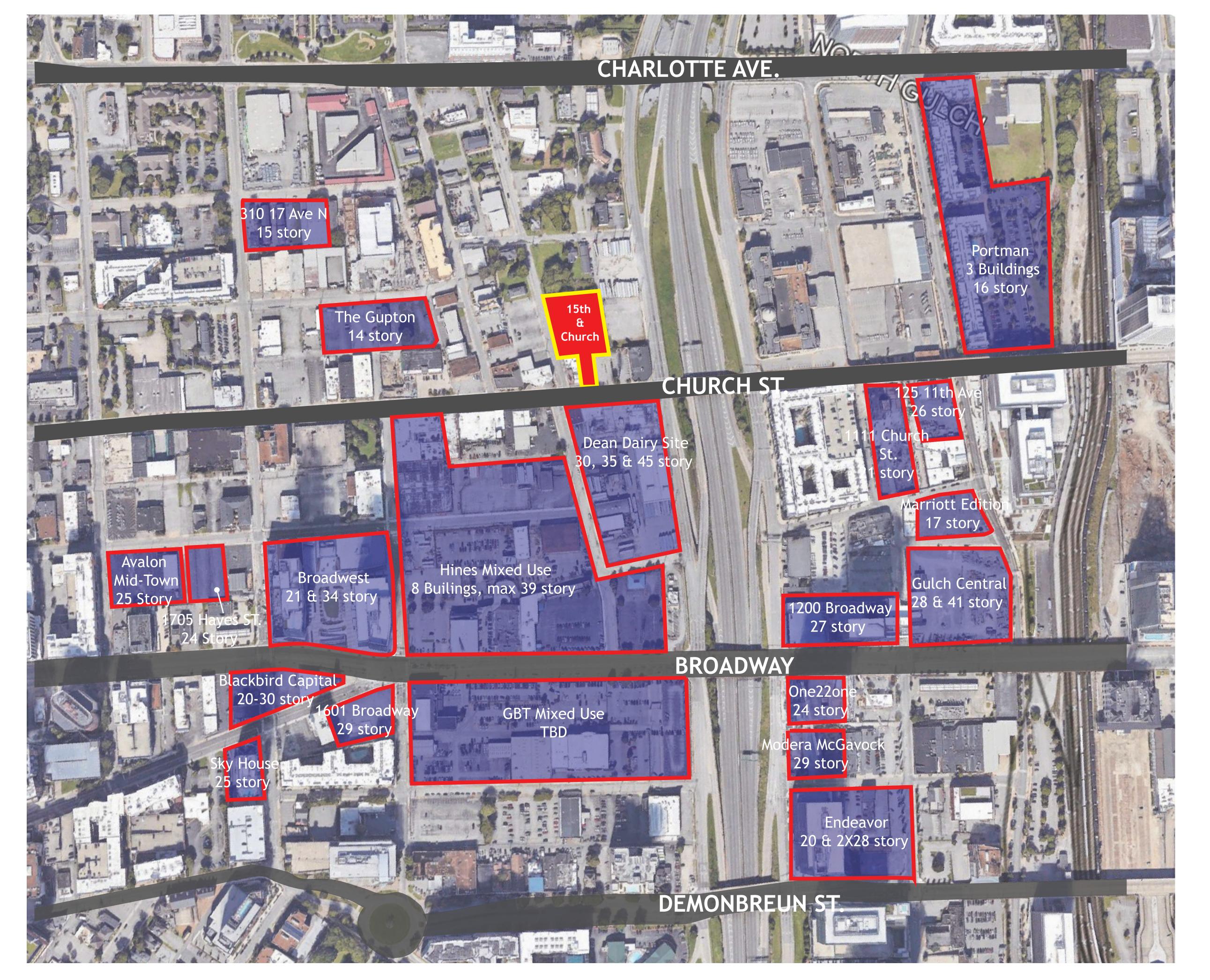
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09/12/2022 KIMLEY-HORN PROJECT NO. 118447000

SITE UTILITY PLAN

SHEET NUMBER

C6-00





STG Design, Inc. 211 Union Street Nashville, TN 37201 615.248.4400

PROGRESS PRINT 10/13/22

10/13/22
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Registrant's Name: Daniel Raymond Tansey Tennessee Registration Number: 103966

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CONSULTANT LOGO

CITY OF NASHVILLE -

210-220 15th Avenue Nashville, TN

SPECIFIC PLAN

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Project Lead: [Initials]



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RENDERINGS





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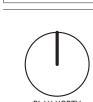
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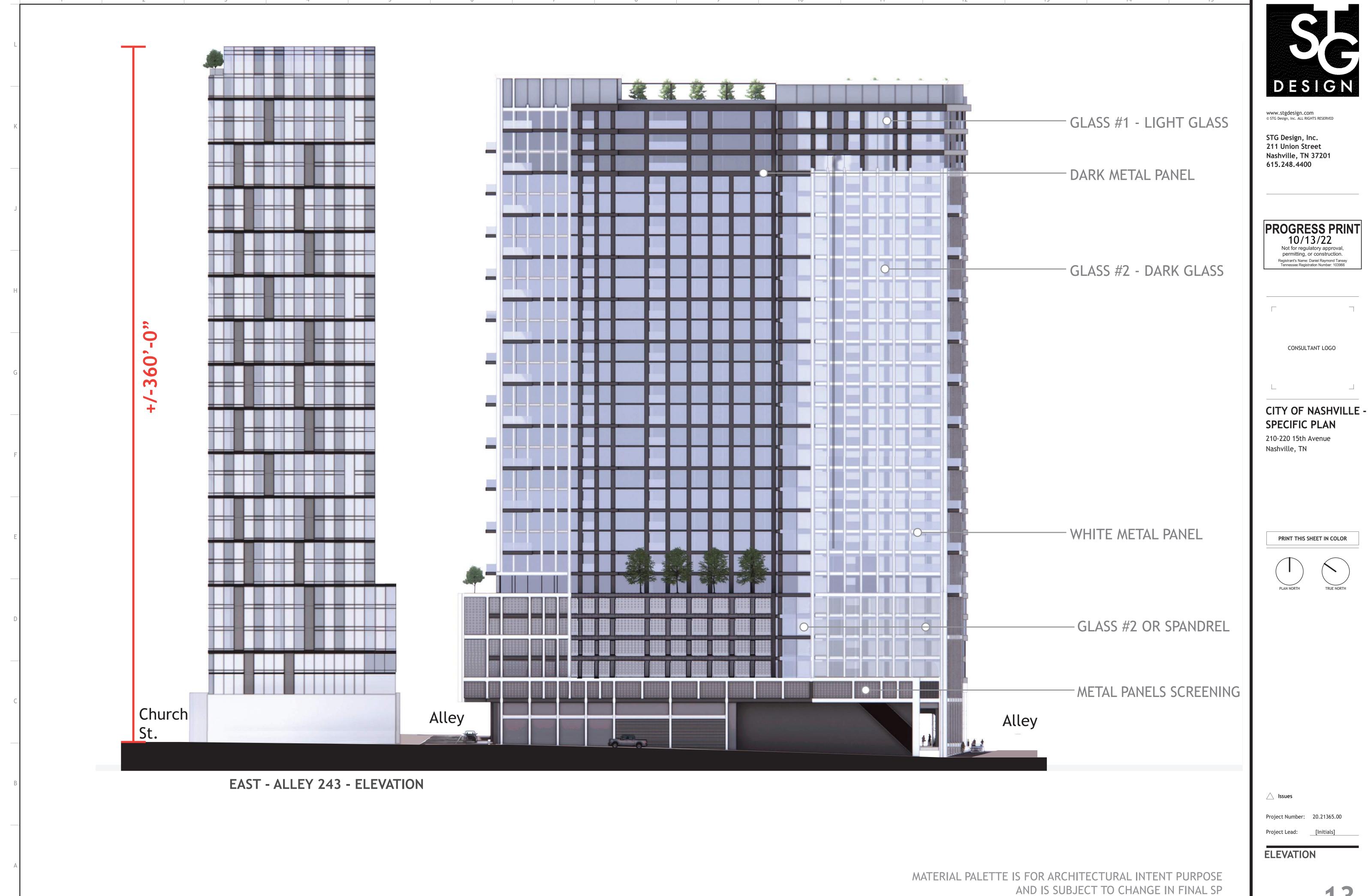




RENDERINGS

CITY OF NASHVILLE -





NORTH - ALLEY 248 - ELEVATION

SOUTH - CHURCH ST. - ELEVATION

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Project Number: 20.2136

Project Lead:

ELEVATION

MATERIAL PALETTE IS FOR ARCHITECTURAL INTENT PURPOSE AND IS SUBJECT TO CHANGE IN FINAL SP

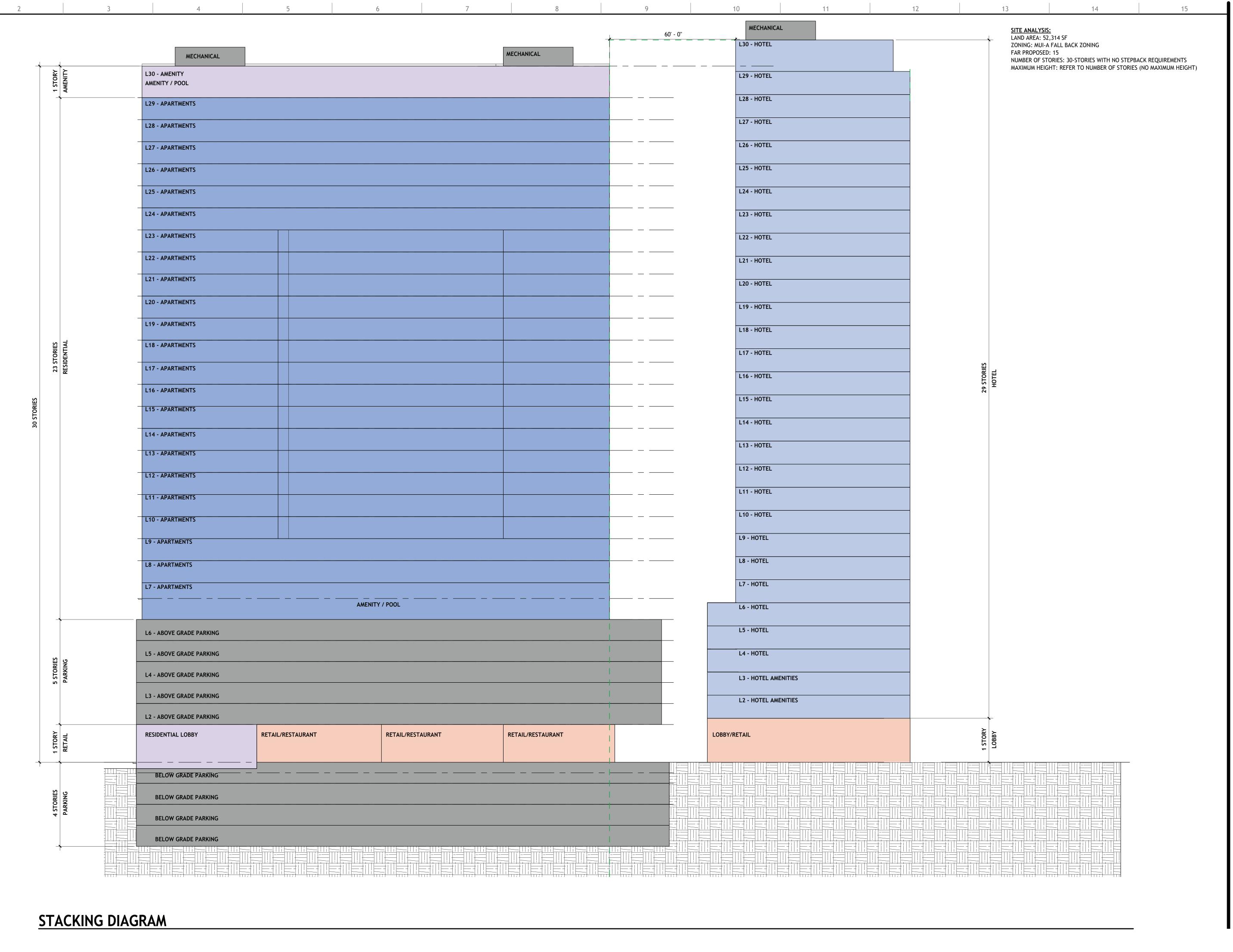
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CITY OF NASHVILLE -SPECIFIC PLAN



STREETSCAPE ELEVATION

15



SGN

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Project Lead:

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0 4' 8' 16'

TYPICAL RESIDENTIAL LEVEL

15th AVE N & CHURCH STREET MIXED-USE DEVELOPMENT



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permitting, or construction.
Registrant's Name: Daniel Raymond Tansey
Tennessee Registration Number: 103966 CONSULTANT LOGO Nashville, TN 0 4 8 16 15th AVE N & CHURCH STREET MIXED-USE DEVELOPMENT ROOF AMENITY LEVEL



Nashville, TN 37201

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210-220 15th Avenue

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CITY OF NASHVILLE -SPECIFIC PLAN

210-220 15th Avenue

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STANDARD SP NOTES

The purpose of this SP is to receive preliminary approval to permit the development of the 1.2 acres of mixed-use development as shown.

The final site plan / building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.

Required parking consistent with the parking requirements of the Metro Zoning Code shall not be counted as floor area.

Permitted Uses: Permitted uses shall be the uses listed in the MUI-A zone.

ARCHITECTURAL STANDARDS:

- Buildings shall avoid continuous uninterrupted blank facades and at a minimum, the facade plane shall be interrupted by one of the following for every thirty-five linear feet of street frontage:
 - A change in building material
 - A horizontal undulation in the building facade of three feet or greater
 - A porch, stoop or balcony; porches shall be a minimum six feet in depth
- Refuse collection, recycling and mechanical equipment shall be fully screened from public view by the combination of fences, walls or landscaping.
- HVAC units shall be located at the rear half of the side of unit, behind the unit, or on the roof of each building. HVAC units on roof must be screened from view along Primary and Secondary **Frontages**
- Where feasible due to site elevations and conditions, ground floor residential units fronting a public street may provide an active entrance point from the public sidewalk in the form of a stoop.
- All ground level porches accessed directly from a public sidewalk shall provide a minimum of six (6) feet of depth.
- EIFS, vinyl siding and untreated wood shall be prohibited on facades facing public R.O.W and public open space (vinyl soffits shall be permitted).
- Building facades fronting a street shall provide a minimum of one principal entrance (doorway). Windows shall be vertically oriented at a ratio of 1.5:1 or greater, except for dormers. All internal sidewalks must be a minimum of five (5) feet wide.
- All ROW dedication will occur prior to the issuance of building permits.

PARKING STANDARDS

- Parking shall be provided within designated parking areas and private garages internal to the development and meet the minimum parking set forth by this SP application.
- Bicycle parking shall be provided per Metro Standards.

FEDERAL COMPLIANCE

• All development within the boundaries of this plan will meet the requirements of the Americans with Disabilities Act and the Fair Housing Act.

STORMWATER NOTES

- Metro Water Services shall be provided sufficient and unencumbered ingress and egress at all times in order to maintain, repair, replace, and inspect any storm water facilities within the property.
- Any excavation, fill or disturbance of the existing ground elevation must be done in accordance with storm water management ordinance NO.78-840 and approved by The Metropolitan Department of Water Service.
- Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual (Minimum driveway culvert in Metro ROW is 15' RCP)
- Drawing is to indicate the basic development, as it pertains to Stormwater approval / comments only. The final lot count and details of the plan shall be governed by the appropriate stormwater regulations at the time of final application.
- The site is within the combined sewer. Additional requirements will be required and that it is advised to contact MWS staff.
- Properties contain no FEMA designated floodplain per map 47037C0234H, dated April 5, 2017.

LANDSCAPE STANDARDS

- The development of this project shall comply with the street tree, tree density, and tree replacement requirements of Metro Nashville. Landscape plan to be submitted in Final SP
- Street trees shall be provided along all street frontages at an average of fifty (50) linear feet on center and be 3.5" caliper minimum.
- All landscaping shall be properly irrigated and maintained.
- Where trees are planted in rows, they shall be uniform in size and shape.
- Reference Metro L.I.D. Manual for design and planting materials for LID measures.
- Ornamental trees may be used as street trees where existing conflicts with overhead utilities
- Metro tree density and tree replacement worksheets shall be utilized to calculate required planting.

NASHVILLE DEPT OF TRANSPORTATION:

- The final site plan/building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
- Any required right-of-way within the project site that is identified as necessary to meet the adopted roadway plans shall be dedicated or provided through appropriate easements.
- Developer will ensure bike lanes are continuous through intersections.
- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan
- or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- All construction within the right of way shall comply with ADA and Metro Public Works Standards
- Developer should coordinate with WeGo to up-grade the nearby bus stops on Dickerson Pike.
- If sidewalks are required, then they should be shown on the plans per MCSP and MPW standards and specs.
- Submit copy of ROW dedications prior to bldg. permit sign off.
- An appropriately sized dumpster and recycling container(s), shall be provided on site by a private hauler.

FIRE MARSHAL NOTES:

- New commercial developments shall be protected by a fire hydrant that complies with the 2006 edition of NFPA 1 Table H.
- No part of any building shall be more than 500 ft. from a fire hydrant via a hard surface road. Metro Ordinance 095-1541 Sec. 1568.020 B
- All fire department access roads shall be 20 feet minimum width and shall have an unobstructed vertical clearance of 13.5 feet.
- All dead-end roads over 150 ft. in length require a 100-ft. diameter turnaround, this includes
- Temporary T-type turnarounds that last no more than one year shall be approved by the Fire Marshal's Office.
- If more than three stories above grade, Class I standpipe system shall be installed.
- If more than one story below grade, Class I standpipe system shall be installed.
- When a bridge is required to be used as part of a fire department access road, it shall be constructed and maintained in accordance with nationally recognized standards.
- A fire hydrant shall be provided within 100 ft. of the fire department connection.
- Fire hydrants shall be in-service before any combustible material is brought on site.

NES NOTES

- Where feasible, this development will be served with underground power, pad-mounted transformers.
- NES facilities will not be allowed to sit in or to pass through retention areas including rain gardens, bio-retention, bioswales and the like. This includes primary duct between pad mounted equipment, as well as service duct to a meter.



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Registrant's Name: Daniel Raymond Tansey Tennessee Registration Number: 103966

CONSULTANT LOGO

CITY OF NASHVILLE -

210-220 15th Avenue Nashville, TN

SPECIFIC PLAN

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✓ Issues

Project Number: 20.21365.00

Project Lead:

Traffic Impact Study

15th Avenue & Church Street

August 2022

FOR SUBMITTAL TO:

Metropolitan Government of Nashville and Davidson County, Tennessee

PREPARED FOR:

Roers Companies



Traffic Impact Study

15th Avenue & Church Street

FOR SUBMITTAL TO:

Metropolitan Government of Nashville and Davidson County, Tennessee

PREPARED FOR:

Roers Companies

PREPARED BY:



10 Lea Avenue, Suite 400

Nashville, Tennessee 37210

615.564.2701

August 2022

Project Number 118447000



Kimley**»**Horn

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Kimley**≫**Horn

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1.0 EXECUTIVE SUMMARY

This traffic study evaluated the anticipated traffic impacts associated with the *15th Avenue & Church Street* development, which is expected to be completed in 2025 (referred to herein as build-out year). As currently envisioned, the development will consist of approximately 570 multifamily units, 375 hotel rooms, and a 26,000 square foot (sq. ft.) strip retail plaza. The approximate 1.2-acre site is located north of Church Street and east of 15th Avenue within the Metropolitan Government of Nashville and Davidson County, Tennessee.

This following scenarios were considered in this analysis:

- Existing 2022 Conditions
- Projected 2025 No-Build Conditions
- Projected 2025 Build Conditions

The study network for this analysis includes the following intersections:

- 1. Hynes Street at 14th Avenue
- 2. 14th Avenue at Church Street
- 3. Church Street at 15th Avenue
- 4. 15th Avenue at Hynes Street
- 5. Charlotte Avenue at 15th Avenue
- 6. Charlotte Avenue at 14th Avenue

The proposed development will be served by two full-movement driveways that will operate under two-way stop control (TWSC). One driveway will include improved alley access between the site and Hynes Street and one driveway will be located along 15th Avenue.

The results of the analyses show that all study intersections currently operate at an acceptable overall LOS during the AM and PM peak hours. Under the projected 2025 No-Build and Build conditions, all study intersections are projected to continue to operate at an acceptable overall LOS during the AM and PM peak hours.

1.1 DEVELOPMENT IMPROVEMENT RECOMMENDATIONS

The following site-access improvements are recommended to serve the Projected 2025 Build traffic conditions (Note: this would be the improvements needed to serve the traffic associated with the *15th Avenue & Church Street* development).

- Intersection 6 Hynes Street at Site Driveway 1 (via improved alley access)
 - Construct one (1) ingress lane entering the site and one (1) egress lane exiting the site.
- Intersection 7 15th Avenue at Site Driveway 2
 - o Construct one (1) ingress lane entering the site and one (1) egress lane exiting the site.
- Complete the sidewalk network along the eastern leg of Hynes Street (dependent upon ROW)
- As previously discussed with Metro Planning, provide bicycle lanes along 15th Avenue between Charlotte Avenue and Church Street by removing the on-street parking

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2.0 INTRODUCTION

This report presents the analysis of the anticipated traffic impacts associated with the *15th Avenue* & *Church Street* development, which is expected to be completed in 2025 (referred to herein as build-out year). As currently envisioned, the development will consist of approximately 570 multifamily units, 375 hotel rooms, and a 26,000 square foot (sq. ft.) strip retail plaza. The approximate 0.9-acre site is located north of Church Street and east of 15th Avenue within the Metropolitan Government of Nashville and Davidson County, Tennessee.

This report will summarize the analyses of the following scenarios:

- Existing 2022 Conditions
- Projected 2025 No-Build Conditions
- Projected 2025 Build Conditions

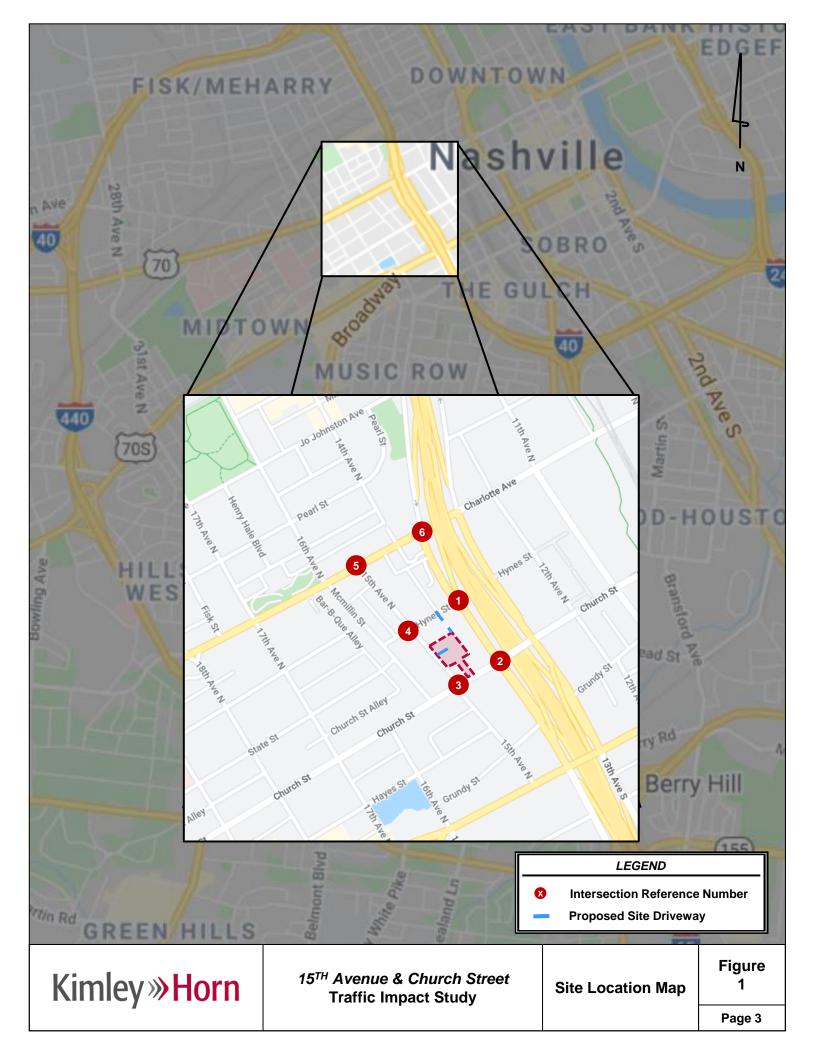
The study network for this analysis includes the following intersections:

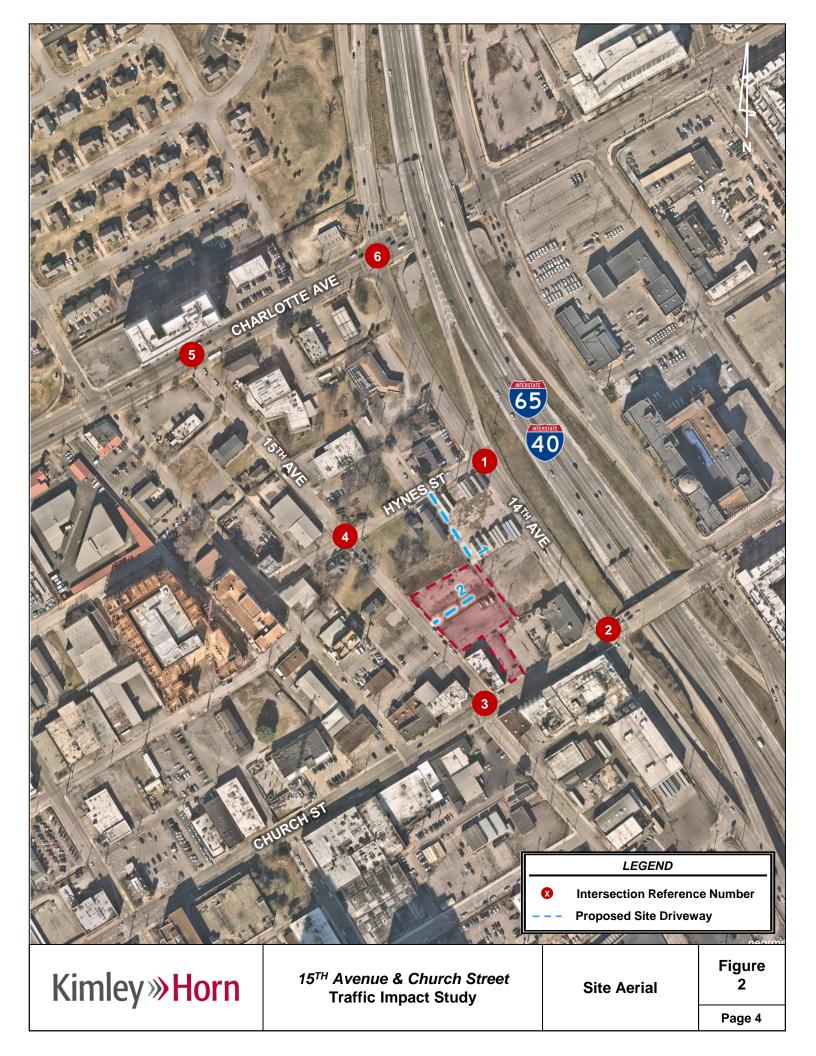
- 1. Hynes Street at 14th Avenue
- 2. 14th Avenue at Church Street
- 3. Church Street at 15th Avenue
- 4. 15th Avenue at Hynes Street
- 5. Charlotte Avenue at 15th Avenue
- 6. Charlotte Avenue at 14th Avenue

For the purposes of this traffic impact study, Church Street, Charlotte Avenue, and Site Driveway 2 are considered to have an east-west orientation. 14th Avenue, 15th Avenue, and Site Driveway 1 are considered to have a north-south orientation.

Figure 1 provides a location map of the project site. Figure 2 provides an aerial image of the project site.

A site plan is also included in **Appendix A**.





3.0 EXISTING CONDITIONS

3.1 MULTIMODAL NETWORK

Pedestrian facilities (sidewalks) are currently provided along both sides of Church Street, the west side of 14th Avenue (east side of 14th Avenue not appropriate for sidewalks due to interstate frontage), the west side of 15th Avenue, and mostly along the east side of 15th Avenue with some gaps in the network. Minimal pedestrian facilities are provided along Hynes Street in the vicinity of the site. There are also a variety of retail/restaurant businesses, educational and healthcare institutions, and other employment locations within walking distance of the site. It should be noted that the Nashville Major Collector Street Plan (MSCP) has identified sidewalk gaps along Hynes Street along the site frontage.

Shared bike facilities are provided along Church Street through shared pavement markings ("sharrows"). Dedicated bike lanes are provided along Charlotte Avenue west of 15th Avenue. The bike lanes transition to shared facilities east of 15th Avenue.

WeGo transit stop shelters are provided along Charlotte Avenue at the intersection of Charlotte Avenue and 17th Avenue. near the intersection with 17th Avenue. The transit stops along Charlotte Avenue are served by bus route 50.

Service for bus route 50 is provided on weekdays and weekends from approximately 5 AM to 12 PM with 15 minute headways during peak periods. In addition to Charlotte Avenue in the vicinity of the site, route 50 provides access between West Nashville and Downtown including but not limited to the Nations, The Parthenon/Centennial Medical, and the Tennessee State Capitol.

3.2 VEHICULAR NETWORK

Characteristics for the roadways within the study are summarized in Table 1.

Table 1: Roadway Network					
Roadway	Number of Lanes	Posted Speed Limit (mph)	Metro Nashville Classification	2022 TDOT AADT	
Church Street	4+TWTL	30	Arterial-Boulevard	22,540	
14 th Avenue	3	30	N/A	3,000	
15 th Avenue	2	N/A	Collector-Avenue	N/A	
Charlotte Avenue	4+TWTL	40	Arterial-Boulevard	34,980	
Hynes Street	2	N/A	N/A	N/A	

The existing road geometry is illustrated in Figure 3.



3.3 VEHICULAR VOLUMES

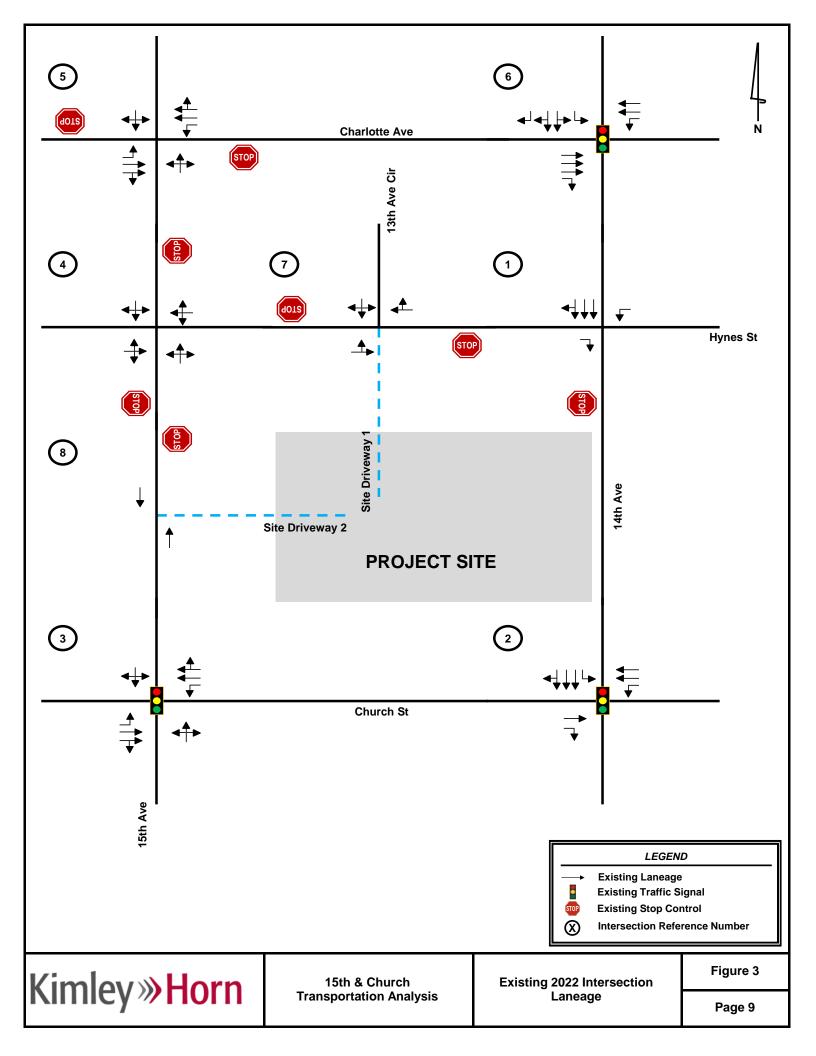
Vehicle peak hour turning movement counts (TMCs) were performed at each study intersection. The TMCs were collected during the AM period (7:00 AM - 9:00 AM) and the PM period (4:00 PM - 6:00 PM) on Thursday, March 3, 2022 for intersections 1-5 and on Wednesday, August 3, 2022 for intersection 6. Peak hours for the study intersection are shown in **Table 2**.

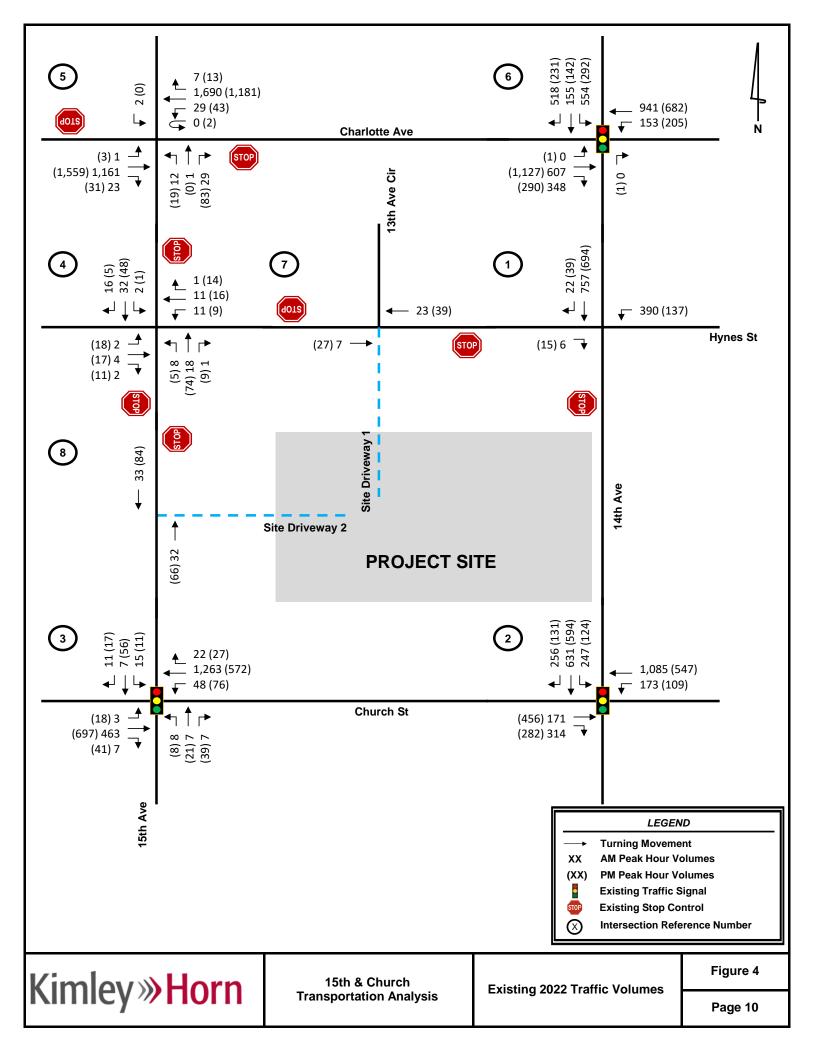
Table 2: Intersection Peak Hours				
Intersection	AM Peak Hour	PM Peak Hour		
Hynes Street at 14 th Avenue	7:15 AM – 8:15 AM	4:15 PM – 5:15 PM		
2. 14 th Avenue at Church Street	7:15 AM – 8:15 AM	4:15 PM – 5:15 PM		
3. Church Street at 15 th Avenue	7:15 AM – 8:15 AM	4:15 PM – 5:15 PM		
4. 15 th Avenue at Hynes Street	7:15 AM – 8:15 AM	4:45 PM – 5:45 PM		
5. Charlotte Avenue at 15 th Avenue	7:15 AM – 8:15 AM	4:00 PM – 5:00 PM		
6. Charlotte Avenue at 14 th Avenue	7:15 AM – 8:15 AM	4:00 PM – 5:00 PM		

In addition to the TMCs, a 24-hour average daily traffic (ADT) count was also collected at the following location:

• Church Street west of 15th Avenue (23,000 daily vehicles – 10,000 EB, 13,000 WB)

The Existing 2022 peak hour traffic volumes are shown in **Figure 4**. The complete traffic count data is provided in **Appendix B**.





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4.0 NO-BUILD CONDITIONS

Background traffic is defined as expected traffic on the roadway in future year(s) absent the construction and opening of the proposed project. Background traffic can include a base growth rate based on historical count data as well as population growth data and estimates.

To account for background traffic, the Existing 2022 traffic volumes were increased by 4.0% per year for three years to account for the expected background growth through year 2025. Additionally, project trips associated with the following developments were included in the Projected 2025 No-Build Traffic volumes:

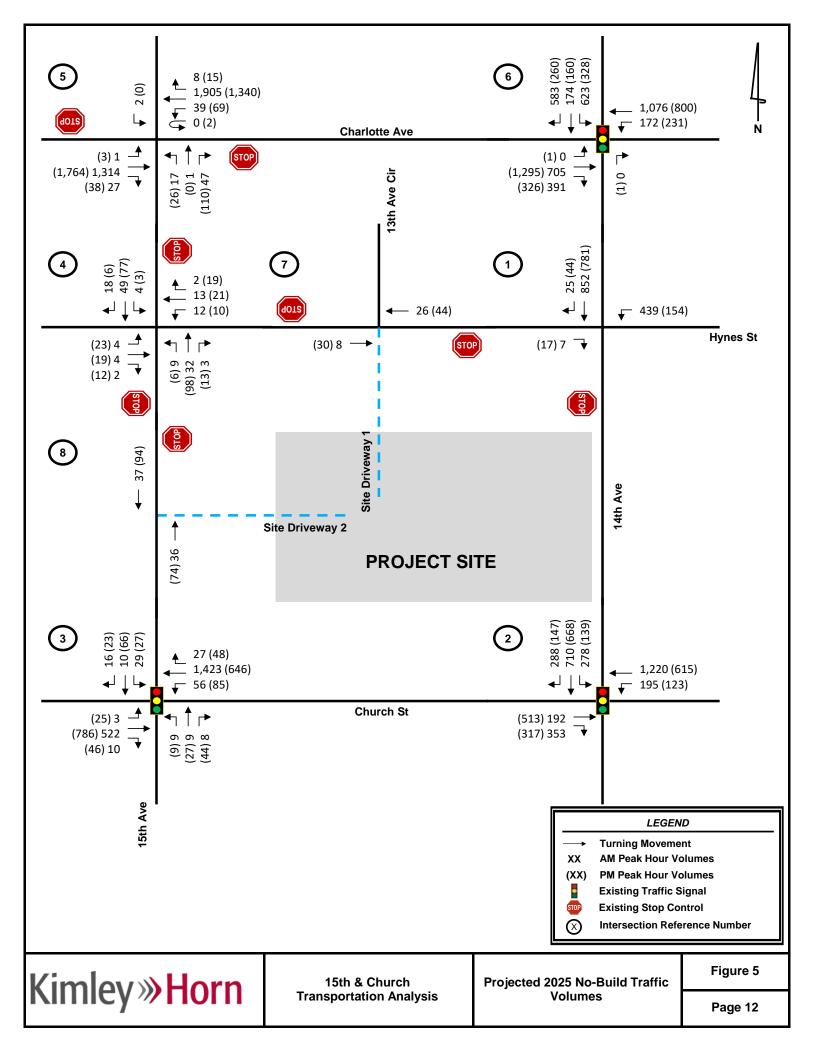
- 215 15th Avenue
- 301 15th Avenue

Figure 5 illustrates the Projected 2025 No-Build traffic volumes.

4.1 FUTURE TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS

The Metro Nashville Capital Improvements Budget (CIB), Greater Nashville Regional Commission (GNRC), and Tennessee Department of Transportation (TDOT) transportation projects were researched for currently planned/programmed transportation projects within the vicinity of the study area.

No improvements were identified to be included in the capacity analyses.



5.0 BUILD CONDITIONS

5.1 SITE ACCESS AND CIRCULATION

Access to the proposed site will be provided at two locations. Intersection sight distance measurements and calculations were performed for all site access points using methodology provided in *A Policy on Geometric Design of Highways and Streets, 6th Edition (2011)*, published by the American Association of State Highways and Transportation Officials (AASHTO).

A brief description of the site access is as follows:

Site Driveway 1

- Proposed full-movement, unsignalized driveway along Hynes Street aligned with 13th Avenue Circle approximately 240' east of 15th Avenue. The intersection is proposed to operate under side street stop control and have one (1) ingress lane entering the site and one (1) egress lane exiting the site. Although the site is not located along Hynes Street, the existing alley is proposed to be improved to provide access between the site and Hynes Street.
- Hynes Street is a relatively straight roadway with minimal grade changes. Sight distance is anticipated to be adequate at this driveway location.

Site Driveway 2

- Proposed full-movement, unsignalized driveway along 15th Avenue approximately 240' south of Hynes Street. The intersection is proposed to operate under side street stop control and have one (1) ingress lane entering the site and one (1) egress lane exiting the site.
- 15th Avenue is a relatively straight roadway with minimal grade changes. Sight distance is anticipated to be adequate at this driveway location.

Refer to the site plan in **Appendix A** for a visual representation of vehicular access and circulation throughout the proposed development.

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5.2 MULTIMODAL CONSIDERATIONS

The development proposes to address not only existing multimodal infrastructure needs but also implement transportation demand management (TDM) strategies to reduce vehicular demand and encourage increased use of alternative transportation modes.

The following multimodal improvements should be considered with the development of the overall site:

Pedestrian Infrastructure Amenities

- Construct/improve sidewalks along the site frontage on 15th Avenue
- As right-of-way (ROW) allows, complete the sidewalk network along 15th Avenue north of the site
 which has been identified as a discontinuous network by the MCSP
- Provide crosswalk striping for all approaches at the intersection of 15th Avenue and Hynes Street

Bicycle / Electric Scooter Infrastructure Amenities

- Provide designated parking area(s) for bicycles
- Provide an electric scooter corral (or designated scooter parking area)

Rideshare/Car Share

- Designate taxi / ride hailing pick-up and drop-off points internal to the proposed development
- Provide car share services (i.e. ZipCar, Turo, etc.) to provide vehicle access for residents to encourage reduced vehicle ownership

Parking

- Provide electric vehicle charging stations
 - Although this does not reduce the vehicular demand, it does provide environmental mitigation efforts for vehicular use

Service Loading

- Develop loading / service vehicle plans for off-peak hours
- Install wayfinding to designated areas for loading/service vehicles



5.3 TRIP GENERATION

Traffic for the proposed development was calculated using equations contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, using equations where available.

Internal capture (or mixed-use) reductions represent the concept that trips generated by individual land uses within a site may remain internal to the site. Mixed-use vehicle trip reductions are calculated using guidance from the *ITE Trip Generation Handbook*, 3rd Edition.

Alternative modes of transportation include pedestrians, bicyclists, and transit users. Alternate mode reductions account for the notion that some site-generated trips will occur by a means other than automobile.

A pass-by trip occurs when a proposed development diverts traffic that is already traveling on a street adjacent to the site. Pass-by reductions are calculated using guidance from the *ITE Trip Generation Handbook*, 3rd Edition.

Table 3 summarizes the project trip generation. **Appendix C** provides a detailed trip generation worksheet for the proposed development.

	Table 3: Trip Generation														
ITE	Land Use	Density	Da	nily		Peak our	PM I	Peak our							
Code		-	Enter	Exit	Enter	Exit	Enter	Exit							
222	Multifamily Housing (High-Rise)	570 units	1,260	1,260	49	95	96	75							
310	Hotel	375 rooms	1,821	1,821	101	79	128	122							
822	Strip Retail Plaza (<40k)	26,000 sf	663	663	32	22	77	76							
	Gross Trips		3,744	3,744	182	196	301	273							
	Mixed-Use Reductions		-132	-132	-3	-3	-36	-36							
	Alternative Mode Reductions		-904	-903	-45	-49	-67	-59							
	Pass-By Reductions		-179	-179	-0	-0	-18	-18							
	New Trips		2,529	2,530	134	144	180	160							
	Driveway Volumes		2,708	2,709	134	144	198	178							

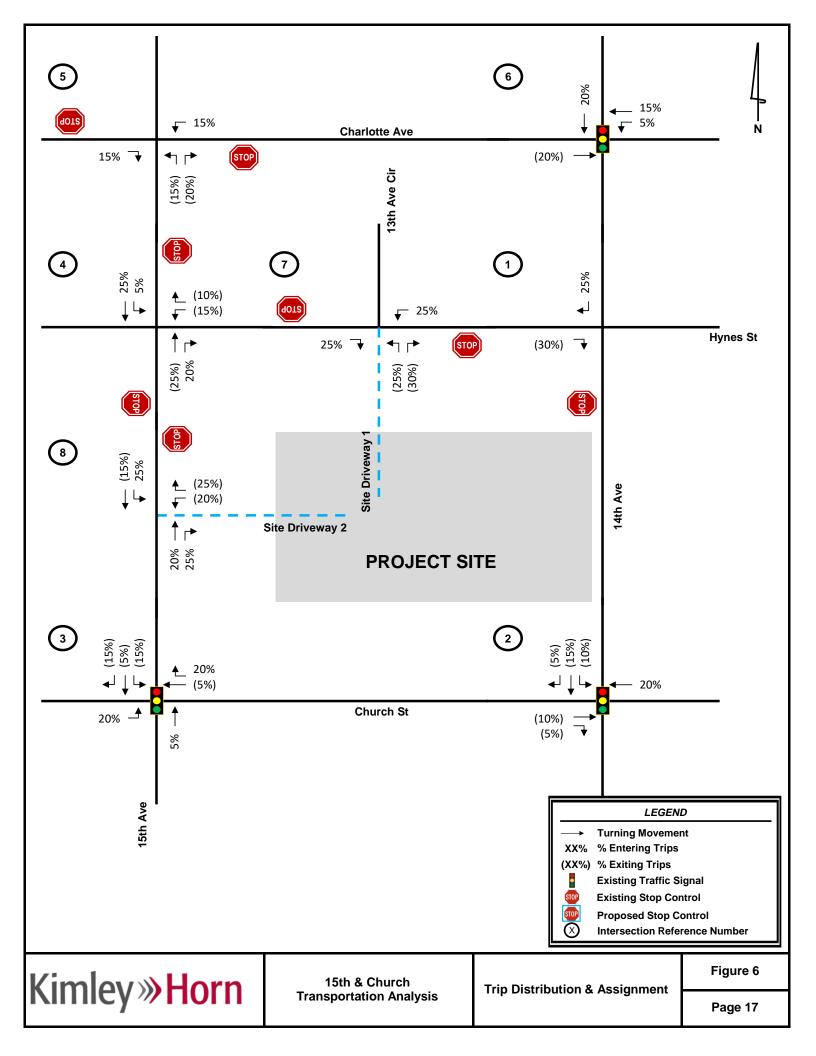
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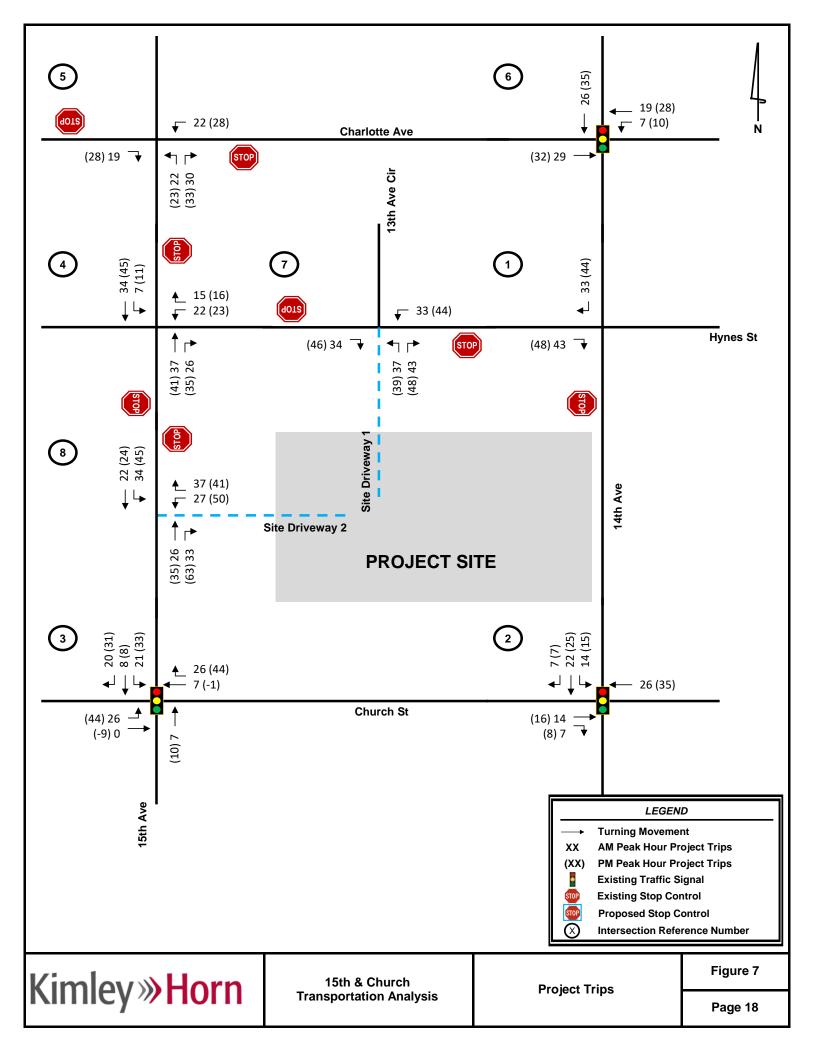
5.4 TRIP DISTRIBUTION AND ASSIGNMENT

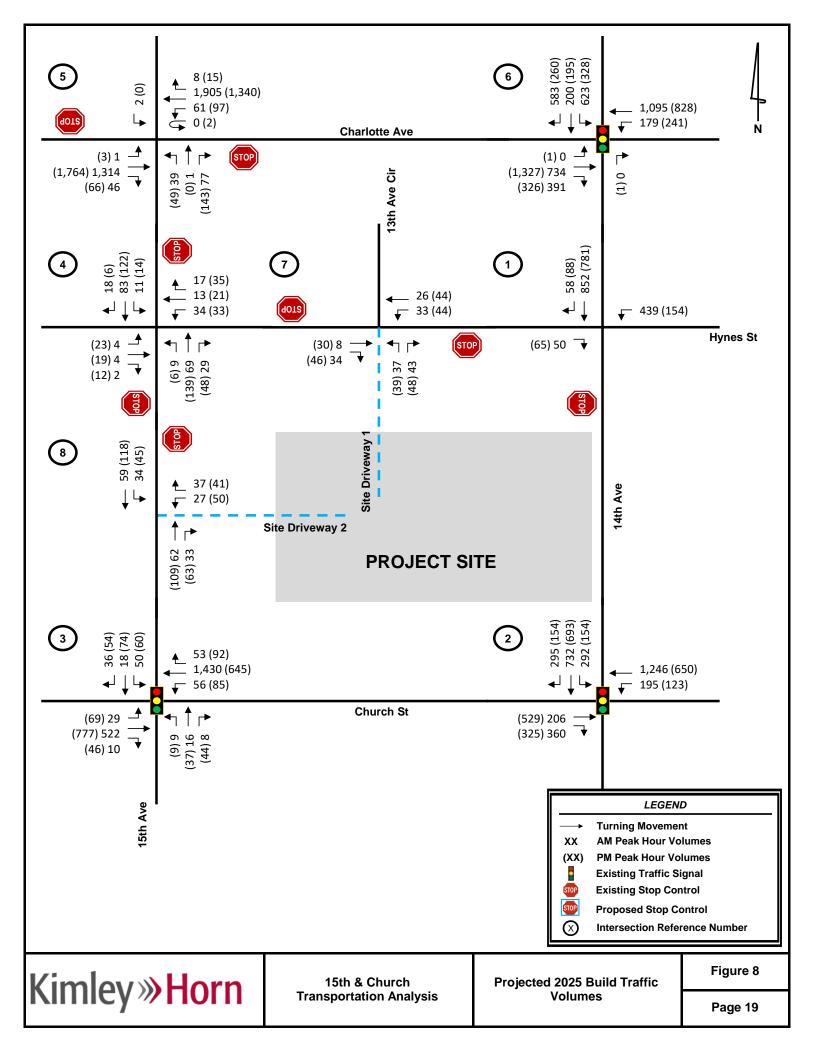
The directional distribution and assignment of new project trips was based on a review of land uses and population densities in the area and the existing peak hour turning movement counts.

Figure 6 provides the directional distribution and assignment of new project trips. **Figure 7** illustrates the assignment of project trips to the study network. The Projected 2025 Build peak hour volumes are shown in **Figure 8**.

Appendix C provides intersection volume worksheets for all intersections and driveways within the study network.







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6.0 CAPACITY ANALYSES

6.1 LEVEL-OF-SERVICE ANALYSES

Level-of-service (LOS) determinations were made for the weekday AM and PM peak hours for the study network intersections using *Synchro*, *Version 11.0*. *Synchro* software uses methodologies contained in the *Highway Capacity Manual*, 6th *Edition* to determine the operating characteristics of an intersection. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions.

LOS is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions of a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F the worst.

Levels-of-service for unsignalized intersections, with stop control on the minor street only, are reported for the side-street approaches and major street left-turns. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delay turning onto a major roadway.

Levels-of-service for signalized and all-way stop controlled (AWSC) intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

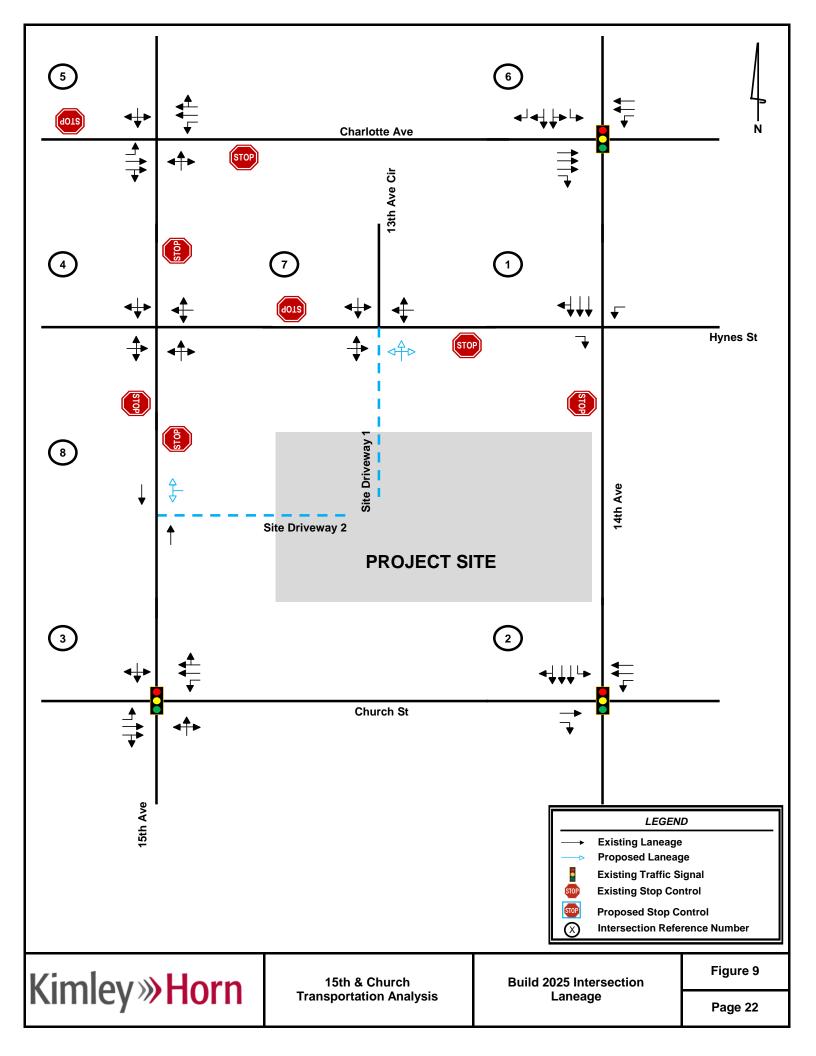
Capacity analyses were performed for the AM and PM peak hours under the Existing 2022, Projected 2025 No-Build, and Projected 2025 Build traffic conditions. The results of the capacity analyses are summarized in **Table 4**. The *Synchro* analyses reports are included in **Appendix D**.



	Table	e 4: Level- LOS (Del	of-Service ay in Secor				
Intersection	Approach/	Existin			ed 2025 Build	Projecto Bu	
intersection	Movement	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Hynes Street at 14 th Avenue	EB	B (12.6)	B (12.1)	B (13.3)	B (12.6)	B (14.6)	B (13.9)
14 th Avenue at Church Street	Overall	C (23.2)	C (21.5)	C (24.7)	C (22.0)	C (25.1)	C (22.2)
Church Street at 15 th Avenue	Overall	A (2.5)	A (7.0)	A (3.1)	A (7.8)	A (4.6)	A (9.9)
	EB	A (9.3)	B (10.0)	A (9.6)	B (10.5)	B (10.5)	B (12.0)
4. 15 th Avenue at	WB	A (9.6)	A (9.8)	A (9.9)	B (10.2)	B (10.7)	B (11.7)
Hynes Street	NBL	A (7.3)	A (7.4)	A (7.4)	A (7.4)	A (7.5)	A (7.5)
	SBL	A (7.3)	A (7.4)	A (7.3)	A (7.5)	A (7.5)	A (7.7)
	NB	C (15.5)	C (18.8)	C (18.3)	D (27.1)	C (24.4)	E (44.1)
5. Charlotte Avenue at	SB	C (22.6)	A (0.0)	D (27.8)	A (0.0)	D (29.0)	A (0.0)
15 th Avenue	EBL	B (11.3)	A (9.0)	B (13.4)	A (9.5)	B (13.4)	A (9.5)
	WBL	A (9.1)	B (11.0)	A (9.5)	B (12.7)	A (9.8)	B (13.2)
6. Charlotte Avenue at 14 th Avenue	Overall	C (24.5)	B (18.7)	C (25.9)	B (19.5)	C (26.2)	B (20.0)
7. Hynes Street at	NB					A (9.4)	A (9.7)
Site Driveway 1	WBL					A (7.4)	A (7.4)
8. 15 th Avenue at	WB					A (9.4)	B (10.7)
Site Driveway 2	SBL					A (7.4)	A (7.6)

All of the study intersections currently operate and are projected to operate at an acceptable overall LOS during both the AM and PM peak hours. It should be noted that low LOS for side street approaches are not uncommon, as vehicles may experience significant delay turning onto a major roadway. It should also be noted that although the southbound approach at Intersection 5 experiences delay during the AM peak hour, there is no volume during the PM peak hour which creates no delay for the approach.

Although no improvements were identified in the capacity analyses, the recommended lane configuration for site driveways is shown visually in **Figure 9**.





7.0 CONCLUSION

This traffic study evaluated the traffic impacts associated with the 15th Avenue & Church Street development located north of Church Street and east of 15th Avenue within Metropolitan Government of Nashville and Davidson County, Tennessee. The development, which is approximately 0.9-acres in size, will include approximately 570 multifamily units, 375 hotel rooms, and a 26,000 square foot (sq. ft.) strip retail plaza.

The study network, which consists of six intersections, was analyzed for the weekday AM and PM peak hours under Existing 2022 conditions, Projected 2025 No-Build conditions (one year of background traffic growth plus project traffic associated with the *215 15th Ave* and *301 15th Ave* developments), and Projected 2025 Build conditions (Projected 2025 No-Build conditions plus traffic generated by the proposed *15th Avenue & Church Street* development).

Based on the results of this study, all study intersections currently operate at an acceptable overall LOS during the AM and PM peak hours. Under the projected 2025 No-Build and Build conditions, all study intersections are projected to continue to operate at an acceptable overall LOS during the AM and PM peak hours.

Kimley-Horn and Associates, Inc. does not recommend system improvements, but does recommend site access improvements based on the results of this study. System Improvements, or "No-Build" recommendations, are needed to serve background road network traffic (not required by the proposed development. Instead this is an improvement that may already be planned by the City, County, or State or is needed to serve other background traffic). Site Access Improvements, or "Build" recommendations, are needed to serve the 15th Avenue & Church Street development traffic.

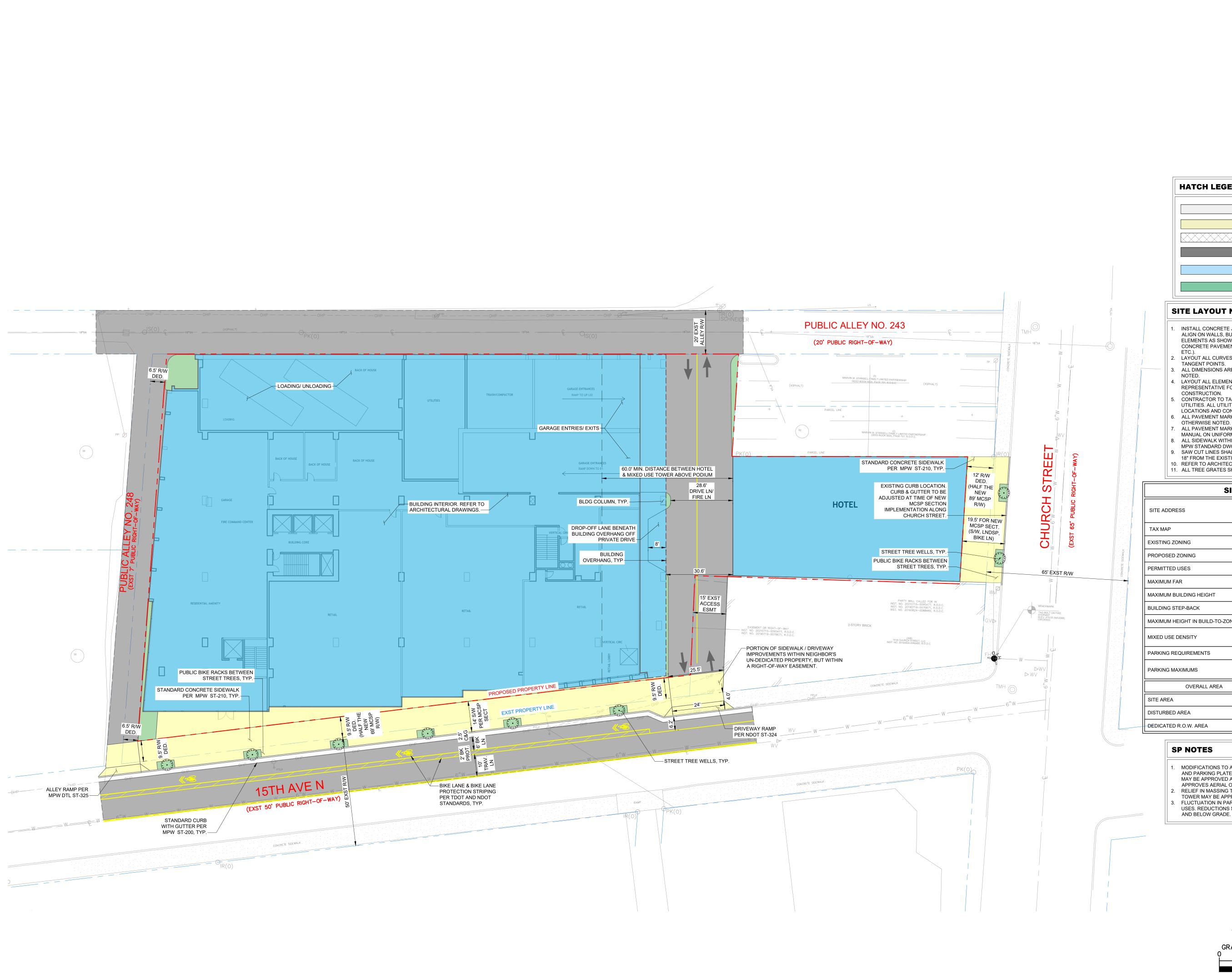
7.1 DEVELOPMENT IMPROVEMENT RECOMMENDATIONS

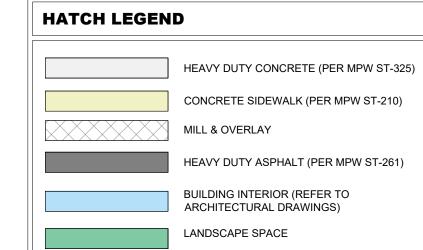
Based on the results of this traffic impact study, Kimley-Horn and Associates, Inc. recommends the following site-access improvements to serve the Projected 2025 Build traffic conditions (Note: this would be the improvements needed to serve the traffic associated with the 15th Avenue & Church Street development).

- Intersection 6 Hynes Street at Site Driveway 1 (via improved alley access)
 - Construct one (1) ingress lane entering the site and one (1) egress lane exiting the site.
- Intersection 7 15th Avenue at Site Driveway 2
 - Construct one (1) ingress lane entering the site and one (1) egress lane exiting the site.
- Complete the sidewalk network along the eastern leg of Hynes Street (dependent upon ROW)
- As previously discussed with Metro Planning, provide bicycle lanes along 15th Avenue between
 Charlotte Avenue and Church Street by removing the on-street parking

APPENDIX A

Site Plan





SITE LAYOUT NOTES

I. INSTALL CONCRETE JOINTS WHERE SHOWN ON PLANS AND DETAILS. ALIGN ON WALLS, BUILDINGS, RADII, ETC. EVENLY SPACE BETWEEN ELEMENTS AS SHOWN. PROVIDE EXPANSION JOINTS BETWEEN CONCRETE PAVEMENT AND ALL VERTICAL ELEMENTS (WALLS, CURBS,

- 2. LAYOUT ALL CURVES SMOOTHLY WITH NO ABRUPT CHANGES AT TANGENT POINTS. ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE
- 4. LAYOUT ALL ELEMENTS IN FIELD AND CONTACT OWNER'S
- REPRESENTATIVE FOR APPROVAL BEFORE BEGINNING ANY CONSTRUCTION.
- 5. CONTRACTOR TO TAKE ALL PRECAUTIONS TO FIND AND AVOID SITE UTILITIES. ALL UTILITIES ARE NOT SHOWN ON DRAWING. VERIFY LOCATIONS AND CONSIDER SUCH WHEN ESTIMATING.
- 6. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
- ALL PAVEMENT MARKINGS AND SIGNAGE SHALL BE INSTALLED PER THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
- 8. ALL SIDEWALK WITHIN THE RIGHT-OF-WAY SHALL BE CONSTRUCTED PER MPW STANDARD DWG NO. ST-210.
- 9. SAW CUT LINES SHALL BE DONE IN A STRAIGHT NEAT LINE A MINIMUM OF
- 18" FROM THE EXISTING EDGE OF PAVEMENT. 10. REFER TO ARCHITECTURAL PLAN FOR STRIPING WITHIN THE GARAGE. 11. ALL TREE GRATES SHALL BE ADA COMPLIANT AND H20 TRAFFIC RATED.

SITE DA	ATA TABLE	
SITE ADDRESS		220 15TH AVE N 141 NASHVILLE, TN 37203
TAX MAP		9 09-12-0, L 35-357, 359
EXISTING ZONING	МО	I-A, UZO
PROPOSED ZONING		SP
PERMITTED USES	-	ED WITHIN MUI-A BA ONING
MAXIMUM FAR		16.0
MAXIMUM BUILDING HEIGHT	30 8	STORIES
BUILDING STEP-BACK	NO S	TEP-BACK
MAXIMUM HEIGHT IN BUILD-TO-ZONE	30 8	STORIES
MIXED USE DENSITY	MULTI-FAMILY: 570 HOTEL: 375 KEYS RETAIL/ RESTAURA	
PARKING REQUIREMENTS	1	NONE
PARKING MAXIMUMS	MULTI-FAMILY: 1 SF HOTEL: 1 SPACE/ 4 RETAIL & RESTAUR	
OVERALL AREA	EXISTING	PROPOSED
SITE AREA	1.20 AC	1.10 AC
DISTURBED AREA	N/A	TBD
DEDICATED R.O.W. AREA	N/A	0.10 AC

SP NOTES

MODIFICATIONS TO ALLOW EXPANSIONS AND CONNECTIONS OF FLOOR AND PARKING PLATES ABOVE AND BELOW GRADE ACROSS ALLEY 243 MAY BE APPROVED ADMINISTRATIVELY IF THE METROPOLITAN COUNCIL APPROVES AERIAL OR SUBTERRANEAN ENCROACHMENTS.
2. RELIEF IN MASSING TO ACHIEVE EXPOSED AMENITY SPACE WITHIN THE

TN STATE PLANE

TOWER MAY BE APPROVED ADMINISTRATIVELY. FLUCTUATION IN PARKING DEMANDS MAY OCCUR WITH ADJUSTMENTS IN USES. REDUCTIONS SHOULD OCCUR AT A 1:1 RATE FOR PARKING ABOVE

> DESIGNED BY: DRAWN BY: CHECKED BY: KIMLEY-HORN PROJECT NO.

C2-00

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METRO CASE # 2022SP-049-001

DRAFT

PRELIMINARY PLANS

FOR REVIEW ONLY

118447000

SHEET NUMBER

SITE LAYOUT

APPENDIX B

Traffic Count Data

Bi-Directional Class Count || Volume Summary 15min

Nashville, TN



www.marrtraffic.com

west of 15th Ave S

Date

Thursday, March 3, 2022

Weather Fair 63°F

Lat/Long 36.157210°, -86.793074°

0000 - 2400 (24h Session) (03-03-2022)

Volume Summary 15min

	Volume Sum	nmary 15min	15min	60min
TIME	EB	WB	Total	Total
0000 - 0015	22	20	42	
0015 - 0030	43	26	69	
0030 - 0045	35	18	53	
0045 - 0100	31	11	42	206
0100 - 0115	14	16	30	
0115 - 0130	20	16	36	
0130 - 0145	17	5	22	
0145 - 0200	14	7	21	109
0200 - 0215	12	11	23	
0215 - 0230	7	11	18	
0230 - 0245	7	8	15	
0245 - 0300	7	8	15	71
0300 - 0315	10	11	21	7-
0315 - 0330	9	10	19	
0330 - 0345	7	5	12	
0345 - 0400	4	8	12	64
0400 - 0415	5	13	18	04
0415 - 0430	6	15	21	
0430 - 0445	12	36	48	
0445 - 0500	9	55	64	151
0500 - 0515	10	60	70	131
0500 - 0515	11	105	116	
0530 - 0545	19	142	161	
0545 - 0600	12	258	270	617
0600 - 0615	22	256	288	617
0615 - 0630	47	364	411	
0630 - 0645	38	284	322	
0630 - 0645	54	284 311	365	1386
0700 - 0715	106	252	358	1386
0700 - 0713		324	443	
0713 - 0730	119		443	
	127	306	433 449	1002
0745 - 0800 0800 - 0815	113 116	336 316	449	1683
0815 - 0830	117	305	432	
0830 - 0845 0845 - 0900	119 113	296 285	415 398	1667
		285	398 351	100/
0900 - 0915	113			
0915 - 0930	121	256	377	
0930 - 0945	142	240	382	1471
0945 - 1000	122	239	361	14/1
1000 - 1015	150	190	340	
1015 - 1030	144	196	340	
1030 - 1045	145	173	318	1252
1045 - 1100	158	197	355	1353
1100 - 1115	152	178	330	
1115 - 1130	188	183	371	
1130 - 1145	183	176	359	1425
1145 - 1200	172	193	365	1425

	Volume Sum	nmary 15min	15min	60min
Time	EB	WB	Total	Total
1200 - 1215	200	180	380	
1215 - 1230	184	223	407	
1230 - 1245	166	191	357	
1245 - 1300	162	212	374	1518
1300 - 1315	163	192	355	
1315 - 1330	171	164	335	
1330 - 1345	171	209	380	
1345 - 1400	195	211	406	1476
1400 - 1415	200	154	354	
1415 - 1430	187	190	377	
1430 - 1445	191	149	340	
1445 - 1500	180	182	362	1433
1500 - 1515	216	137	353	
1515 - 1530	221	136	357	
1530 - 1545	195	136	331	
1545 - 1600	200	131	331	1372
1600 - 1615	212	136	348	
1615 - 1630	187	160	347	
1630 - 1645	163	146	309	
1645 - 1700	203	144	347	1351
1700 - 1715	199	149	348	
1715 - 1730	188	148	336	
1730 - 1745	198	117	315	
1745 - 1800	178	175	353	1352
1800 - 1815	153	188	341	
1815 - 1830	142	192	334	
1830 - 1845	143	167	310	
1845 - 1900	146	160	306	1291
1900 - 1915	191	118	309	
1915 - 1930	199	140	339	
1930 - 1945	155	96	251	
1945 - 2000	117	84	201	1100
2000 - 2015	102	94	196	
2015 - 2030	100	78	178	
2030 - 2045	85	82	167	
2045 - 2100	95	59	154	695
2100 - 2115	77	61	138	
2115 - 2130	76	60	136	
2130 - 2145	58	71	129	
2145 - 2200	56	68	124	527
2200 - 2215	45	53	98	
2215 - 2230	48	56	104	
2230 - 2245	39	47	86	
2245 - 2300	47	35	82	370
2300 - 2315	60	43	103	
2315 - 2330	38	36	74	
2330 - 2345	45	26	71	
2345 - 0000	30	36	66	314

Session Total	10001	13001	23002
Session Average	104.18	135.43	239.60
Session Percentage	43.48	56.52	





Localitates																				
vehicles			orthbou	nd N (South				outhbou 4th Ave I					astboun Hynes St	d				Vestbour Bound O		
		114 24 1	TIII AVC I	V (South)	App		Thru	Right	v (ivortii)	Арр			Right	U-Turn	App	Left	Thru	Journa C	T Ramp	App
Time					Total		1.1	1.2		Total			1.3	1.4	Total	1.5	1.6	l		Total
0715 - 0730	-	-	-	-	0	-	162	4		166	-	-	0	0	0	99	0	-	-	99
0730 - 0745	-	-	-	-	0	-	213	7	-	220	-	-	0	0	0	113	0	-	-	113
0745 - 0800		┸╌	-	-	0	-	196	4	-	200	-	-	3	0	3	114	0	-	-	114
0800 - 0815			-	-	0	-	186	7	-	193	-	-	3	0	3	64	0	-	-	64
Total	0	0	0	0	0	0	757	22	0	779	0	0	6	0	6	390	0	0	0	390
Approach %	0.00	0.00	0.00	0.00	-	0.00	97.18	2.82	0.00	-	0.00	0.00	100.00	0.00	-	100.00	0.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.79	0.00	0.89	0.00	0.00	0.50	0.00	0.50	0.86	0.00	0.00	0.00	0.86
																_				
enger Vehicles (1-3)																				
senger venicles (1-5)		N	orthbou	nd			S	outhbou	nd			F	astboun	d			V	Vestbou	nd	
				N (South				4th Ave I					Hynes St					Bound O		
					App		Thru	Right		App			Right	U-Turn	App	Left	Thru			App
Time					Total		1.1	1.2		Total			1.3	1.4	Total	1.5	1.6	l		Total
0715 - 0730	-	-	-	-	0	-	153	4	-	157	-	-	0	0	0	98	0	-	-	98
0730 - 0745	-	-	-	-	0	-	206	7	-	213	-	-	0	0	0	113	0	-	-	113
0745 - 0800	-	-	-	-	0	-	190	4	-	194	-	-	3	0	3	113	0	-	-	113
0800 - 0815	-	-	-	-	0	-	181	6	=	187	-	-	3	0	3	63	0	-	-	63
Total	0	0	0	0	0	0	730	21	0	751	0	0	6	0	6	387	0	0	0	387
Approach %	0.00	0.00	0.00	0.00		0.00	97.20	2.80	0.00	-	0.00	0.00	100.00	0.00	-	100.00	0.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.75	0.00	0.88	0.00	0.00	0.50	0.00	0.50	0.86	0.00	0.00	0.00	0.86
		_			_		_				_			_	_		_			
gle Unit Trucks (4-7)	_																			
			orthbou					outhbou					astboun					Vestbou		
		TN-24 1	4th Ave I	N (South)				4th Ave I	N (North)				Hynes St					Bound O	tt-Ramp	
					App		Thru	Right		App			Right	U-Turn	App	Left	Thru	l		App
Time		—			Total		1.1	1.2		Total			1.3	1.4	Total	1.5	1.6	Ь—		Total
0715 - 0730		<u> </u>	-	-	0	-	7	0	-	7	-	-	0	0	0	1	0		-	1
0730 - 0745	4-	↓ <u> </u>	-	-	0	-	6	0	-	6	-	-	0	0	0	0	0	<u> </u>	-	0
0745 - 0800 0800 - 0815	<u> </u>	<u> </u>	-	-	0	-	4	0	-	4	-	-	0	0	0	0	0	-	-	0
0800 - 0815	-	-	-	-	0	-	3	0	-	3	-	-	0	0	0	0	0	-	<u> </u>	0
Total	_	_			_	_	20		^	20		_	•		_	_	•	_	_	- 1
Approach %	0.00	0.00	0.00	0.00	0	0.00	20 100.00	0.00	0.00	20	0.00	0.00	0.00	0.00	0	100.00	0.00	0.00	0.00	1
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.71	0.00	0.00	0.71	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25
mbination Trucks (8-13)	_			_								_								
			orthbou	na N (South				outhbou 4th Ave I					astboun	a				Vestbour Bound O		
		114-24 1	4tii Ave i	V (South)	App		Thru	Right	V (IVOI LII)	Арр			Hynes St Right	U-Turn	App	Left	Thru	Journa O	II-Kallip	App
Time					Total		1.1	1.2		Total			1.3	1.4	Total	1.5	1.6	l		Total
0715 - 0730	_	+	-		0		2	0	_	2	_		0	0	0	0	0	<u> </u>	<u> </u>	0
0730 - 0745	_	+			0		1	0		1	-	-	0	0	0	0	0	-		0
0745 - 0800	-	-	-	_	0		2	0	-	2	-	-	0	0	0	1	0	-	-	1
0800 - 0815	-	-	-	-	0	-	2	1	-	3	-	-	0	0	0	1	0	-	-	1
				•									-	_					<u> </u>	
Total	0	0	0	0	0	0	7	1	0	8	0	^								
Approach %	0.00	0.00	0.00	0.00				43.50				0	0	0	0	2	0	0	0	2
PHF		0.00			-	0.00	87.50	12.50	0.00	-	0.00	0.00	0.00	0.00	0	2 100.00	0.00	0.00	0.00	2
	0.00	0.00	0.00	0.00	0.00	0.00	87.50 0.88	0.25	0.00	0.67					0.00	_				- 0.50
					0.00					-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-
					0.00					-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-
		0.00	0.00	0.00	0.00		0.88	0.25	0.00	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-
		0.00 N	0.00	0.00 nd			0.88 S	0.25	0.00 nd	0.67	0.00	0.00 0.00	0.00 0.00 astboun	0.00	-	100.00	0.00 0.00	0.00 0.00 Vestbour	0.00 0.00	-
kes		0.00 N	0.00	0.00			0.88 Si TN-24 1	0.25 outhbou 4th Ave	0.00 nd	0.67	0.00	0.00 0.00	0.00 0.00 astboun	0.00 0.00	0.00	100.00	0.00 0.00 V	0.00	0.00 0.00	0.50
ces		0.00 N	0.00	0.00 nd	Арр		0.88 S TN-24 1 Thru	0.25 outhbou 4th Ave Right	0.00 nd	- 0.67 App	0.00	0.00 0.00	0.00 0.00 astboun Hynes St	0.00 0.00 d	- 0.00	100.00 0.50	0.00 0.00 Vi-40 S/E	0.00 0.00 Vestbour	0.00 0.00	0.50 App
ces Time	0.00	0.00 N TN-24 1	0.00 orthbou 4th Ave	nd N (South	App Total	0.00	0.88 Si TN-24 1 Thru 1.1	0.25 outhbou 4th Ave I Right 1.2	0.00 nd N (North)	- 0.67 App Total	0.00	0.00 0.00	0.00 0.00 astboun Hynes St Right 1.3	0.00 0.00 d U-Turn 1.4	- 0.00 App Total	100.00 0.50	0.00 0.00 WI-40 S/E Thru 1.6	0.00 0.00 Vestbour	0.00 0.00	O.50 App
es Time 0715 - 0730		0.00 N	0.00	0.00 nd	App Total 0		0.88 TN-24 1 Thru 1.1	0.25 outhbou 4th Ave Right 1.2 0	0.00 nd	App Total	0.00	0.00 0.00	0.00 0.00 Hynes St Right 1.3 0	0.00 0.00 d U-Turn 1.4 0	App Total	100.00 0.50 Left 1.5	0.00 0.00 V I-40 S/E Thru 1.6	0.00 0.00 Vestbour	0.00 0.00	App Total
Time 0715 - 0730 0730 - 0745	0.00	0.00 N TN-24 1	0.00 orthbou 4th Ave	nd N (South	App Total 0	0.00	0.88 TN-24 1 Thru 1.1 0	0.25 outhbou 4th Ave Right 1.2 0	0.00 nd N (North)	App Total 0	0.00	0.00 0.00	0.00 0.00 astboun Hynes St Right 1.3 0	0.00 0.00 d U-Turn 1.4 0	App Total 0	100.00 0.50 Left 1.5 0	0.00 0.00 0.00 Vi-40 S/E Thru 1.6 0	0.00 0.00 Vestbour	0.00 0.00	App Total 0
Time 0715 - 0730 0730 - 0745 0745 - 0800	0.00	0.00 N TN-24 1	0.00 orthbou 4th Ave	nd N (South	App Total 0 0	0.00	0.88 Si TN-24 1 Thru 1.1 0 0	0.25 outhbou 4th Ave Right 1.2 0 0	0.00 nd N (North)	App Total 0	0.00	0.00 0.00	0.00 0.00 0.00 Hynes St Right 1.3 0	0.00 0.00 d U-Turn 1.4 0 0	- 0.00 App Total 0 0	100.00 0.50 Left 1.5 0 0	0.00 0.00 0.00 0 1-40 \$/8 Thru 1.6 0	0.00 0.00 Vestbour	0.00 0.00	- 0.50 App Total 0 0
Time 0715 - 0730 0730 - 0745	0.00	0.00 N TN-24 1	0.00 orthbou 4th Ave I	nd N (South	App Total 0	0.00	0.88 TN-24 1 Thru 1.1 0	0.25 outhbou 4th Ave Right 1.2 0	0.00 nd N (North)	App Total 0	0.00	0.00 0.00	0.00 0.00 astboun Hynes St Right 1.3 0	0.00 0.00 d U-Turn 1.4 0	App Total 0	100.00 0.50 Left 1.5 0	0.00 0.00 0.00 Vi-40 S/E Thru 1.6 0	0.00 0.00 Vestbour	0.00 0.00	App Total 0
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815		N TN-24 1.	orthbou 4th Ave I	nd N (South	App Total 0 0	- - - -	0.88 SITN-24 1 Thru 1.1 0 0	0.25 outhbou 4th Ave Right 1.2 0 0 0	0.00 nd N (North)	- 0.67 App Total 0 0 0 0 0	- - -	0.00 0.00	0.00 0.00 0.00 0.00 Hynes St Right 1.3 0 0 0	0.00 0.00 d U-Turn 1.4 0 0 0	- 0.00 App Total 0 0 0	Left 1.5 0 0 0	0.00 0.00 1-40 S/t Thru 1.6 0 0	Vestbourd O	0.00 0.00	App Total 0 0 0 0
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total	- - - - 0	0.00 N TN-24 1.	orthbou 4th Ave	nd N (South	App Total 0 0	- - - - 0	0.88 SI TN-24 1 Thru 1.1 0 0 0	0.25 Outhbou 4th Ave Right 1.2 0 0 0 0	0.00 nd N (North)	App Total 0	- - - - 0	0.00 0.00	0.00 0.00	0.00 0.00 d U-Turn 1.4 0 0 0	- 0.00 App Total 0 0	Left 1.5 0 0 0 0	0.00 0.00	Vestbour Bound O	0.00 0.00 nd ff-Ramp	- 0.50 App Total 0 0
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach %	- - - - 0 0.00	0.00 N TN-24 1.	0.00 orthbou 4th Ave - - - - - - 0 0.00	0.00 nd N (South	App Total 0 0 0	- - - - - 0 0.00	0.88 St TN-24 1 Thru 1.1 0 0 0 0 0.00	0.25 Outhbou 4th Ave Right 1.2 0 0 0 0 0 0.00	0.00 nd N (North) 0 0.00	- 0.67 App Total 0 0 0 0 0 0 -	- - - - - 0 0.00	0.00 0.00 E	0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 d U-Turn 1.4 0 0 0 0	App Total 0 0 0	Left 1.5 0 0 0 0 0.00	0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 Vestbour Bound Or - - - - - - 0 0.00	0.00 0.00 nd ff-Ramp	App Total 0 0 0
Time 0715 - 0730 0730 - 0745 0730 - 0745 0745 - 0800 0800 - 0815	- - - - 0	0.00 N TN-24 1.	orthbou 4th Ave	nd N (South	App Total 0 0	- - - - 0	0.88 SI TN-24 1 Thru 1.1 0 0 0	0.25 Outhbou 4th Ave Right 1.2 0 0 0 0	0.00 nd N (North)	- 0.67 App Total 0 0 0 0 0	- - - - 0	0.00 0.00	0.00 0.00	0.00 0.00 d U-Turn 1.4 0 0 0	- 0.00 App Total 0 0 0	Left 1.5 0 0 0 0	0.00 0.00	Vestbour Bound O	0.00 0.00 nd ff-Ramp	App Total 0 0 0 0
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach %	- - - - 0 0.00	0.00 N TN-24 1.	0.00 orthbou 4th Ave - - - - - - 0 0.00	0.00 nd N (South	App Total 0 0 0	- - - - - 0 0.00	0.88 St TN-24 1 Thru 1.1 0 0 0 0 0.00	0.25 Outhbou 4th Ave Right 1.2 0 0 0 0 0 0.00	0.00 nd N (North) 0 0.00	- 0.67 App Total 0 0 0 0 0 0 -	- - - - - 0 0.00	0.00 0.00 E	0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 d U-Turn 1.4 0 0 0 0	App Total 0 0 0	Left 1.5 0 0 0 0 0.00	0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 Vestbour Bound Or - - - - - - 0 0.00	0.00 0.00 nd ff-Ramp	App Total 0 0 0
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF	- - - - 0 0.00	0.00 N TN-24 1.	0.00 orthbou 4th Ave - - - - - - 0 0.00	0.00 nd N (South	App Total 0 0 0	- - - - - 0 0.00	0.88 St TN-24 1 Thru 1.1 0 0 0 0 0.00	0.25 Outhbou 4th Ave Right 1.2 0 0 0 0 0 0.00	0.00 nd N (North) 0 0.00	- 0.67 App Total 0 0 0 0 0 0 -	- - - - - 0 0.00	0.00 0.00 E	0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 d U-Turn 1.4 0 0 0 0	App Total 0 0 0	Left 1.5 0 0 0 0 0.00	0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 Vestbour Bound Or - - - - - - 0 0.00	0.00 0.00 nd ff-Ramp	App Total 0 0 0
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF	- - - - 0 0.00	0.00 N TN-24 1.	0.00 orthbou 4th Ave	0.00 nd N (South)	App Total 0 0 0	- - - - - 0 0.00	0.88 STN-24 1 Thru 1.1 0 0 0 0 0 0.00	0.25 Outhbou 4th Ave Right 1.2 0 0 0 0 0.00	0.00 nd N (North)	- 0.67 App Total 0 0 0 0 0 0 -	- - - - - 0 0.00	0.00 0.00 	0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 U-Turn 1.4 0 0 0 0 0 0.00 0.00	App Total 0 0 0	Left 1.5 0 0 0 0 0.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 Vestbour Bound O	0.00 0.00 0.00 nd ff-Ramp 	App Total 0 0 0
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF	- - - - 0 0.00	0.00 N TN-24 1.	0.00 orthbou 4th Ave	0.00 nd N (South) 0 0.00 0.00	App Total 0 0 0 0	- - - - - - 0 0.00	0.88 SI TN-24 1 Thru 1.1 0 0 0 0 0.00 0.00	0.25 Outhbou 4th Ave Right 1.2 0 0 0 0 0.00 0.00	0.00 nd N (North) 0 0.00 0.00	- 0.67 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	- - - - - 0 0.00	0.00 0.00 	0.00 0.00 astboun Hynes St Right 1.3 0 0 0 0 0 0.00 astboun	0.00 0.00 d U-Turn 1.4 0 0 0 0 0.00 0.00	App Total 0 0 0	Left 1.5 0 0 0 0 0.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 Vestbourd Of Section 1	0.00 0.00 nd ff-Ramp 	App Total 0 0 0
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF	- - - - - 0.00	0.00 N TN-24 1.	0.00 orthbou 4th Ave	0.00 nd N (South)	App Total 0 0 0 0	- - - - - 0 0.00	0.88 SI TN-24 1 Thru 1.1 0 0 0 0 0.00 TN-24 1	0.25 Outhbou 4th Ave Right 1.2 0 0 0 0 0.00	0.00 nd N (North) 0 0.00 0.00	- 0.67 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	- - - - 0 0.00	0.00 0.00 	0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 d U-Turn 1.4 0 0 0 0 0.00 0.00	App Total 0 0 0 0 0 0 0 0 0 0 0	100.00 0.50 Left 1.5 0 0 0 0 0.00 0.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 Vestbourd Of Section 1	0.00 0.00 0.00 nd ff-Ramp 	App Total 0 0 0 0
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF	- - - - 0 0.00	0.00 N TN-24 1 0 0.00 0.00 N TN-24 1	0.00 orthbou 4th Ave	0.00 nd N (South) 0 0.00 0.00	App Total 0 0 0 0 0 0		0.88 St. TN-24 1 Thru 1.1 0 0 0 0 0 0 0 Thru 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.25 Outhbou 4th Ave Right 1.2 0 0 0 0 0.00 0.00	0.00 nd N (North) 0 0.00 0.00	- 0.67 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	- - - - - 0 0.00	0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 astboun Hynes St Right 1.3 0 0 0 0 0 0.00 astboun	0.00 0.00 d U-Turn 1.4 0 0 0 0 0.00 0.00	0.00 App Total 0 0 0 0 0 App Total	100.00 0.50 Left 1.5 0 0 0 0 0.00 0.00	0.00 0.00 1-40 S/t Thru 1.6 0 0 0 0 0.00 0.00 0.00	0.00 0.00 Vestbourd Of Section 1	0.00 0.00 nd ff-Ramp 	
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF		0.00 N TN-24 1.	0.00 orthbou 4th Ave	0.00 nd N (South) 0 0.00 0.00	App Total 0 0 0 0 0 0 -	0.00	0.88 S. S. TN-24 1 Thru 1.1 0 0 0 0 0 TN-24 1 WB 1d	0.25 Outhbou 4th Ave Right 1.2 0 0 0 0 0.00 0.00	0.00 nd N (North) 0 0.00 0.00	- 0.67 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 	0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 astboun Hynes St Right 1.3 0 0 0 0 0 0.00 astboun	0.00 0.00 d U-Turn 1.4 0 0 0 0 0.00 0.00	App Total 0 0 0 0 0 0 0 0 0 0 0	100.00 0.50 Left 1.5 0 0 0 0 0.00 0.00 NB 1g	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 Vestbourd Of Section 1	0.00 0.00 nd ff-Ramp 	App Total 0 0 0 0
Time	0 0.00 0.00	0.00 N TN-24 1 0 0.00 0.00 N TN-24 1 WB 1b 0	0.00 orthbou 4th Ave	0.00 nd N (South) 0 0.00 0.00	App Total 0 0 0 0 - 0.00 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 0.00 0.00	0.88 St. TN-24 1 Thru 1.1 0 0 0 0 0 0 0 Thru 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.25 Outhbou 4th Ave Right 1.2 0 0 0 0 0.00 0.00	0.00 nd N (North) 0 0.00 0.00	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0.00 0.00 0.00 0.00 0.00 0.00	0 0.00 0.00 SB 1f 0	0.00 0.00 astboun Hynes St Right 1.3 0 0 0 0 0 0.00 astboun	0.00 0.00 d U-Turn 1.4 0 0 0 0 0.00 0.00	App Total	100.00 0.50 Left 1.5 0 0 0 0.00 0.00 0.00	0.00 0.00 V V I-40 S/k Thru 1.6 0 0 0 0 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 Vestbourd Of Section 1	0.00 0.00 nd ff-Ramp 	App Total 0 0 0 0 - 0.00 App Total
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF	0.00	0.00 N TN-24 1.	0.00 orthbou 4th Ave	0.00 nd N (South) 0 0.00 0.00	App Total 0 0 0 0 0 0 -	0.00	0.88 SITN-241 Thru 1.1 0 0 0 0 0 0 0 TN-241 WB 1d 0	0.25 Outhbou 4th Ave I Right 1.2 O O O O O O O O O O O O O	0.00 nd N (North) 0 0.00 0.00	- 0.67 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 	0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 d U-Turn 1.4 0 0 0 0 0.00 0.00	App Total 0 0 0 - 0.000 App Total 0 0 0 0 - 0.000 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	100.00 0.50 Left 1.5 0 0 0 0 0.00 0.00 NB 1g	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 Vestbound O 0.00 Vestbound O 0.00 0.00 0.00 Vestbound O 0.00 0.00	0.00 0.00 nd ff-Ramp 	App Total 0 0 0 - 0.00 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF	0.00 0.00 0.00 0.00 0.00 0	0.00 N TN-24 1:	0.00 orthbou 4th Ave	0.00 nd N (South) 0 0.00 0.00	App Total 0 0 0 0 0 - 0.00		0.88 S. S. TN-24 1 1.1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.25 outhbou 4th Ave 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 nd N (North) 0 0.00 0.00	App Total 0 0 0 0 0 0 0 0	0.00 0.00 	0.00 0.00 0.00 0.00 0.00 0.00 0.00 SB 1f 0 0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 d U-Turn 1.4 0 0 0 0 0.00 0.00	App Total 0 0 0 - 0.000 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	100.00 0.50 Left 1.5 0 0 0 0.00 0.00 NB 1g 0 0	0.00 0.00 V I-40 S/R 1-40 S/R SB 1h 0	0.00 Vestbound O 0.00 Vestbound O 0.00 0.00 0.00 Vestbound O 0.00 0.00	0.00 0.00 nd ff-Ramp 	App Total 0 0 0 0 - 0.00 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF destrians Time 0715 - 0730 0730 - 0745 0745 - 0800	0.00	N TN-24 1:	0.00 orthbou 4th Ave	0.00 nd N (South) 0 0.00 0.00	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		SS TN-24 1 1.1 0 0 0 0 0.00 0.00 SS TN-24 1 WB 1d 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.25 outhbou 4th Ave 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 nd N (North) 0 0.00 0.00	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 d U-Turn 1.4 0 0 0 0 0.00 0.00	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 1.5 0 0 0 0.000 0.000 NB 1g 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 1-40 S/6 Thru 1.6 0 0 0 0.00 0.00 0.00 1-40 S/6 S/6 S/6 S/6 S/6 S/6 S/6 S/6	0.00 Vestbound O 0.00 Vestbound O 0.00 0.00 0.00 Vestbound O 0.00 0.00	0.00 0.00 nd ff-Ramp 	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0





l vehicles			lorthbou					outhbou	al				astboun	4			,	Westbou	d	
				N (South)				N (North)				Hynes St					Bound O		
		T	1	t (South)	App		Thru	Right	(14011)	App			Right	U-Turn	App	Left	Thru	l l	I namp	App
Time					Total		1.1	1.2		Total			1.3	1.4	Total	1.5	1.6			Total
1615 - 1630	-	-	-	-	0	-	176	14	-	190	-	-	2	0	2	38	0	-	-	38
1630 - 1645	-	-	-	-	0	-	181	9	-	190	-	-	5	0	5	28	0	-	-	28
1645 - 1700	-	-	-	-	0	-	158	8	-	166	-	-	2	0	2	38	0	-	-	38
1700 - 1715	-	-	-	-	0	-	179	8	-	187	-	-	6	0	6	33	0	-	-	33
						,														
Total	0	0	0	0	0	0	694	39	0	733	0	0	15	0	15	137	0	0	0	137
Approach %	0.00	0.00	0.00	0.00	-	0.00	94.68	5.32	0.00	-	0.00	0.00	100.00	0.00	-	100.00	0.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.96	0.70	0.00	0.96	0.00	0.00	0.63	0.00	0.63	0.90	0.00	0.00	0.00	0.90
congan Vahiolog (1.2)																				
senger Vehicles (1-3)			lorthbou					outhbou				E	astboun	d				Vestbou		
		TN-24 1	4th Ave	N (South)					N (North)				Hynes St					Bound O	ff-Ramp	
	_				App		Thru	Right		App			Right	U-Turn	App	Left	Thru			App
Time		<u> </u>			Total		1.1	1.2		Total			1.3	1.4	Total	1.5	1.6			Total
1615 - 1630	-	-	-	-	0	-	171	14	-	185	-	-	2	0	2	38	0	-	-	38
1630 - 1645	-	-	-	-	0	-	177	9	-	186	-	-	5	0	5	27	0	-	-	27
1645 - 1700	-	-	-	-	0	-	154	8	-	162	-	-	2	0	2	38	0	-	-	38
1700 - 1715	-	-	-	-	0	-	174	8	-	182	-	-	6	0	6	33	0	-	-	33
Total	0	0	0	0	0	0	676	39	0	715	0	0	15	0	15	136	0	0	0	136
Approach %	0.00	0.00	0.00	0.00		0.00	94.55	5.45	0.00		0.00	0.00	100.00	0.00		100.00	0.00	0.00	0.00	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.95	0.70	0.00	0.96	0.00	0.00	0.63	0.00	0.63	0.89	0.00	0.00	0.00	0.89
gle Unit Trucks (4-7)		N	lorthbou	nd			So	outhbou	nd			E	astboun	d			١	Westbou	nd	
		TN-24 1	4th Ave	N (South))		TN-24 1	4th Ave	N (North)	1			Hynes St				I-40 S/	Bound O	ff-Ramp	
					App		Thru	Right		App			Right	U-Turn	App	Left	Thru			App
Time					Total		1.1	1.2		Total			1.3	1.4	Total	1.5	1.6			Total
1615 - 1630	-	-	-	-	0	-	5	0	-	5	-	-	0	0	0	0	0	-	-	0
1630 - 1645		-	-	-	0	-	3	0	-	3	-	-	0	0	0	1	0	-	-	1
1645 - 1700		+	-	_	0	_	3	0	_	3	-		0	0	0	0	0	 	-	0
1700 - 1715	+	L			0		5	0		5	_		0	0	0	0	0			0
1700 1715	$+\dot{-}$				U		,	U	_	J	_		U	U	U	U	U			U
Total		_		-	0	0	16		_	16	0	_	_	0	0	- 1	0			1
	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	1	0	0	0	1
Approach % PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.80	0.00	0.00	0.80	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25
nbination Trucks (8-13)																				
indination fraces (8-15)		N	lorthbou	nd			Ç,	بوططفيو												
			Asla Acces		,			outhbou				E	astboun	d				Westbou		
			4th Ave	N (South	_		TN-24 1	4th Ave	nd N (North)			E	Hynes St				I-40 S/	Westbou Bound O		
	F		4th Ave		App		TN-24 1 Thru	4th Ave Right		App		E	Hynes St Right	U-Turn	App	Left	I-40 S/ Thru			App
Time			4th Ave		App Total		TN-24 1 Thru 1.1	4th Ave Right 1.2		App Total		E	Hynes St Right 1.3	U-Turn 1.4	Total	1.5	I-40 S/ Thru 1.6			Total
1615 - 1630			4th Ave		App Total 0	_	TN-24 1- Thru 1.1 0	Ath Ave Right 1.2 0		App Total 0	-	E	Right 1.3	U-Turn 1.4 0	Total 0	1.5	I-40 S/ Thru 1.6 0			Total 0
1615 - 1630 1630 - 1645	-		4th Ave		App Total 0	-	TN-24 1 Thru 1.1 0 1	Ath Ave Right 1.2 0		App Total 0	-	-	Right 1.3 0	U-Turn 1.4 0	Total 0 0	1.5 0 0	I-40 S/ Thru 1.6 0			Total 0 0
1615 - 1630 1630 - 1645 1645 - 1700			4th Ave		App Total 0 0	-	TN-24 1- Thru 1.1 0 1	4th Ave Right 1.2 0 0		App Total 0 1	-	- -	Right 1.3 0 0 0	U-Turn 1.4 0 0	Total 0 0	1.5 0 0	I-40 S/ Thru 1.6 0 0			0 0 0
1615 - 1630 1630 - 1645			4th Ave		App Total 0		TN-24 1 Thru 1.1 0 1	Ath Ave Right 1.2 0		App Total 0		-	Right 1.3 0	U-Turn 1.4 0	Total 0 0	1.5 0 0	I-40 S/ Thru 1.6 0			Total 0 0
1615 - 1630 1630 - 1645 1645 - 1700			4th Ave		App Total 0 0		TN-24 1- Thru 1.1 0 1	4th Ave Right 1.2 0 0		App Total 0 1		-	Right 1.3 0 0 0	U-Turn 1.4 0 0	Total 0 0	1.5 0 0	I-40 S/ Thru 1.6 0 0			0 0 0
1615 - 1630 1630 - 1645 1645 - 1700	- - - -		4th Ave		App Total 0 0	- - - -	TN-24 1- Thru 1.1 0 1	4th Ave Right 1.2 0 0		App Total 0 1	- - - -	-	Right 1.3 0 0 0	U-Turn 1.4 0 0	Total 0 0	1.5 0 0	I-40 S/ Thru 1.6 0 0			0 0 0
1615 - 1630 1630 - 1645 1645 - 1700 1700 - 1715	- - - - - 0 0.00	TN-24 14		N (South	App Total 0 0 0	-	TN-24 1 Thru 1.1 0 1 1	4th Ave Right 1.2 0 0 0 0 0 0 0 0 0	N (North)	App Total 0 1 0	Ü	- - -	Right 1.3 0 0 0 0 0	U-Turn 1.4 0 0 0	0 0 0 0	1.5 0 0 0 0	I-40 S/ Thru 1.6 0 0 0	Bound C	ff-Ramp	Total 0 0 0 0 0 0
1615 - 1630 1630 - 1645 1645 - 1700 1700 - 1715		TN-24 14	- - - -	0	App Total 0 0 0	- - - -	TN-24 1 Thru 1.1 0 1 1 0	4th Ave Right 1.2 0 0 0 0 0 0 0 0 0	0	App Total 0 1 1 0	- 0	- - - -	Right 1.3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 1.4 0 0 0 0	0 0 0 0	1.5 0 0 0 0	I-40 S/ Thru 1.6 0 0 0	0	ff-Ramp	Total 0 0 0 0 0 0
1615 - 1630 1630 - 1645 1645 - 1700 1700 - 1715 Total Approach %	0.00	TN-24 14	- - - - 0 0.00	0 0.00	App Total 0 0 0 0	- - - - 0 0.00	TN-24 1- Thru 1.1 0 1 1 0 2 100.00	4th Ave Right 1.2 0 0 0 0 0 0 0 0 0	0 0.00	App Total 0 1 1 0	0	- - - - 0	Right 1.3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 1.4 0 0 0 0 0	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.5 0 0 0 0 0	1-40 S/ Thru 1.6 0 0 0 0	O 0.00	0 0 0.00	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
1615 - 1630 1630 - 1645 1645 - 1700 1700 - 1715 Total Approach % PHF	0.00	TN-24 14	- - - - 0 0.00	0 0.00	App Total 0 0 0 0	- - - - 0 0.00	TN-24 1- Thru 1.1 0 1 1 0 2 100.00	4th Ave Right 1.2 0 0 0 0 0 0 0 0 0	0 0.00	App Total 0 1 1 0	0	- - - - 0	Right 1.3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 1.4 0 0 0 0 0	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.5 0 0 0 0 0	1-40 S/ Thru 1.6 0 0 0 0	O 0.00	0 0 0.00	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
1615 - 1630 1630 - 1645 1645 - 1700 1700 - 1715 Total Approach % PHF	0.00	TN-24 14	- - - - 0 0.00 0.00	(South)	App Total 0 0 0 0 0	- - - - 0 0.00	TN-24 1: Thru 1.1 0 1 1 0 2 100.00 0.50	4th Ave Right 1.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	N (North) 0 0.00 0.00	App Total 0 1 1 0 2 - 0.50	0	- - - - 0 0.00	Right 1.3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 1.4 0 0 0 0 0 0 0 0 0.00	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.5 0 0 0 0 0	1-40 S/ Thru 1.6 0 0 0 0 0 0 0.00		ff-Ramp	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
1615 - 1630 1630 - 1645 1645 - 1700 1700 - 1715 Total Approach % PHF	0.00	TN-24 14	- - - - 0 0.00 0.00	Couth	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	- - - - 0 0.00	TN-24 1. Thru 1.1 0 1 1 0 2 100.00 0.50	4th Ave Right 1.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	N (North)	App Total 0 1 1 0 2 - 0.50	0	- - - - 0 0.00	Right 1.3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 1.4 0 0 0 0 0 0 0 0.00 0.00	Total 0 0 0 0 0 0 0 0 0 -	1.5 0 0 0 0 0 0 0.00 0.00	1-40 S/ Thru 1.6 0 0 0 0 0 0.00 0.00		ff-Ramp	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
1615 - 1630 1630 - 1645 1645 - 1700 1700 - 1715 Total Approach % PHF	0.00	TN-24 14	- - - - 0 0.00 0.00	(South)	App Total 0 0 0 0 0	- - - - 0 0.00	TN-24 1: Thru 1.1 0 1 1 0 2 100.00 0.50	4th Ave Right 1.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	N (North) 0 0.00 0.00	App Total 0 1 1 0 2 - 0.50	0	- - - - 0 0.00	Right 1.3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 1.4 0 0 0 0 0 0 0 0.00 0.00 U-Turn	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.5 0 0 0 0 0	1-40 S/ Thru 1.6 0 0 0 0 0 0.00 0.00		ff-Ramp	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
1615 - 1630 1630 - 1645 1645 - 1700 1700 - 1715 Total Approach % PHF	0.00	TN-24 14	- - - - 0 0.00 0.00	(South)	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	- - - - 0 0.00	TN-24 1. Thru 1.1 0 1 1 0 2 100.00 0.50	4th Ave Right 1.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	N (North) 0 0.00 0.00	App Total 0 1 1 0 2 - 0.50	0	- - - - 0 0.00	Right 1.3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 1.4 0 0 0 0 0 0 0 0.00 0.00	Total 0 0 0 0 0 0 0 0 0 -	1.5 0 0 0 0 0 0 0.00 0.00	1-40 S/ Thru 1.6 0 0 0 0 0 0.00 0.00		ff-Ramp	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
1615 - 1630 1630 - 1645 1645 - 1700 1700 - 1715 Total Approach % PHF	0.00	TN-24 14	- - - - 0 0.00 0.00	(South)	App Total 0 0 0 0 0 0	- - - - 0 0.00	TN-24 1. Thru 1.1 0 1 1 0 2 100.00 0.50 SG TN-24 1. Thru	### Ave Right 1.2	N (North) 0 0.00 0.00	App Total 0 1 1 0 2 - 0.50	0	- - - - 0 0.00	Right 1.3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 1.4 0 0 0 0 0 0 0 0.00 0.00 U-Turn	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.5 0 0 0 0 0 0.00 0.00	1-40 S/ Thru 1.6 0 0 0 0 0 0.00 0.00		ff-Ramp	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
1615 - 1630 1630 - 1645 1645 - 1700 1700 - 1715 Total Approach % PHF	0.00	TN-24 14	- - - - 0 0.00 0.00	(South)	App Total 0 0 0 0 0 0 0 - 0 - 0 - 0 - 0 - 0 - 0	- - - - 0 0.00	TN-24 1: Thru 1.1 0 1 1 0 2 100.00 0.50 St TN-24 1: Thru 1.1	4th Ave Right 1.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	N (North) 0 0.00 0.00	App Total 0 1 1 0 2 - 0.50 App Total	0	- - - - 0 0.00	Right 1.3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 1.4 0 0 0 0 0 0 0 0.00 0.00 U-Turn 1.4	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.5 0 0 0 0 0 0.00 0.00	1-40 S/ Thru 1.6 0 0 0 0 0 0.00 0.00 1-40 S/ Thru 1.6		ff-Ramp	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
1615 - 1630 1630 - 1645 1645 - 1700 1700 - 1715 Total Approach % PHF	0.00	TN-24 14	- - - - 0 0.00 0.00	(South)	App Total 0 0 0 0	- - - - 0 0.00	TN-24 1: Thru 1.1 0 1 1 0 2 100.00 0.50 St TN-24 1: Thru 1.1	4th Ave Right 1.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	N (North) 0 0.00 0.00	App Total 0 1 1 0 2 - 0.50 App Total 0	0	- - - - 0 0.00	Right 1.3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 1.4 0 0 0 0 0 0 0.00 0.00 U-Turn 1.4 0	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.5 0 0 0 0 0 0.00 0.00	1-40 S/ Thru 1.6 0 0 0 0 0 0.00 0.00 1-40 S/ Thru 1.6		ff-Ramp	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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All vehicles																						
All Vellicles			Iorthbou					outhbou					astboun				V	Vestbo	und			
		TN-24 1	4th Ave I	N (South) App	Left	TN-24 1 Thru	4th Ave Right	N (North)	App		Chu Thru	rch St (W Right	Vest) U-Turn	App	Left	Chi	urch St		Turn	App	Int
Time					Total	2.1	2.2	2.3		Total		2.4	2.5	2.6	Total	2.7	2.8				Total	Total
0715 - 0730	-	-	-	-	0	57	128	54	-	239	-	43	79	0	122	37	284	-		0	321	682
0730 - 0745 0745 - 0800	-	-	-	-	0	77 64	178 158	70 69	-	325 291	-	36 41	90 74	0	126 115	45 47	250 277	-		0	295 324	746 730
0800 - 0815	-	-	-	-	0	49	167	63	-	279	-	51	71	0	122	44	274	-		0	318	719
Total Approach %	0.00	0.00	0.00	0.00	0	247 21.78	631 55.64	256 22.57	0.00	1134	0.00	171 35.26	314 64.74	0.00	485	173 13.75	1085 86.25	0.00		.00	1258	2877
PHF	0.00	0.00	0.00	0.00	0.00	0.80	0.89	0.91	0.00	0.87	0.00	0.84	0.87	0.00	0.96	0.92	0.96	0.00			0.97	0.96
			•											•						•		
Passenger Vehicles (1-3)																						
Passenger venicles (1-3)		N	Iorthbou	ınd			S	outhbou	nd			E	astboun	ıd			٧	Vestbo	und			1
			4th Ave I)				N (North)				rch St (W					urch St				
T '					App	Left	Thru	Right		App		Thru	Right	U-Turn	App	Left	Thru			Turn	App	Int
Time 0715 - 0730	-		-	_	Total 0	2.1 57	2.2 121	2.3 53		Total 231		2.4	2.5 76	2.6	Total 119	2.7 37	2.8	Η.		0	Total 318	Total 668
0730 - 0745	-	-	-	-	0	77	170	70	-	317	-	35	90	0	125	45	248	-		0	293	735
0745 - 0800	-		-	-	0	64	154	68	-	286	-	41	73	0	114	47	274	-		0	321	721
0800 - 0815	-	-	-	-	0	48	161	63	-	272	-	50	68	0	118	43	269	-		0	312	702
Total	0	0	0	0	0	246	606	254	0	1106	0	169	307	0	476	172	1072	0		0	1244	2826
Approach %	0.00	0.00	0.00	0.00	-	22.24	54.79	22.97	0.00	1100	0.00	35.50	64.50	0.00	4/0	13.83	86.17	0.00		.00	-244	2020
PHF	0.00	0.00	0.00	0.00	0.00	0.80	0.89	0.91	0.00	0.87	0.00	0.85	0.85	0.00	0.95	0.91	0.95	0.00			0.97	0.96
Single Unit Trucks (4-7)																						
Single Unit Trucks (4-7)		N	Iorthbou	ınd			S	outhbou	nd			E	astboun	ıd			V	Vestbo	und			1
		TN-24 1	4th Ave I	N (South)		TN-24 1	4th Ave	N (North)			Chu	rch St (W	/est)			Ch	urch St	(East)			
					App	Left	Thru	Right		App		Thru	Right	U-Turn	App	Left	Thru			Turn	App	Int
Time 0715 - 0730			-		Total	2.1	2.2	2.3		Total		2.4	2.5	2.6	Total	2.7	2.8				Total	Total
0730 - 0745	-	-	-	-	0	0	6 7	0	-	7	-	1	3	0	3	0	2	-		0	2	13
0745 - 0800	-	-	-	-	0	0	2	1	-	3	-	0	1	0	1	0	3	-		0	3	7
0800 - 0815	-	-	-	-	0	0	4	0	-	4	,	1	3	0	4	1	5	-		0	6	14
Total		_	0			0	19	_														44
Approach %	0	0																				
	0.00			0 00	0			9.52	0 00	21	0 00	22 22	77 78	0 00	9	7 14	92.86	0 00		00	14	44
PHF	0.00	0.00	0.00	0.00	0.00	0.00	90.48	9.52 0.50	0.00	- 0.75	0.00	2 22.22 0.50	7 77.78 0.58	0.00 0.00	9 - 0.56	7.14 0.25	92.86 0.65	0.00	0.	.00	0.58	0.79
		0.00	0.00	0.00	-	0.00	90.48	9.52	0.00	,	0.00	22.22	77.78	0.00	·	7.14	92.86	0.00	0.	.00	-	
PHF		0.00	0.00	0.00	-	0.00	90.48	9.52	0.00	,	0.00	22.22	77.78	0.00	·	7.14	92.86	0.00	0.	.00	-	
		0.00	0.00	0.00	-	0.00	90.48 0.68	9.52	0.00	,	0.00	22.22 0.50	77.78	0.00	·	7.14	92.86 0.65	0.00	0 0	.00	-	
PHF	0.00	0.00 0.00	0.00	0.00 0.00	0.00	0.00	90.48 0.68 S TN-24 1	9.52 0.50 outhbou 4th Ave	0.00	0.75	0.00	22.22 0.50	77.78 0.58 astboun	0.00 0.00	0.56	7.14	92.86 0.65	0.00	ound (East)	.00	0.58	0.79
PHF Combination Trucks (8-13)	0.00	0.00 0.00	0.00 0.00	0.00 0.00	0.00 O.00	0.00 0.00 Left	90.48 0.68 S TN-24 1 Thru	9.52 0.50 outhbou 4th Ave Right	0.00 0.00	- 0.75	0.00	22.22 0.50 E Chu	77.78 0.58 astboun	0.00 0.00 od vest)	0.56 App	7.14 0.25	92.86 0.65	0.00 0.00	0 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	.00 .00	0.58 App	0.79
PHF	0.00	0.00 0.00	0.00 0.00	0.00 0.00	0.00	0.00	90.48 0.68 S TN-24 1	9.52 0.50 outhbou 4th Ave	0.00 0.00	0.75	0.00	22.22 0.50	77.78 0.58 astboun	0.00 0.00	0.56	7.14	92.86 0.65	0.00 0.00	ound (East)	.00 .00	0.58	0.79
PHF Combination Trucks (8-13) Time 0715 - 0730 0730 - 0745	0.00	0.00 0.00	0.00 0.00	0.00 0.00	O.00	0.00 0.00 Left 2.1	90.48 0.68 S TN-24 1 Thru 2.2	9.52 0.50 outhbou 4th Ave Right 2.3	0.00 0.00	- 0.75 App Total	0.00	22.22 0.50 E Chu Thru 2.4	77.78 0.58 astboun rch St (W Right 2.5	0.00 0.00 o.d vest) U-Turn 2.6	O.56 App	7.14 0.25 Left 2.7	92.86 0.65	0.00 0.00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	.00 .00 Turn 2.9	O.58 App	Int Total 1
PHF Combination Trucks (8-13) Time 0715 - 0730 0730 - 0745 0745 - 0800	0.00	0.00 0.00	0.00 0.00	0.00 0.00	- 0.00 App Total 0 0 0	0.00 0.00 Left 2.1 0	90.48 0.68 S TN-24 1 Thru 2.2 1 1	9.52 0.50 outhbou 4th Ave Right 2.3 0 0	0.00 0.00	- 0.75 App Total 1 1 2	0.00	22.22 0.50 Chu Thru 2.4 0 0	77.78 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58	0.00 0.00 Vest) U-Turn 2.6 0		7.14 0.25 Left 2.7 0 0	92.86 0.65 V Chr Thru 2.8 0 0	0.00 0.00	ound (East) U	.00 .00 Turn 2.9 0	App Total 0 0	0.79 Int Total 1 1 2
PHF Combination Trucks (8-13) Time 0715 - 0730 0730 - 0745	0.00	0.00 0.00	0.00 0.00	0.00 0.00	- 0.00) App Total 0	0.00 0.00 Left 2.1 0	90.48 0.68 S TN-24 1 Thru 2.2 1	9.52 0.50 outhbou 4th Ave Right 2.3 0	0.00 0.00	App Total 1	0.00	22.22 0.50 Chu Thru 2.4 0	77.78 0.58 astboun rch St (W Right 2.5 0	0.00 0.00 0.00 Vest) U-Turn 2.6 0	App Total	7.14 0.25 Left 2.7 0	92.86 0.65 V Chr Thru 2.8 0	0.00 0.00	ound (East) U	.00 .00 Turn 2.9 0	App Total 0	Int Total 1
PHF Combination Trucks (8-13) Time 0715 - 0730 0730 - 0745 0745 - 0800		0.00 0.00 N TN-24 1	0.00 0.00	0.00 0.00	- 0.00 App Total 0 0 0 0	0.00 0.00 Left 2.1 0	90.48 0.68 TN-24 1 Thru 2.2 1 1 2	9.52 0.50 outhbou 4th Ave Right 2.3 0 0	0.00 0.00 nd N (North)	- 0.75 App Total 1 1 2 3	- - -	22.22 0.50 Chu Thru 2.4 0 0 0	77.78 0.58 0.58 astboun rch St (W Right 2.5 0 0 0	0.00 0.00 Vest) U-Turn 2.6 0 0	App Total 0 0 0	7.14 0.25 Left 2.7 0 0 0	92.86 0.65 Chr Thru 2.8 0 0 0	Vestbourch St	ound (East) U 2	Turn 2.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0	0.79 Int Total 1 1 2
PHF Combination Trucks (8-13) Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815	0.00	0.00 0.00	0.00 0.00	0.00 0.00	- 0.00 App Total 0 0 0	0.00 0.00 Left 2.1 0 0 1	90.48 0.68 TN-24 1 Thru 2.2 1 1 2 2	9.52 0.50 outhbou 4th Ave Right 2.3 0 0	0.00 0.00	- 0.75 App Total 1 1 2	0.00	22.22 0.50 Chu Thru 2.4 0 0	77.78 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58	0.00 0.00 Vest) U-Turn 2.6 0		7.14 0.25 Left 2.7 0 0	92.86 0.65 V Chr Thru 2.8 0 0	0.00 0.00	ound (East) U	.00 .00 Turn 2.9 0	App Total 0 0	0.79 Int Total 1 2 3
PHF Combination Trucks (8-13) Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total	- - - -	0.00 0.00 N TN-24 1	0.00 0.00 0.00 4th Ave	0.00 0.00 0.00	- 0.00 App Total 0 0 0 0 0	0.00 0.00 Left 2.1 0 0 1	90.48 0.68 TN-24 1 Thru 2.2 1 1 2 2	9.52 0.50 outhbou 4th Ave Right 2.3 0 0 0	0.00 0.00 nd N (North)	- 0.75 App Total 1 1 2 3 3	- - - - 0	22.22 0.50 Chu Thru 2.4 0 0 0 0	77.78 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.58	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00	App Total 0 0 0	7.14 0.25 Left 2.7 0 0 0	92.86 0.65 Chr Thru 2.8 0 0 0	Vestbourch St	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Turn 2.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0	0.79 Int Total 1 2 3
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach %	- - - - - 0 0.00	0.00 0.00 N TN-24 1	0.00 0.00 0.00 0.00	0.00 0.00 0.00	App Total 0 0 0	0.00 0.00 Left 2.1 0 0 1 1 14.29	90.48 0.68 STN-24 1 Thru 2.2 1 2 2 6 85.71	9.52 0.50 outhbou 4th Ave Right 2.3 0 0 0	0.00 0.00 nd N (North)	App Total 1 2 3	- - - - 0 0.00	22.22 0.50 Chu Thru 2.4 0 0 0 0	77.78 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.5	0.00 0.00 0.00 0.00 0.00 0.00	App Total 0 0 0	7.14 0.25 Left 2.7 0 0 0 0	92.86 0.65 Chr Thru 2.8 0 0 0 0 0	0.00 Vestbourch St 0 0.00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Turn 2.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0	0.79 Int Total 1 2 3 7
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach %	- - - - - 0 0.00	0.00 0.00 N TN-24 1	0.00 0.00 0.00 0.00	0.00 0.00 0.00	App Total 0 0 0	0.00 0.00 Left 2.1 0 0 1 1 14.29	90.48 0.68 STN-24 1 Thru 2.2 1 2 2 6 85.71	9.52 0.50 outhbou 4th Ave Right 2.3 0 0 0	0.00 0.00 nd N (North)	App Total 1 2 3	- - - - 0 0.00	22.22 0.50 Chu Thru 2.4 0 0 0 0	77.78 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.5	0.00 0.00 0.00 0.00 0.00 0.00	App Total 0 0 0	7.14 0.25 Left 2.7 0 0 0 0	92.86 0.65 Chr Thru 2.8 0 0 0 0 0	0.00 Vestbourch St 0 0.00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Turn 2.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0	0.79 Int Total 1 2 3 7
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF		0.00 0.00 TN-24 1	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 nd N (South) - - - - - 0 0.00 0.00	- 0.00 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 Left 2.1 0 0 1 1 14.29	90.48 0.68 TN-24 1 Thru 2.2 1 1 2 2 6 85.71 0.75	9.52 0.50 Outhbou 4th Ave Right 2.3 0 0 0 0 0 0.00 0.00 Outhbou	0.00 0.00 nd N (North) 0 0.00 0.00	- 0.75 App Total 1 1 2 3 3 7 - 0.58	- - - - 0 0.00	22.22 0.50 Chu Thru 2.4 0 0 0 0 0 0.00 0.00	77.78 0.58 0.58 astboun rch St (W Right 2.5 0 0 0 0 0 0.00 astboun astboun	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	App Total 0 0 0	7.14 0.25 Left 2.7 0 0 0 0	92.86 0.65 Chr Thru 2.8 0 0 0 0 0.00 0.00	Vestbo 0.00 Vestbo 0.00 Vestbo	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Turn 2.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0	0.79 Int Total 1 2 3 7
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF		0.00 0.00 TN-24 1	0.00 0.00 4th Ave 	0.00 0.00 nd N (South) - - - - - 0 0.00 0.00	- 0.00 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 Left 2.1 0 0 1 14.29 0.25	90.48 0.68 TN-24 1 Thru 2.2 1 1 2 2 6 85.71 0.75	9.52 0.50 Outhbou 4th Ave Right 2.3 0 0 0 0 0.00 0.00 Outhbou 4th Ave	0.00 0.00 0.00 N (North)	- 0.75 App Total 1 1 2 3 7 - 0.58	- - - - 0 0.00	22.22 0.50 Chu Thru 2.4 0 0 0 0 0 0.00 0.00	77.78 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0		7.14 0.25 Left 2.7 0 0 0 0 0 0.00 0.00	92.86 0.65 Chi Thru 2.8 0 0 0 0 0.00 0.00	0.00C Vestbo 0.00C	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Turn 2.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 0	0.79 Int Total 1 2 3 7
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF Bikes		0.00 0.00 TN-24 1	0.00 0.00 4th Ave I	0.00 0.00 nd N (South) - - - - - 0 0.00 0.00	- 0.00 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 Left 2.1 0 0 1 14.29 0.25	90.48 0.68 TN-24 1 Thru 2.2 1 1 2 2 2 3 85.71 0.75	9.52 0.50 outhbou 4th Ave Right 2.3 0 0 0 0 0.00 0.00 outhbou 4th Ave Right	0.00 0.00 nd N (North) 0 0.00 0.00	- 0.75 App Total 1 1 2 3 7 - 0.58	- - - - 0 0.00	22.22 0.50 Chu Thru 2.4 0 0 0 0 0 0 Chu Thru	77.78 0.58 0.58 0.58 0.58 0.58 0.60 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 d Vest) U-Turn 2.6 0 0 0 0 0.00 vest) U-Turn U-Turn U-Turn U-Turn U-Turn U-Turn U-Turn U-Turn U-Turn U-Turn		7.14 0.25 Left 2.7 0 0 0 0 0.00 0.00	92.86 0.65 Chi Thru 2.8 0 0 0 0 0 0.00 0.00 0.00	Vestbo 0.00 Vestbo 0.00 Vestbo	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	.00 .00 .00 .00 .00 .00 .00 .0000 .	App Total 0 0 0 0 - 0.000 App	0.79 Int Total 1 1 2 3 7 0.58
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF		0.00 0.00 TN-24 1	0.00 0.00 4th Ave I	0.00 0.00 nd N (South) - - - - - 0 0.00 0.00	- 0.00 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 Left 2.1 0 0 1 14.29 0.25	90.48 0.68 TN-24 1 Thru 2.2 1 1 2 2 6 85.71 0.75	9.52 0.50 Outhbou 4th Ave Right 2.3 0 0 0 0 0.00 0.00 Outhbou 4th Ave	0.00 0.00 nd N (North) 0 0.00 0.00	- 0.75 App Total 1 1 2 3 7 - 0.58	- - - - 0 0.00	22.22 0.50 Chu Thru 2.4 0 0 0 0 0 0.00 0.00	77.78 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0		7.14 0.25 Left 2.7 0 0 0 0 0 0.00 0.00	92.86 0.65 Chi Thru 2.8 0 0 0 0 0.00 0.00	Vestbo 0.00 Vestbo 0.00 Vestbo	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	.00 .00	-0.58 App Total 0 0 0 - 0 0 App Total App Total	0.79 Int Total 1 1 2 3 7 0.58
Time 0715 - 0730 0780 - 0815 Total Approach % PHF Bikes Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815		0.00 0.00 TN-24 1	0.00 0.00 4th Ave I	0.00 0.00 nd N (South) - - - - - 0 0.00 0.00	App Total O	0.00 0.00 Left 2.1 0 0 1 1 14.29 0.25 Left 2.1 1 10 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 1 0.48 \$ 1 0.68 \$ 2.2 \$ 1 1 \$ 2 2 \$ 6 85.71 \$ 0.75	9.52 0.50 4th Ave Right 2.3 0 0 0 0 0.00 0.00 0.00 4th Ave Right 2.3 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 nd N (North) 0 0.00 0.00	App Total 1 2 3 3	- - - - 0 0.00	22.22 0.50 Chu Thru 2.4 0 0 0 0 0 0.00 0.00 Chu Thru 2.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	77.78 0.58 0.58 0.58 0.58 0.58 0.58 0.60 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7.14 0.25 Left 2.7 0 0 0 0.00 0.00 0.00 Left 2.7	92.86 0.65 Chi- Thru 2.8 0 0 0 0 0.00 0.00 Chi- Thru 2.8 0 0 0 0 0 0 0 0 0 0 0 0 0	Vestbo 0.00 Vestbo 0.00 Vestbo	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Turn 2.9 0 0 0 0 Turn 2.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 - 0.000 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.79 Int Total 1 1 2 3 7 0.58
Time 0715 - 0730 0800 - 0815 Total Approach % PHF Bikes Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815		0.00 0.00 TN-24 1	0.00 0.00 4th Ave I	0.00 0.00 nd N (South) - - - - - 0 0.00 0.00	App Total 0	0.00 0.00 Left 2.1 0 0 1 1 14.29 0.25 Left 2.1 0 0 0 0 0 0 0 0 0 0 0 0 0	90.48 S TN-24 1 1 1 2 2 2 2 TN-24 17 Thru 2.2 1 1 2 2 0 0 0 0	9.52 0.50 0uthbou 4th Ave Right 2.3 0 0 0 0.00 0.00 0.00 0 0thbou Right 2.3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 nd N (North) 0 0.00 0.00	App Total 1 1 2 3 3 0.58 App Total 0 0 0 0 0	- - - - 0 0.00	22.22 0.50 Chu Thru 2.4 0 0 0 0 0 0.00 Thru 2.4 0 0 0 0 0.00 0 0 0 0 0 0 0 0 0 0 0 0	77.78 0.58 0.58 0.58 0.58 0.58 0.58 0.50 0.00 0.0	0.00 dd Vest) U-Turn 2.6 0 0 0 0 0 vest) U-Turn 2.6 0 0 0 0 U-U-Turn 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7.14 0.25 Left 2.7 0 0 0 0 0.00 0.00 Left 2.7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	92.86 0.65 Chi Thru 2.8 0 0 0 0.00 0.00 Chi Thru 2.8 0 0 0 0 0 0 0 0 0 0 0 0 0	Vestbo 0.00 Vestbo 0.00 Vestbo	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		-0.58 App Total 0 0 - 0.00 App Total 0 0 - 0.00 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.79 Int Total 1 1 2 3 7 0.58
Time 0715 - 0730 0780 - 0815 Total Approach % PHF Bikes Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815		0.00 0.00 TN-24 1	0.00 0.00 4th Ave I	0.00 0.00 nd N (South) - - - - - 0 0.00 0.00	App Total O	0.00 0.00 Left 2.1 0 0 1 1 14.29 0.25 Left 2.1 1 10 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 1 0.48 \$ 1 0.68 \$ 2.2 \$ 1 1 \$ 2 2 \$ 6 85.71 \$ 0.75	9.52 0.50 4th Ave Right 2.3 0 0 0 0 0.00 0.00 0.00 4th Ave Right 2.3 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 nd N (North) 0 0.00 0.00	App Total 1 2 3 3	- - - - 0 0.00	22.22 0.50 Chu Thru 2.4 0 0 0 0 0 0.00 0.00 Chu Thru 2.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	77.78 0.58 0.58 0.58 0.58 0.58 0.58 0.60 0.00 0.00 0.00 0.00 0.00 0.00 0.0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7.14 0.25 Left 2.7 0 0 0 0.00 0.00 0.00 Left 2.7	92.86 0.65 Chi- Thru 2.8 0 0 0 0 0.00 0.00 Chi- Thru 2.8 0 0 0 0 0 0 0 0 0 0 0 0 0	Vestbo 0.00 Vestbo 0.00 Vestbo	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Turn 2.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 - 0.000 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.79 Int Total 1 1 2 3 7 0.58
Time 0715 - 0730 0800 - 0815 Total Approach % PHF Bikes Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815		0.00 0.00 TN-24 1	0.00 0.00 4th Ave I	0.00 0.00 nd N (South) - - - - - 0 0.00 0.00	App Total 0	0.00 0.00 Left 2.1 0 0 1 1 14.29 0.25 Left 2.1 0 0 0 0 0 0 0 0 0 0 0 0 0	90.48 S TN-24 1 1 1 2 2 2 2 TN-24 17 Thru 2.2 1 1 2 2 0 0 0 0	9.52 0.50 0uthbou 4th Ave Right 2.3 0 0 0 0.00 0.00 0.00 0 0thbou Right 2.3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 nd N (North) 0 0.00 0.00	App Total 1 1 2 3 3 0.58 App Total 0 0 0 0 0	- - - - 0 0.00	22.22 0.50 Chu Thru 2.4 0 0 0 0 0 0.00 Thru 2.4 0 0 0 0 0.00 0 0 0 0 0 0 0 0 0 0 0 0	77.78 0.58 0.58 0.58 0.58 0.58 0.58 0.50 0.00 0.0	0.00 dd Vest) U-Turn 2.6 0 0 0 0 0 vest) U-Turn 2.6 0 0 0 0 U-U-Turn 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7.14 0.25 Left 2.7 0 0 0 0 0.00 0.00 Left 2.7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	92.86 0.65 Chi Thru 2.8 0 0 0 0.00 0.00 Chi Thru 2.8 0 0 0 0 0 0 0 0 0 0 0 0 0	Vestbo 0.00 Vestbo 0.00 Vestbo	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		-0.58 App Total 0 0 - 0.00 App Total 0 0 - 0.00 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.79 Int Total 1 1 2 3 7 0.58
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF Bikes Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF Total Approach % PHF Total Approach % Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach %		0.00 0.00 N TN-24 1 - - - - - - - - - - - - -	0.00	0.00 0.00 nd N (South	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 Left 2.1 0 0 0 1 1 14.29 0.25 Left 2.1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	90.48 0.68 TN-24 1 Thru 2.2 1 2 2 2 1 1 1 2 2 1 1 1 2 2 1 1 1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1	9.52 0.00 0uthbot 4th Ave Right 2.3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	App Total 1 1 2 3 3 7		22.22 0.50 Chu Thru 2.4 0 0 0 0.00 Chu Thru 2.4 0 0 0 0.00 0.00 0.00	77.78 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.5	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7.14 0.25 Left 2.7 0 0 0 0 0.00 0.00 0 0 0 0 0 0 0 0 0 0 0 0	92.86 0.65 Chi Thru 2.8 0 0 0 0.00 0.00 Chi Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000 Vestboo 0.000 0.000 0.000 Vestboo 0.000 0.000 0.000 0.000 0.000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Turn 2.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O.58 App Total O O O O O O O O O O O O O O O O O O O	0.79 Int Total 1 1 2 3 7 0.58 Int Total 0 0 0 0
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Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF Bikes Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF Total Approach % PHF Total Approach % Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach %		0.00 0.00 N TN-24 1 - - - - - - - - - - - - -	0.00	0.00 0.00 nd N (South	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 Left 2.1 0 0 0 1 1 14.29 0.25 Left 2.1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	90.48 0.68 TN-24 1 Thru 2.2 1 2 2 2 1 1 1 2 2 1 1 1 2 2 1 1 1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1	9.52 0.00 0uthbot 4th Ave Right 2.3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	App Total 1 1 2 3 3 7		22.22 0.50 Chu Thru 2.4 0 0 0 0.00 Chu Thru 2.4 0 0 0 0.00 0.00 0.00	77.78 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.5	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7.14 0.25 Left 2.7 0 0 0 0 0.00 0.00 0 0 0 0 0 0 0 0 0 0 0 0	92.86 0.65 Chi Thru 2.8 0 0 0 0.00 0.00 Chi Thru 0 0 0 0 0 0 0 0 0 0 0 0 0	0.000 Vestboo 0.000 0.000 0.000 Vestboo 0.000 0.000 0.000 0.000 0.000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Turn 2.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O.58 App Total O O O O O O O O O O O O O O O O O O O	0.79 Int Total 1 1 2 3 7 0.58 Int Total 0 0 0 0
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PHF		0.00 N TN-24 1	0.00 0.00 10rthbou	0.00 0.00 nd N (South)	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 Left 2.1 0 0 1 1 14.29 0.25	90.48 0.68 S TN-24 I 2.2 1 2 2 5 TN-24 I 0.75 S TN-24 I 0 0 0 0 0 0 0 0 TN-24 I 0 0 0 0 0 0 0 0 0	9.52 0.50 outhbou 4th Ave 0.00 0.00 outhbou 8ight 2.3 0 0 0 0.00 0.00 outhbou 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.	0.00 0.00 nd N (North) 0.00 0.00 0.00 0.00 0.00 0.00	App Total 1 1 2 3 3 -	0.00 0.00 	22.22 0.50 Chundrid	77.78 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.5	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7.14 0.25 Left 2.7 0 0 0 0 0 0.00 0.00 0 0 0 0 0 0 0 0 0 0	92.86 0.65 Chhicken 2.8 0 0 0 0 0 0.00 0.00 0.00 0 0 0 0 0 0 0	0.000 Vestbo 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Turn 2.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.79 Int Total 1 2 3 7 0.58 Int Total 0 0 0 0 0 Int Total 1 Int Total
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Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF Bikes Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF Pedestrians		0.00 N TN-24 1	0.00 0.00 10rthbou	0.00 0.00 nd N (South)	App Total 0 0 0 0.00 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 Left 2.1 0 0 0 1 1 14.29 0.25 Left 2.1 0 0 0 0 0.00 0 0 0 0 0 0 0 0 0 0 0 0 0	\$\begin{array}{c} \text{STN-24 is 3} \\ \text{SSTN-24 is 3} \\ \text{O.75} \end{array}\$ \$\text{STN-24 is 3} \\ \text{O.75} \end{array}\$ \$\text{STN-24 is 3} \\ \text{O.75} \\ \text{O.75} \end{array}\$ \$\text{STN-24 is 3} \\ \text{O.75} \\ \text{O.75} \end{array}\$ \$\text{STN-24 is 3} \\ \text{O.75} \\ \t	9.52 0.50 outhbou 4th Ave Right 2.3 0 0 0 0 0.00 0.00 0.00 0.00 0.00 0.	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	App Total 1 2 2 3 7 7 - 0.58 0.58 App Total 0 0 0 0 - 0.00 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		22.22 0.50 Chundrid	77.78 0.58 0.58 0.58 0.58 0.58 0.58 0.58 0.5	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7.14 0.25 Left 2.7 0 0 0 0.00 0.00 0.00 0 0 0 0 0 0 0 0	92.86 0.65 Chhicken	0.0C Vestboo 0.0C Vestboo 0.0C Vestboo 0.0C Vestboo 0.0C 0.0C 0.0C) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		-0.58 App Total 0 0 0 - 0.00 App Total 0 0 - 0.00 App Total 0 0 App Total 0 0 0 0 - 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.79 Int Total 1 2 3 7 0.58 Int Total 0 0 0 1 Int Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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All vehicles		N	orthbou	nd				outhbou	nd			-	astbour	d			,	Westb	ound			
	1			N (South)				N (North				rch St (V						t (East)			
T					App	Left	Thru	Right		App		Thru	Right	U-Turn	App	Left	Thru				App	Int
Time 1615 - 1630	-		-	-	Total 0	2.1	2.2 146	2.3 39	-	Total 203	-	2.4	2.5 86	2.6	Total 189	2.7	2.8	-	_		Total 160	Total 552
1630 - 1645	-	-	-	-	0	28	149	27	-	204	-	108	54	0	162	24	146	-		0	170	536
1645 - 1700 1700 - 1715		-	-	-	0	39	142	29	-	210	-	127	71	0	198	30	136	-		0	166	574
1/00 - 1/15	- 1		-	-	0	39	157	36	-	232	-	118	71	0	189	30	130	-		0	160	581
Total	0	0	0	0	0	124	594	131	0	849	0	456	282	0	738	109	547	0		0	656	2243
Approach %	0.00	0.00	0.00	0.00		14.61	69.96	15.43	0.00	-	0.00	61.79	38.21	0.00	-	16.62	83.38			.00		
PHF	0.00	0.00	0.00	0.00	0.00	0.79	0.95	0.84	0.00	0.91	0.00	0.90	0.82	0.00	0.93	0.91	0.94	0.0	0 0.	.00	0.96	0.97
Passenger Vehicles (1-3)																						
			orthbou	ind N (South	١			outhbou	ind N (North				astbour rch St (V					Westb	ound t (East)			
		114 24 1	TUI AVE	(Journ	App	Left	Thru	Right	I (IVOI LII)	App		Thru	Right	U-Turn	App	Left	Thru	I		Turn	Арр	Int
Time					Total	2.1	2.2	2.3		Total		2.4	2.5	2.6	Total	2.7	2.8		2	.9	Total	Total
1615 - 1630 1630 - 1645		-	-	-	0	18	141	39	-	198	-	102	84	0	186	25	133	-		0	158	542
1645 - 1700	1 -			-	0	28 39	143 140	27 29	-	198 208		108 127	54 71	0	162 198	24 30	145 135	1	_	0	169 165	529 571
1700 - 1715	-		-	-	0	39	155	33	-	227	-	118	71	0	189	30	128	-			158	574
										0.7.												224
Total Approach %	0.00	0.00	0.00	0.00	0	124 14.92	579 69.68	128 15.40	0.00	831	0.00	455 61.90	280 38.10	0.00	735	109 16.77	541 83.23	0.0		.00	650	2216
PHF	0.00	0.00	0.00	0.00	0.00	0.79	0.93	0.82	0.00	0.92	0.00	0.90	0.83	0.00	0.93	0.91	0.93	0.0			0.96	0.97
Single Unit Trucks (4-7)		N	orthbou	nd				outhbou	nd				astbour	d			,	Westb	ound			
	-			N (South)				N (North)			rch St (V						t (East)			
					App	Left	Thru	Right		App		Thru	Right	U-Turn	App	Left	Thru				Арр	Int
Time					Total	2.1	2.2	2.3		Total		2.4	2.5	2.6	Total	2.7	2.8		_		Total	Total
1615 - 1630 1630 - 1645	-	-	-	-	0	0	5 6	0	-	5 6	-	0	0	0	3	0	1	-	_	0	2	10 7
1645 - 1700	-	-	-	-	0	0	1	0	-	1		0	0	0	0	0	1	1		0	1	2
1700 - 1715	-	-	-	-	0	0	1	3	-	4	-	0	0	0	0	0	1	-		0	1	5
Total	0																					
IUldi				•				_		- 10	-		_	_		_	_	_			-	
Approach %		0 00	0 00	0 00	0	0	13 81 25	3 18.75	0	16	0	1 33 33	2 66.67	0	3	0	5	0		0	5	24
Approach % PHF	0.00	0.00	0.00	0 0.00 0.00	0.00	0 0.00 0.00	13 81.25 0.54	3 18.75 0.25	0 0.00 0.00	16 - 0.67	0 0.00 0.00	1 33.33 0.25	2 66.67 0.25	0 0.00 0.00	3 - 0.25	0 0.00 0.00	5 100.00 0.63		0 0.	.00	5 - 0.63	0.60
	0.00	0.00	0.00	0.00	-	0.00	81.25	18.75	0.00	-	0.00	33.33	66.67	0.00	÷	0.00	100.00	0.0	0 0.	.00	-	
PHF	0.00	0.00	0.00	0.00	-	0.00	81.25	18.75	0.00	-	0.00	33.33	66.67	0.00	÷	0.00	100.00	0.0	0 0.	.00	-	
	0.00	0.00 0.00 N	0.00 0.00 orthbou	0.00 0.00	0.00	0.00	81.25 0.54	18.75 0.25 outhbou	0.00 0.00	0.67	0.00	33.33 0.25	66.67 0.25	0.00 0.00	÷	0.00	0.63	0.0 0.0 Westb	0 0. 0 0.	.00	-	
PHF	0.00	0.00 0.00 N	0.00 0.00 orthbou	0.00	0.00	0.00	81.25 0.54 S TN-24 1	18.75 0.25 outhbou 4th Ave	0.00	0.67	0.00	33.33 0.25	66.67 0.25 astbour	0.00 0.00	0.25	0.00	100.00 0.63	0.0 0.0 Westb	0 0. 0 0. ound t (East)	.00	0.63	0.60
PHF Combination Trucks (8-13)	0.00	0.00 0.00 N	0.00 0.00 orthbou	0.00 0.00	0.00 O.00	0.00 0.00 Left	81.25 0.54 S TN-24 1 Thru	18.75 0.25 outhbou 4th Ave	0.00 0.00	- 0.67 App	0.00	33.33 0.25 E Chu Thru	66.67 0.25 astboun rch St (V	0.00 0.00 od vest)	0.25	0.00 0.00	0.63 Ch	0.0 0.0 Westb	0 0. 0 0. ound t (East)	.00 .00	- 0.63 App	0.60
PHF	0.00	0.00 0.00 N	0.00 0.00 orthbou	0.00 0.00	0.00	0.00	81.25 0.54 S TN-24 1	18.75 0.25 outhbou 4th Ave	0.00 0.00	0.67	0.00	33.33 0.25	66.67 0.25 astbour	0.00 0.00	0.25	0.00	100.00 0.63	0.0 0.0 Westb	0 0. 0 0. ound t (East) U-1	.00 .00	0.63	0.60
PHF Combination Trucks (8-13) Time 1615 - 1630 1630 - 1645	0.00	0.00 0.00 N	0.00 0.00 orthbou	0.00 0.00	- 0.00) App Total 0	0.00 0.00 Left 2.1	81.25 0.54 S TN-24 1 Thru 2.2	0.25 outhbou 4th Ave Right 2.3	0.00 0.00	App Total 0	0.00	33.33 0.25 Chu Thru 2.4	astboun rch St (W Right 2.5	0.00 0.00 o.d vest) U-Turn 2.6	App Total 0	0.00 0.00 Left 2.7	0.63 Ch Thru 2.8	0.0 0.0 Westb	0 0. 0 0. 0 0. 0 0.	00 00 Furn	App Total 0	Int Total 0
PHF Combination Trucks (8-13) Time 1615 - 1630 1630 - 1645 1645 - 1700	0.00	0.00 0.00 N	0.00 0.00 orthbou	0.00 0.00	- 0.00 App Total 0 0 0	0.00 0.00 Left 2.1 0	\$1.25 0.54 S TN-24 1 Thru 2.2 0 0	0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25	0.00 0.00	App Total 0 0	0.00	33.33 0.25 Chu Thru 2.4 0 0	66.67 0.25 astboun rch St (V Right 2.5 0	0.00 0.00 Vest) U-Turn 2.6 0	App Total 0	0.00 0.00 Left 2.7 0 0	100.00 0.63 Ch Thru 2.8 0 0	0.0 0.0 Westb	0 0. 0 0. 0 0.	Furn 1.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	- 0.63 App Total 0 0	Int Total 0 0
PHF Combination Trucks (8-13) Time 1615 - 1630 1630 - 1645	0.00	0.00 0.00 N	0.00 0.00 orthbou	0.00 0.00	- 0.00) App Total 0	0.00 0.00 Left 2.1 0	\$1.25 0.54 S TN-24 1 Thru 2.2 0	0.25 0.25 0.25 0.25 0.25 0.25 0.25	0.00 0.00	App Total 0	0.00	33.33 0.25 Chu Thru 2.4 0	astboun rch St (V Right 2.5 0	0.00 0.00 0.00 Vest) U-Turn 2.6 0	App Total 0	0.00 0.00 Left 2.7 0	0.63 Ch Thru 2.8 0	0.0 0.0 Westb	0 0. 0 0. 0 0.	Furn 1.9 0	App Total 0	Int Total 0
PHF Combination Trucks (8-13) Time 1615 - 1630 1630 - 1645 1645 - 1700	0.00	0.00 0.00 N	0.00 0.00 orthbou	0.00 0.00	- 0.00 App Total 0 0 0	0.00 0.00 Left 2.1 0	\$1.25 0.54 S TN-24 1 Thru 2.2 0 0	0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25	0.00 0.00	App Total 0 0	0.00	33.33 0.25 Chu Thru 2.4 0 0	66.67 0.25 astboun rch St (V Right 2.5 0	0.00 0.00 Vest) U-Turn 2.6 0	App Total 0	0.00 0.00 Left 2.7 0 0	100.00 0.63 Ch Thru 2.8 0 0	0.0 0.0 Westb	0 0. 0 0.	Furn 1.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	- 0.63 App Total 0 0	Int Total 0 0
Time 1615 - 1630 1630 - 1645 1645 - 1700 1700 - 1715 Total Approach %	0.00 0.00	0.00 0.00 NFN-24 14	0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00	App Total 0 0 0	0.00 0.00 Left 2.1 0 0 0 0	81.25 0.54 TN-24 1 Thru 2.2 0 0 1 1	18.75 0.25 outhbou 4th Ave Right 2.3 0 0 0 0	0.00 0.00 0.00	App Total 0 1 1	- - - - - 0 0.00	33.33 0.25 Chu Thru 2.4 0 0 0 0	66.67 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25	0.00 0.00 0.00 0.00 0.00 0.00	App Total 0 0 0	0.00 0.00 Left 2.7 0 0 0 0	100.00 0.63 Ch Thru 2.8 0 0 1 1 100.00	0 0.0 Westbergurch S	0 0. 0 0. 0 0.	Furn 1.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Fotal 0 0 1 1 -	0.60 Int Total 0 0 1 2 3
PHF Combination Trucks (8-13) Time 1615 - 1630 1630 - 1645 1645 - 1700 1700 - 1715 Total	0.00	0.00 0.00 N FN-24 14	0.00 0.00 0.00 4th Ave I	0.00 0.00 0.00	- 0.00 App Total 0 0 0 0	0.00 0.00 Left 2.1 0 0 0	81.25 0.54 TN-24 1 Thru 2.2 0 0 1 1	18.75 0.25 outhbol 4th Ave Right 2.3 0 0 0	0.00 0.00 0.00	App Total 0 0 1	- - - - 0	33.33 0.25 Chu Thru 2.4 0 0 0 0	66.67 0.25 astbour rch St (V Right 2.5 0 0 0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00	App Total 0 0 0	0.00 0.00 Left 2.7 0 0 0	100.00 0.63 Ch Thru 2.8 0 0 1	Westburch S	0 0. 0 0. 0 0.	Furn 1.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 1	0.60 Int Total 0 0 1 2
Time 1615 - 1630 1630 - 1645 1645 - 1700 1700 - 1715 Total Approach %	0.00 0.00	0.00 0.00 NFN-24 14	0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00	App Total 0 0 0	0.00 0.00 Left 2.1 0 0 0 0	81.25 0.54 TN-24 1 Thru 2.2 0 0 1 1	18.75 0.25 outhbou 4th Ave Right 2.3 0 0 0 0	0.00 0.00 0.00	App Total 0 1 1	- - - - - 0 0.00	33.33 0.25 Chu Thru 2.4 0 0 0 0	66.67 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25	0.00 0.00 0.00 0.00 0.00 0.00	App Total 0 0 0	0.00 0.00 Left 2.7 0 0 0 0	100.00 0.63 Ch Thru 2.8 0 0 1 1 100.00	0 0.0 Westbergurch S	0 0. 0 0. 0 0.	Furn 1.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Fotal 0 0 1 1 -	0.60 Int Total 0 0 1 2 3
Time 1615 - 1630 1630 - 1645 1645 - 1700 1700 - 1715 Total Approach %	0.00 0.00	0.00 0.00 NFN-24 14	0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00	App Total 0 0 0	0.00 0.00 Left 2.1 0 0 0 0	\$1.25 0.54 S TN-24 1 Thru 2.2 0 1 1 1 2 100.00 0.50	0.25 Outhbou 4th Ave Right 2.3 0 0 0 0 0 0.000	0.00 0.00 0.00 0.00 0.00 0.00	App Total 0 1 1	- - - - - 0 0.00	33.33 0.25 Chu Thru 2.4 0 0 0 0	66.67 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25	0.00 0.00 0.00 0.00 0.00 0.00	App Total 0 0 0	0.00 0.00 Left 2.7 0 0 0 0	100.00 0.63 Ch Thru 2.8 0 0 1 100.00 0.25	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0 0. 0 0. 0 0. 0 0. 0 0. 0 0.	Furn 1.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Fotal 0 0 1 1 -	0.60 Int Total 0 0 1 2 3
PHF Combination Trucks (8-13) Time 1615 - 1630 1630 - 1645 1645 - 16700 1700 - 1715 Total Approach % PHF	0.00 0.00 	0.00 0.00 N FN-24 14 - - - 0 0.00 0.00	0.00 0.00 orthbou 4th Ave I - - - - 0 0.00 0.00	0.00 0.00 nd N (South) - - - - - 0 0.00 0.00	- 0.00 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 Left 2.1 0 0 0 0	81.25 0.54 S TN-24 1 Thru 2.2 0 0 1 1 1 1 100.00 0.50	18.75 0.25 outhbot 4th Ave Right 2.3 0 0 0 0 0.00 0.00 outhbot	0.00 0.00 0.00 0.00 0.00 0.00 0.00	App Total 0 0 1 1 2	- - - - - 0 0.00	33.33 0.25 Chu Thru 2.4 0 0 0 0 0 0.00 0.00	66.67 0.25 astbourrch St (V Right 2.5 0 0 0 0 0.00 astbourd	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	App Total 0 0 0	0.00 0.00 Left 2.7 0 0 0 0	100.00 0.63 Ch Thru 2.8 0 0 1 1 100.00 0.25	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0.	Furn 1.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Fotal 0 0 1 1 -	0.60 Int Total 0 0 1 2 3
PHF Combination Trucks (8-13) Time 1615 - 1630 1630 - 1645 1645 - 16700 1700 - 1715 Total Approach % PHF	0.00 0.00 	0.00 0.00 N FN-24 14 - - - 0 0.00 0.00	0.00 0.00 orthbou 4th Ave I - - - - 0 0.00 0.00	0.00 0.00 0.00 0.00 N (South	- 0.00 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 Left 2.1 0 0 0 0 0.00 0.00	81.25 0.54 TN-24 1 Thru 2.2 0 0 1 1 1 2 100.00 0.50	18.75 0.25 outhbou 4th Ave Right 2.3 0 0 0 0 0.00 0.00 outhbou 4th Ave	0.00 0.00 0.00 0.00 0.00 0.00	App Total 0 0 1 1 2	- - - - - 0 0.00	33.33 0.25 Chu Thru 2.4 0 0 0 0 0 0.00 0.00	66.67 0.25 astbourrch St (V Right 2.5 0 0 0 0 0.00 0.00 astbourrch St (V Right 2.5 (V Right 2	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 Left 2.7 0 0 0 0 0 0.00 0.00	100.00 0.63 Ch Thru 2.8 0 0 1 1 100.00 0.25	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0 0. 0 0. 0 0. 0 0. 0 0. 0 0. 0 0. 0 0.	Furn9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Fotal 0 0 0 1 1	0.60 Int Total 0 0 1 2 3 0.38
PHF Combination Trucks (8-13) Time 1615 - 1630 1630 - 1645 1645 - 16700 1700 - 1715 Total Approach % PHF	0.00 0.00 	0.00 0.00 N FN-24 14 - - - 0 0.00 0.00	0.00 0.00 orthbou 4th Ave I - - - - 0 0.00 0.00	0.00 0.00 nd N (South) - - - - - 0 0.00 0.00	- 0.00 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 Left 2.1 0 0 0 0	81.25 0.54 S TN-24 1 Thru 2.2 0 0 1 1 1 1 100.00 0.50	18.75 0.25 outhbot 4th Ave Right 2.3 0 0 0 0 0.00 0.00 outhbot	0.00 0.00 0.00 0.00 0.00 0.00 0.00	0.67 App Total 0 0 1 1 2 - 0.50	- - - - - 0 0.00	33.33 0.25 Chu Thru 2.4 0 0 0 0 0 0.00 0.00	66.67 0.25 astbourrch St (V Right 2.5 0 0 0 0 0.00 astbourd	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 Left 2.7 0 0 0 0	100.00 0.63 Ch Thru 2.8 0 0 1 1 100.00 0.25	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0 0. 0 0. 0 0. 0 0. 0 0. 0 0. 0 0. 0 0.	00 00 00 00 00 00 00 00 00 00 00 00 00	App Fotal 0 0 0 1 1 - 0 0 0 0 0 1 App App App App App	0.60 Int Total 0 0 1 2 3 0.38
Time 1615 - 1630 1700 - 1715 Total Approach % PHF Bikes Time 1615 - 1630	0.00 0.00 	0.00 0.00 N FN-24 14 - - - 0 0.00 0.00	0.00 0.00 orthbou 4th Ave I - - - - 0 0.00 0.00	0.00 0.00 nd N (South) - - - - - 0 0.00 0.00	- 0.00 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 Left 2.1 0 0 0 0 0.00 Left	\$1.25 0.54 S TN-24 1 Thru 2.2 0 0 1 1 1 2 100.00 0.50 S S S S S S S S S S S S S	0.25 outhbot 4th Ave Right 2.3 0 0 0 0 0.00 0.00 outhbot 4th Ave	0.00 0.00 0.00 0.00 0.00 0.00 0.00	App Total 0 0 1 1 2	- - - - - 0 0.00	33.33 0.25 Chu Thru 2.4 0 0 0 0 0 0.00 0.00	66.67 0.25 astbourrch St (V Right 2.5 0 0 0 0 0.00 0.00 astbourrch St (V Right	0.00 0.00 d Vest) U-Turn 2.6 0 0 0 0.00 0 0.00 vest) U-Turn	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 Left 2.7 0 0 0 0 0.00 0.00	100.00 0.63 Ch Thru 2.8 0 0 1 1 100.00 0.25 Ch Thru	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0.	00 00 00 00 00 00 00 00 00 00 00 00 00	App Fotal 0 0 0 1 1	0.60 Int Total 0 0 1 2 3 0.38
Time 1615 - 1630 1630 - 1645 1645 - 1700 1700 - 1715 Total Approach % PHF Bikes Time 1615 - 1630 1630 - 1645	0.00 0.00 	0.00 0.00 N FN-24 14 - - - 0 0.00 0.00	0.00 0.00 orthbou 4th Ave I - - - - 0 0.00 0.00	0.00 0.00 nd N (South) - - - - - 0 0.00 0.00	App Total O	0.00 0.00 Left 2.1 0 0 0 0 0 0.00 0.00 Left 2.1 0 0 0 0 0 0 0 0 0 0 0 0 0	\$1.25 0.54 S TN-24 3 Thru 2.2 0 0 0 1 1 1 2 100.00 0.50 S S S S S S S S S S S S S	18.75	0.00 0.00 0.00 0.00 0.00 0.00 0.00	App Total 0 0 1 1 2 - 0.50	- - - - - 0 0.00	33.33 0.25 Chu Thru 2.4 0 0 0 0 0 0.00 0.00 Chu Thru 2.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	66.67 0.25 6astbourn rch St (V Right 2.5 0 0 0 0 0.00 0.00 0.00 0.00 0.00 0.	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	App Total 0 0 - 0.000 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 Left 2.7 0 0 0 0.00 0.00 Left 2.7 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	100.00 0.63 Ch Thru 2.8 0 0 0 1 1 100.00 0.25 Ch Thru 2.8 0 0 0 0 0 0 0 0 0 0 0 0 0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0.	00 00 00 00 00 00 00 00 00 00 00 00 00	App Total 0 0 1 1 - 0.25 App Total 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.60 Int Total 0 0 1 2 3 0.38 Int Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PHF Combination Trucks (8-13) Time 1615 - 1630 1630 - 1645 1645 - 1700 1700 - 1715 Total Approach % PHF Bikes Time 1615 - 1630 1630 - 1645 1645 - 1700	0.00 0.00 	0.00 0.00 N FN-24 14 - - - 0 0.00 0.00	0.00 0.00 orthbou 4th Ave I - - - - 0 0.00 0.00	0.00 0.00 nd N (South) - - - - - 0 0.00 0.00	App Total 0	0.00 0.00 Left 2.1 0 0 0.00 0.00 Left 2.1 0 0 0 0.00 0.00 0.00	\$1.25 0.54 S TN-24 12 0 0 1 1 1 2 100.00 0.50 S TN-24 12 100.00 0.50	004thbot 0000 0000 0000 0000 0000 0000 0000 0	0.00 0.00 nd N (North 0.00 0.00 0.00 0.00 0.00 0.00 0.00	App Total 0 0 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0		33.33 0.25 Chu Thru 2.4 0 0 0 0 0 0.00 0.00 0.00 Thru 2.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	66.67 0.25 Right 2.5 0 0 0 0 0 0.00 Right 2.5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 dd Vest) U-Turn 2.6 0 0 0 0 0 vest) U-Turn 2.6 0 0 0 0 U-U-Turn 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 0.00 Left 2.7 0 0 0 0.00 0.00 0	100.00 0.63 Ch Thru 2.8 0 0 1 100.00 0.25 Ch Thru 2.8 0 0 0 0 0 0 0 0 0 0 0 0 0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0 0.0. 0 0.0. 0 0.0. 0 0.0. 0 0.0. 0 0.0. 0 0.0. 0 0.0. 0 0.0. 0 0.0. 0 0.0. 0 0.0. 0 0.0. 0 0.0. 0 0.0.	00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 1 1 - - - - - - - - - - - - - - -	0.60 Int Total 0 0 1 2 3 0.38 Int Total 0 0 0 0 0
Time 1615 - 1630 1630 - 1645 1645 - 1700 1700 - 1715 Total Approach % PHF Bikes Time 1615 - 1630 1630 - 1645	0.00 0.00 	0.00 0.00 N FN-24 14 - - - 0 0.00 0.00	0.00 0.00 orthbou 4th Ave I - - - - 0 0.00 0.00	0.00 0.00 nd N (South) - - - - - 0 0.00 0.00	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 Left 2.1 0 0 0 0 0 0.00 0.00 Left 2.1 0 0 0 0 0 0 0 0 0 0 0 0 0	\$1.25 0.54 S TN-24 3 Thru 2.2 0 0 0 1 1 1 2 100.00 0.50 S S S S S S S S S S S S S	18.75	0.00 0.00 0.00 0.00 0.00 0.00 0.00	App Total 0 0 1 1 2 - 0.50	- - - - - 0 0.00	33.33 0.25 Chu Thru 2.4 0 0 0 0 0 0.00 0.00 Chu Thru 2.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	66.67 0.25 6astbourn rch St (V Right 2.5 0 0 0 0 0.00 0.00 0.00 0.00 0.00 0.	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	App Total 0 0 - 0.000 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 Left 2.7 0 0 0 0.00 0.00 Left 2.7 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	100.00 0.63 Ch Thru 2.8 0 0 0 1 1 100.00 0.25 Ch Thru 2.8 0 0 0 0 0 0 0 0 0 0 0 0 0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0 0.0. 0 0.0. 0 0.0. 0 0.0. 0 0.0. 0 0.0. 0 0.0. 0 0.0. 0 0.0. 0 0.0. 0 0.0. 0 0.0. 0 0.0. 0 0.0. 0 0.0.	00 00 00 00 00 00 00 00 00 00 00 00 00	App Total 0 0 1 1 - 0.25 App Total 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.60 Int Total 0 0 1 2 3 0.38 Int Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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### PHF Combination Trucks (8-13)	0.00 0.00 	0.00 0.00 NN-24 12 	0.00 0.00 0rthbou 4th Ave 1 0 0.00 0.00 0rthbou 4th Ave 1 0 0.00 0.00 0.00 0.00 0.00	0.00 0.00 nd N (South	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 Left 2.1 0 0 0.00 0.00 0.00 0.00 0.00 0.00 0.	\$1.25 0.54 Thru 2.2 0 0 1 1 1 2 100.00 0 0 0 0 0 0 0 0 0 0 0	001110011001110001100011000110001100011000110001100011000110001100011000110000	0.00 0.00 nd N (North 0 0.00 N (North	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 -		33.33 0.25 Chu Thru 2.4 0 0 0 0.00 0.00 Chu Thru 2.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	66.67 0.25 eastbourrch St (W Right 2.5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 0.00 0.00 Left 2.7 0 0 0 0.00 0.00 0.00 0 0 0 0 0 0 0 0	100.000 0.63 Ch Thru 2.8 0 0 1 1 100.000 0.25 Ch Thru 0.000 0.000	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0 0 0. 0 0 0. 0 0 0. 0 0 0. 0 0 0. 0 0 0. 0 0 0. 0 0 0 0. 0 0 0 0. 0 0 0 0. 0 0 0 0. 0 0 0 0. 0 0 0 0. 0 0 0 0. 0 0 0 0. 0 0 0 0. 0 0 0 0. 0 0 0 0. 0 0 0 0	00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 1 1 - 0.025 App Total 0 0 0 0 0 0 0 0 0	0.60 Int Total 0 0 1 2 3 0.38 Int Total 0 0 0 0 0 0
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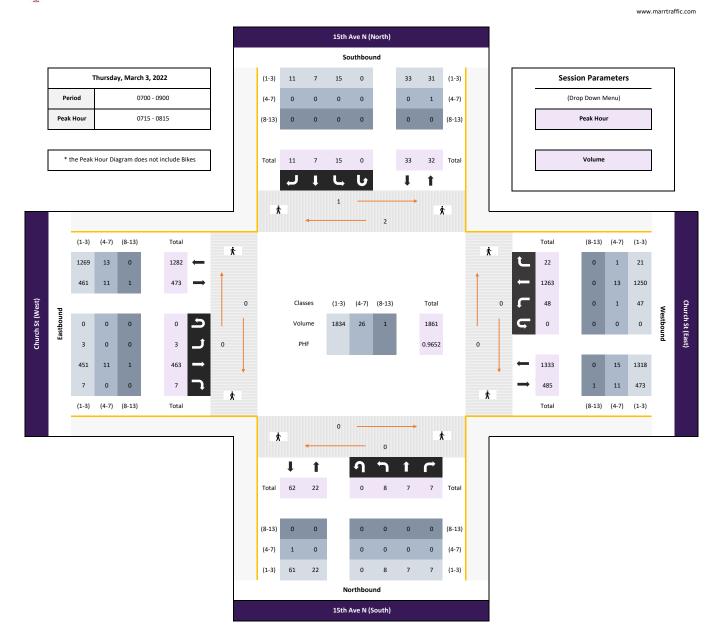
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Approach %

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All ve	hi	cl	•
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All Venicles																					
	Northbound 15th Ave N (South)						Sc	outhbou	nd			E	astboun	ıd			٧	/estboui	nd		i
		15th	Ave N (S	outh)			15th	Ave N (1	lorth)			Chu	rch St (V	Vest)			Chu	ırch St (E	ast)		
					App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0715 - 0730	2	2	1	0	5	1	2	3	0	6	1	118	1	0	120	11	320	7	0	338	469
0730 - 0745	2	0	1	0	3	4	1	3	0	8	1	124	2	0	127	11	300	4	0	315	453
0745 - 0800	1	3	4	0	8	6	3	2	0	11	1	109	2	0	112	12	334	5	0	351	482
0800 - 0815	3	2	1	0	6	4	1	3	0	8	0	112	2	0	114	14	309	6	0	329	457
Total	8	7	7	0	22	15	7	11	0	33	3	463	7	0	473	48	1263	22	0	1333	1861
Approach %	36.36	31.82	31.82	0.00	-	45.45	21.21	33.33	0.00	-	0.63	97.89	1.48	0.00	-	3.60	94.75	1.65	0.00	-	
PHF	0.67				0.63	0.58	0.92	0.00	0.75	0.75	0.93	0.88	0.00	0.93	0.86	0.95	0.79	0.00	0.95	0.97	

Passenger Vehicles (1-3)

-		N	orthbou	nd			Sc	outhbou	nd			E	astboun	d			V	/estbou	nd		1
		15th	Ave N (S	outh)			15th	Ave N (N	lorth)			Chu	rch St (W	/est)			Chu	ırch St (E	ast)		
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0715 - 0730	2	2	1	0	5	1	2	3	0	6	1	114	1	0	116	11	316	7	0	334	461
0730 - 0745	2	0	1	0	3	4	1	3	0	8	1	122	2	0	125	10	298	4	0	312	448
0745 - 0800	1	3	4	0	8	6	3	2	0	11	1	107	2	0	110	12	330	5	0	347	476
0800 - 0815	3	2	1	0	6	4	1	3	0	8	0	108	2	0	110	14	306	5	0	325	449
Total	8	7	7	0	22	15	7	11	0	33	3	451	7	0	461	47	1250	21	0	1318	1834
Approach %	36.36	31.82	31.82	0.00	-	45.45	21.21	33.33	0.00	-	0.65	97.83	1.52	0.00	-	3.57	94.84	1.59	0.00		
PHF	0.67	0.58	0.44	0.00	0.69	0.63	0.58	0.92	0.00	0.75	0.75	0.92	0.88	0.00	0.92	0.84	0.95	0.75	0.00	0.95	0.96

Single Unit Trucks (4-7)

		N	orthbou	nd			Sc	outhbou	nd			E	astboun	ıd			V	/estboui	nd		1
		15th	Ave N (S	outh)			15th	Ave N (N	North)			Chu	rch St (V	Vest)			Chu	ırch St (E	ast)		
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	8
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	4
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	6
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	1	0	4	8
Total	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	1	13	1	0	15	26
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	6.67	86.67	6.67	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.69	0.25	0.81	0.25	0.00	0.94	0.81

Combination Trucks (8-13)

		N	orthbou	nd			Sc	outhbou	ınd			E	astboun	d			W	/estbou	nd		1
		15th	Ave N (S	outh)			15th	Ave N (1	North)			Chu	rch St (V	/est)			Chu	ırch St (E	ast)		
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25

Bikes

		N	orthbou	nd			Sc	outhbou	nd			E	astboun	d			V	/estbou	nd		1
		15th	Ave N (S	outh)			15th	Ave N (1	lorth)			Chu	rch St (W	/est)			Chu	ırch St (E	ast)		
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	In
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	To
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ī
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0

Pedestrians

		N	orthbou	nd			Sc	outhbou	nd			E	astboun	d			V	/estbour	nd		1
		15th	Ave N (S	outh)			15th	Ave N (N	lorth)			Chu	rch St (W	/est)			Chu	ırch St (E	ast)		
	EB	WB			App	EB	WB			App	NB	SB			App	NB	SB			App	Int
Time	3a	3b			Total	3c	3d			Total	3e	3f			Total	3g	3h			Total	Total
0715 - 0730	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0730 - 0745	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0745 - 0800	0	0	-	-	0	0	0	1	1	0	0	0	-	1	0	0	0	1	1	0	0
0800 - 0815	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
·																					





All	vehicle
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All verticles																					
		N	orthbou	nd			Sc	outhbou	nd			E	astbour	ıd			W	/estboui	nd		i
		15th	Ave N (S	outh)			15th	Ave N (1	lorth)			Chu	rch St (V	Vest)			Chu	ırch St (E	ast)		
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1615 - 1630	3	4	10	0	17	2	13	5	0	20	3	177	12	0	192	16	152	5	0	173	402
1630 - 1645	1	7	15	0	23	2	12	1	0	15	2	145	15	0	162	20	143	8	0	171	371
1645 - 1700	0	4	7	0	11	5	20	4	0	29	9	188	5	0	202	19	140	4	0	163	405
1700 - 1715	4	6	7	0	17	2	11	7	0	20	4	187	9	0	200	21	137	10	0	168	405
Total	8	21	39	0	68	11	56	17	0	84	18	697	41	0	756	76	572	27	0	675	1583
Approach %	11.76	30.88	57.35	0.00	-	13.10	66.67	20.24	0.00	-	2.38	92.20	5.42	0.00	-	11.26	84.74	4.00	0.00	-	
PHF	0.50	0.75	0.65	0.00	0.74	0.55	0.70	0.61	0.00	0.72	0.50	0.93	0.68	0.00	0.94	0.90	0.94	0.68	0.00	0.98	0.98

Passenger Vehicles (1-3)

		N	orthbou	nd			Sc	outhbou	nd			E	astboun	d			W	/estbou	nd		1
		15th	Ave N (S	outh)			15th	Ave N (N	North)			Chu	rch St (W	/est)			Chu	ırch St (E	ast)		
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1615 - 1630	3	4	10	0	17	2	12	5	0	19	3	176	12	0	191	16	150	5	0	171	398
1630 - 1645	1	7	14	0	22	2	12	1	0	15	2	145	15	0	162	20	143	8	0	171	370
1645 - 1700	0	4	7	0	11	5	20	4	0	29	9	187	5	0	201	19	138	4	0	161	402
1700 - 1715	4	6	7	0	17	2	11	7	0	20	4	187	9	0	200	20	133	10	0	163	400
Total	8	21	38	0	67	11	55	17	0	83	18	695	41	0	754	75	564	27	0	666	1570
Approach %	11.94	31.34	56.72	0.00	-	13.25	66.27	20.48	0.00	-	2.39	92.18	5.44	0.00		11.26	84.68	4.05	0.00	-	
PHF	0.50	0.75	0.68	0.00	0.76	0.55	0.69	0.61	0.00	0.72	0.50	0.93	0.68	0.00	0.94	0.94	0.94	0.68	0.00	0.97	0.98

Single Unit Trucks (4-7)

		N	orthbou	nd			Sc	uthbou	nd			E	astbour	d			V	/estbou	nd		i
		15th	Ave N (S	outh)			15th	Ave N (N	North)			Chu	rch St (V	/est)			Chu	ırch St (E	ast)		
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1615 - 1630	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	4
1630 - 1645	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	4
Total	0	0	1	0	1	0	1	0	0	1	0	2	0	0	2	1	7	0	0	8	12
Approach %	0.00	0.00	100.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	12.50	87.50	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.25	0.00	0.25	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.50	0.25	0.58	0.00	0.00	0.50	0.75

Combination Trucks (8-13)

		N	orthbou	nd			Sc	outhbou	ınd			E	astboun	ıd			V	/estbou	nd		1
		15th	Ave N (S	outh)			15th	Ave N (1	North)			Chu	rch St (V	Vest)			Chu	ırch St (E	ast)		
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.25

Bikes

Direct																					
		N	orthbou	nd			Si	outhbou	nd			E	astboun	ıd			V	/estbou	nd		ı
		15th	Ave N (S	outh)			15th	Ave N (1	North)			Chu	rch St (V	Vest)			Chu	ırch St (E	ast)		ı
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Pedestrians

		N	orthbou	nd			Sc	outhbou	nd			E	astboun	d			V	/estbour	nd		1
		15th	Ave N (S	outh)			15th	Ave N (N	lorth)			Chu	rch St (W	/est)			Chu	ırch St (E	ast)		
	EB	WB			App	EB	WB			App	NB	SB			App	NB	SB			App	Int
Time	3a	3b			Total	3c	3d			Total	3e	3f			Total	3g	3h			Total	Total
1615 - 1630	0	0	1	1	0	0	0	1	1	0	0	0	-	,	0	0	0	,	-	0	0
1630 - 1645	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1645 - 1700	0	0	1	1	0	0	0	1	1	0	0	0	1		0	0	0		-	0	0
1700 - 1715	0	0	1	1	0	0	0	1	1	0	0	0	-	1	0	0	0			0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
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Click here for Map

Nashville, TN





All vehicles																					
		N	orthbou	nd			Si	outhbou	nd			E	astboun	d			V	/estbour	nd		i
		15th	Ave N (S	outh)			15th	Ave N (1	North)			Hyı	nes St (W	est)			Ну	nes St (E	ast)		i
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0715 - 0730	3	5	0	0	8	0	8	5	0	13	1	0	0	0	1	4	1	0	0	5	27
0730 - 0745	1	4	0	0	5	0	6	5	0	11	1	0	1	0	2	3	4	0	0	7	25
0745 - 0800	4	4	1	0	9	2	12	3	0	17	0	1	1	0	2	3	1	1	0	5	33
0800 - 0815	0	5	0	0	5	0	6	3	0	9	0	3	0	0	3	1	5	0	0	6	23
Total	8	18	1	0	27	2	32	16	0	50	2	4	2	0	8	11	11	1	0	23	108
Approach %	29.63	66.67	3.70	0.00	-	4.00	64.00	32.00	0.00	-	25.00	50.00	25.00	0.00	-	47.83	47.83	4.35	0.00	-	
PHF	0.50	0.90	0.25	0.00	0.75	0.25	0.67	0.80	0.00	0.74	0.50	0.33	0.50	0.00	0.67	0.69	0.55	0.25	0.00	0.82	0.82

r asseriger vernicles (1-5)																					
		N	orthbou	nd			Sc	outhbou	nd			E	astboun	d			V	/estboui	nd		i
		15th	Ave N (S	outh)			15th	Ave N (1	lorth)			Hyr	nes St (W	'est)			Hy	nes St (E	ast)		
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0715 - 0730	3	5	0	0	8	0	8	5	0	13	1	0	0	0	1	4	1	0	0	5	27
0730 - 0745	1	4	0	0	5	0	6	5	0	11	1	0	1	0	2	3	4	0	0	7	25
0745 - 0800	4	4	1	0	9	2	12	3	0	17	0	1	1	0	2	3	1	1	0	5	33
0800 - 0815	0	4	0	0	4	0	6	3	0	9	0	3	0	0	3	1	4	0	0	5	21
Total	8	17	1	0	26	2	32	16	0	50	2	4	2	0	8	11	10	1	0	22	106
Approach %	30.77	65.38	3.85	0.00	-	4.00	64.00	32.00	0.00	-	25.00	50.00	25.00	0.00	-	50.00	45.45	4.55	0.00	-	
PHF	0.50	0.85	0.25	0.00	0.72	0.25	0.67	0.80	0.00	0.74	0.50	0.33	0.50	0.00	0.67	0.69	0.63	0.25	0.00	0.79	0.80
•																					

Single Unit Trucks (4-7)

		N	orthbou	nd			Sc	outhbou	nd			Ε	astboun	d			V	/estbou	nd		
		15th	Ave N (S	outh)			15th	Ave N (1	North)			Hyr	nes St (W	'est)			Ну	nes St (E	ast)		
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	1	
PHF	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.2
-																					

Combination Trucks (8-13)

		N	orthbou	nd			S	outhbou	ınd			E	astbour	id			V	/estbou	nd		1
		15th	Ave N (S	outh)			15th	Ave N (1	North)			Hyr	nes St (W	'est)			Ну	nes St (E	ast)		
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.25
-																					

Bikes

inco																					
		N	orthbou	nd			Sc	outhbou	nd			E	astboun	ıd			V	/estbou	nd		i
		15th	Ave N (S	outh)			15th	Ave N (1	North)			Hyr	nes St (W	'est)			Ну	nes St (E	ast)		
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	li
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	To
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.

Pedestrians

		N	orthbou	nd			Si	outhbou	nd			E	astboun	d			V	/estboui	nd		
		15th	Ave N (S	outh)			15th	Ave N (1	lorth)			Hyr	nes St (W	'est)			Ну	nes St (E	ast)		
	EB	WB			App	EB	WB			App	NB	SB			App	NB	SB			App	Int
Time	4a	4b			Total	4c	4d			Total	4e	4f			Total	4g	4h			Total	Total
0715 - 0730	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0730 - 0745	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0745 - 0800	0	0	-	-	0	0	0		1	0	0	0	1	1	0	0	0	1	1	0	0
0800 - 0815	0	0	-	-	0	0	0		-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00





vehic	

		N	orthbou	nd			Sc	outhbou	nd			Ε	astboun	d			V	Vestboui	nd		1
		15th	Ave N (S	outh)			15th	Ave N (1	North)			Hyr	nes St (W	'est)			Ну	nes St (E	ast)		
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1645 - 1700	2	19	1	0	22	0	13	1	0	14	4	1	5	0	10	2	3	2	0	7	53
1700 - 1715	2	17	2	0	21	1	16	1	0	18	9	4	1	0	14	3	2	5	0	10	63
1715 - 1730	0	20	3	0	23	0	5	0	0	5	5	7	4	0	16	2	4	3	0	9	53
1730 - 1745	1	18	3	0	22	0	14	3	0	17	0	5	1	0	6	2	7	4	0	13	58
Total	5	74	9	0	88	1	48	5	0	54	18	17	11	0	46	9	16	14	0	39	227
Approach %	5.68	84.09	10.23	0.00	-	1.85	88.89	9.26	0.00	-	39.13	36.96	23.91	0.00	-	23.08	41.03	35.90	0.00	-	
PHF	0.63	0.93	0.75	0.00	0.96	0.25	0.75	0.42	0.00	0.75	0.50	0.61	0.55	0.00	0.72	0.75	0.57	0.70	0.00	0.75	0.90

Passenger Vehicles (1-3)

-		N	orthbou	nd			Sc	outhbou	nd			E	astboun	d			V	/estbour	nd		1
		15th	Ave N (S	outh)			15th	Ave N (1	North)			Hyr	nes St (W	est)			Ну	nes St (E	ast)		
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1645 - 1700	2	19	1	0	22	0	13	1	0	14	4	1	5	0	10	2	3	2	0	7	53
1700 - 1715	2	17	2	0	21	1	16	1	0	18	9	4	1	0	14	3	2	5	0	10	63
1715 - 1730	0	20	3	0	23	0	5	0	0	5	5	7	4	0	16	2	4	3	0	9	53
1730 - 1745	1	18	3	0	22	0	14	3	0	17	0	5	1	0	6	2	7	4	0	13	58
Total	5	74	9	0	88	1	48	5	0	54	18	17	11	0	46	9	16	14	0	39	227
Approach %	5.68	84.09	10.23	0.00	-	1.85	88.89	9.26	0.00	-	39.13	36.96	23.91	0.00		23.08	41.03	35.90	0.00	-	
PHF	0.63	0.93	0.75	0.00	0.96	0.25	0.75	0.42	0.00	0.75	0.50	0.61	0.55	0.00	0.72	0.75	0.57	0.70	0.00	0.75	0.90

Single Unit Trucks (4-7)

,		N	orthbou	nd			Sc	outhbou	nd			E	astbour	ıd			٧	Vestbou	nd		1
		15th	Ave N (S	outh)			15th	Ave N (1	lorth)			Hyr	nes St (W	'est)			Ну	nes St (E	ast)		
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	ı	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	1	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Combination Trucks (8-13)

		N	orthbou	nd			Sc	outhbou	ınd			E	astboun	ıd			V	/estbou	nd		ı
		15th	Ave N (S	outh)			15th	Ave N (1	North)			Hyr	nes St (W	'est)			Ну	nes St (E	ast)		
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Bikes

Direct																					
	Northbound					Si	outhbou	uthbound Eastbound							Westbound						
	15th Ave N (South)				15th Ave N (North)					Hynes St (West)						i					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	4.1	4.2	4.3	4.4	Total	4.5	4.6	4.7	4.8	Total	4.9	4.10	4.11	4.12	Total	4.13	4.14	4.15	4.16	Total	Total
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Pedestrians

Northbound										E	astboun	d		Westbound						
	15th	Ave N (S	outh)			15th	Ave N (N	lorth)			Hyı	nes St (W	'est)			Hy	nes St (E	ast)		ĺ
EB	WB			App	EB	WB			App	NB	SB			App	NB	SB			App	Int
4a	4b			Total	4c	4d			Total	4e	4f			Total	4g	4h			Total	Tota
0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	4a 0 0 0 0 0 0	15th EB WB 4a 4b 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15th Ave N (S EB WB 4a 4b 0 0 - 0 0 - 0 0 0 - 0 0 0 - 0 0 0 - 0 0 0 0 0.00 0.00	4a 4b	15th Ave N (South) EB WB Ab App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 - 0 0 0 0 - 0 0 0 0 - 0 0 0 0 - 0 0 0 0 - 0 0 0 0 - 0 0 0 0 - 0 0 0 0 - 0 0 0 0 - 0 0 0 0 0	15th Ave N (South)	15th Ave N (South) 15th Ave N (South) 15th Ave N (South) 15th App EB WB 4a 4b 7total 4c 4d 4d 4d 4d 4d 4d 4d	15th Ave N (South) 15th Ave N (N EB WB App EB WB Total 4c 4d 4d 4d 4d 4d 4d 4d	15th Ave N (South)	15th Ave N (South) 15th Ave N (North) 15th Ave N (North)	TSth Ave N (South)	15th Ave N (South) 15th Ave N (North) Hyu EB	15th Ave N (South) 15th Ave N (North) Hynes St (W 4a 4b Total 4c 4d 4d Total 4c 4d 4d 4d 4d 4d 4d 4d	Tight Ave N (South)	15th Ave N (South) 15th Ave N (North) Hynes St (West)	Tith Ave N (South)	Total App EB WB App EB WB App Total App App	15th Ave N (South) 15th Ave N (North) Hynes St (West) Hynes St (West) Hynes St (E E B WB App E B WB Total 4c 4d Total 4e 4f Total 4g 4h App Total 4e 4f Total 4g 4h App Total 4g 4h App Total 4g 4h App App	15th Ave N (South) 15th Ave N (North) 15th Ave N (North) Hynes St (West) Hynes St (East)	Tight Ave N (South)

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Nashville, TN





l vehicles		Northbound			Southbou	and			Eastboun	ud.			14	Vestbou	ad	
		15th Ave			Drivewa				arlotte A		-)	-			Ave (East)	
	Left Thru		App	Left Thru		U-Turn A	p Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	Арр
Time	5.1 5.2	5.3 5.4	Total	5.5 5.6	-	5.8 To		5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total
0715 - 0730	2 0	3 0	5	0 0			0	271	5	0	276	4	455	4	0	463
0730 - 0745	3 0	5 0	8	2 0	0	0		292	6	0	298	7	455	2	0	464
0745 - 0800	2 1	11 0	14	0 0	0	0		305	8	0	314	9	420	0	0	429
0800 - 0815	5 0	10 0	15	0 0	0	0		293	4	0	297	9	360	1	0	370
		1 1 -		- , -				,								
Total	12 1	29 0	42	2 0	0	0	1	1161	23	0	1185	29	1690	7	0	1726
Approach %	28.57 2.38	69.05 0.00		100.00 0.00		0.00	0.08	97.97	1.94	0.00	-	1.68	97.91	0.41	0.00	-
PHF	0.60 0.25	0.66 0.00	0.70	0.25 0.00		0.00 0.		0.95	0.72	0.00	0.94	0.81	0.93	0.44	0.00	0.93
****	0.00 0.23	0.00	0.70	0.23 0.00	0.00	0.00 0.	0.23	0.55	0.72	0.00	0.54	0.01	0.55	0.44	0.00	0.55
senger Vehicles (1-3)																
		Northbound			Southbou	ınd			Eastbour	ıd			V	Vestboui	nd	
		15th Ave			Drivewa			TN-24 Ch			t)	1			Ave (East)	
	Left Thru		Арр	Left Thru		U-Turn A	p Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App
Time	5.1 5.2	5.3 5.4	Total	5.5 5.6		5.8 To		5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total
0715 - 0730	2 0	3 0	5	0 0	0	0		260	5	0	265	4	447	4	0	455
0730 - 0745			-									7				
	3 0	5 0	8	2 0	0	0 :		284	6	0	290		445	2	0	454
0745 - 0800	2 1	11 0	14	0 0	0	0		298	8	0	307	9	412	0	0	421
0800 - 0815	4 0	10 0	14	0 0	0	0	0	281	4	0	285	9	348	1	0	358
Total	11 1	29 0	41	2 0	0	0 :		1123	23	0	1147	29	1652	7	0	1688
Approach %	26.83 2.44	70.73 0.00	L - T	100.00 0.00	0.00	0.00	0.09	97.91	2.01	0.00		1.72	97.87	0.41	0.00	-
PHF	0.69 0.25	0.66 0.00	0.73	0.25 0.00	0.00	0.00 0.	.5 0.25	0.94	0.72	0.00	0.93	0.81	0.92	0.44	0.00	0.93
	<u> </u>						-									
gle Unit Trucks (4-7)																
0 3 (4-1)		Northbound			Southbou	ınd			Eastbour	ıd			_	Vestbou	nd	
		15th Ave			Drivewa			TN-24 Ch			-1	_			Ave (East)	
	1 - Co Thomas			1 - ft Th		 	. 1.6									
	Left Thru			Left Thru	-	U-Turn A		Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App
Time	5.1 5.2	5.3 5.4	Total	5.5 5.6	_	5.8 To		5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total
0715 - 0730	0 0	0 0	0	0 0	0	0	0	9	0	0	9	0	8	0	0	8
0730 - 0745	0 0	0 0	0	0 0	0	0	0	8	0	0	8	0	9	0	0	9
0745 - 0800	0 0	0 0	0	0 0	0	0	0	5	0	0	5	0	7	0	0	7
0800 - 0815	1 0	0 0	1	0 0	0	0	0	7	0	0	7	0	9	0	0	9
	1							•		•				•		
Total	1 0	0 0	1	0 0	0	0	0	29	0	0	29	0	33	0	0	33
Approach %	100.00 0.00	0.00 0.00	-	0.00 0.00		0.00	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-
PHF	0.25 0.00	0.00 0.00	0.25	0.00 0.00		0.00 0.		0.81	0.00	0.00	0.81	0.00	0.92	0.00	0.00	0.92
	0.20					0.00			0.00						0.00	
	-															
			-													
mbination Trucks (8-13)																
mbination Trucks (8-13)		Northbound			Southbou	ınd			Eastbour	ıd			W	Vestbou	nd	
mbination Trucks (8-13)		Northbound 15th Ave			Southbou				astboun))			Vestboui		
mbination Trucks (8-13)		15th Ave	Ann		Drivewa	у	n Loft	TN-24 Ch	arlotte A	ve (Wes			TN-24 Ch	narlotte /	Ave (East)	
	Left Thru	15th Ave Right U-Turn		Left Thru	Drivewa u Right	y U-Turn A		TN-24 Ch Thru	arlotte A Right	ve (Wes	App	Left	TN-24 Ch Thru	Right	Ave (East) U-Turn	App
Time	Left Thru 5.1 5.2	15th Ave Right U-Turn 5.3 5.4	Total	Left Thru 5.5 5.6	Drivewa u Right 5.7	U-Turn A 5.8 To	al 5.9	TN-24 Ch Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	TN-24 Ch Thru 5.14	Right 5.15	Ave (East) U-Turn 5.16	App Total
Time 0715 - 0730	Left Thru 5.1 5.2 0 0	15th Ave Right U-Turn 5.3 5.4 0 0	Total 0	Left Thru 5.5 5.6 0 0	Drivewa Right 5.7	U-Turn A 5.8 To	al 5.9	TN-24 Ch Thru 5.10	Right 5.11	U-Turn 5.12	App Total 2	Left 5.13 0	TN-24 Ch Thru 5.14 0	Right 5.15	U-Turn 5.16	App Total 0
Time 0715 - 0730 0730 - 0745	Left Thru 5.1 5.2 0 0 0 0	15th Ave Right U-Turn	Total 0 0	Left Thru 5.5 5.6 0 0 0 0	Drivewa Right 5.7 0	U-Turn A 5.8 To 0 0	5.9 0	TN-24 Ch Thru 5.10 2 0	Right 5.11 0	U-Turn 5.12 0	App Total 2	Left 5.13 0 0	TN-24 Ch Thru 5.14 0 1	Right 5.15 0	U-Turn 5.16 0	App Total 0
Time 0715 - 0730 0730 - 0745 0745 - 0800	Left Thru 5.1 5.2 0 0 0 0 0 0	15th Ave Right U-Turn 5.3 5.4 0 0 0 0 0 0 0 0 0	Total 0 0 0 0	Left Thru 5.5 5.6 0 0 0 0 0 0	Drivewa Right 5.7 0 0 0	U-Turn A 5.8 To 0 0	5.9 0 0	TN-24 Ch Thru 5.10 2 0	Right 5.11 0 0	U-Turn 5.12 0 0	App Total 2 0	Left 5.13 0 0 0	TN-24 Ch Thru 5.14 0 1	Right 5.15 0 0	U-Turn 5.16 0 0	App Total 0 1
Time 0715 - 0730 0730 - 0745	Left Thru 5.1 5.2 0 0 0 0	15th Ave Right U-Turn	Total 0 0	Left Thru 5.5 5.6 0 0 0 0	Drivewa Right 5.7 0	U-Turn A 5.8 To 0 0	5.9 0 0	TN-24 Ch Thru 5.10 2 0	Right 5.11 0	U-Turn 5.12 0	App Total 2	Left 5.13 0 0	TN-24 Ch Thru 5.14 0 1	Right 5.15 0	U-Turn 5.16 0	App Total 0
Time 0715 - 0730 0730 - 0745 0745 - 0800	Left Thru 5.1 5.2 0 0 0 0 0 0	15th Ave Right U-Turn 5.3 5.4 0 0 0 0 0 0 0 0 0	Total 0 0 0 0	Left Thru 5.5 5.6 0 0 0 0 0 0	Drivewa Right 5.7 0 0 0	U-Turn A 5.8 To 0 0	5.9 0 0	TN-24 Ch Thru 5.10 2 0	Right 5.11 0 0	U-Turn 5.12 0 0	App Total 2 0	Left 5.13 0 0 0	TN-24 Ch Thru 5.14 0 1	Right 5.15 0 0	U-Turn 5.16 0 0	App Total 0 1
0715 - 0730 0730 - 0745 0745 - 0800	Left Thru 5.1 5.2 0 0 0 0 0 0	15th Ave Right U-Turn 5.3 5.4 0 0 0 0 0 0 0 0 0	Total 0 0 0 0	Left Thru 5.5 5.6 0 0 0 0 0 0	Drivewa Right 5.7 0 0 0	U-Turn A 5.8 To 0 0	5.9 0 0 0 0 0	TN-24 Ch Thru 5.10 2 0	Right 5.11 0 0	U-Turn 5.12 0 0	App Total 2 0	Left 5.13 0 0 0	TN-24 Ch Thru 5.14 0 1	Right 5.15 0 0	U-Turn 5.16 0 0	App Total 0 1
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815	Left Thru 5.1 5.2 0 0 0 0 0 0 0 0 0 0	15th Ave Right U-Turn 5.3 5.4 0 0 0 0 0 0 0 0	Total 0 0 0 0 0 0 0	Left Thru 5.5 5.6 0 0 0 0 0 0 0 0	Drivewa Right 5.7 0 0 0 0	U-Turn A 5.8 To 0 0	5.9 0 0 0 0 0	TN-24 Cr Thru 5.10 2 0 2 4	Right 5.11 0 0 0 0	U-Turn 5.12 0 0 0	App Total 2 0 2 4	Left 5.13 0 0 0 0 0	TN-24 Ch Thru 5.14 0 1 1	Right 5.15 0 0 0 0	U-Turn 5.16 0 0 0	App Total 0 1 1
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815	Left Thru 5.1 5.2 0 0 0 0 0 0 0 0 0 0 0 0	15th Ave Right U-Turn 5.3 5.4 0 0 0 0 0 0 0 0	Total 0 0 0 0 0 0 0	Left Thru 5.5 5.6 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Drivewa Right 5.7 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn A 5.8 Tc 0 0	5.9 0 0 0 0 0 0 0 0	TN-24 Cr Thru 5.10 2 0 2 4	Right 5.11 0 0 0 0 0	U-Turn 5.12 0 0 0	App Total 2 0 2 4	Left 5.13 0 0 0 0 0 0 0 0	TN-24 Ch Thru 5.14 0 1 2	Right 5.15 0 0 0 0 0	Ve (East) U-Turn 5.16 0 0 0 0	App Total 0 1 1
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach %	Left Thru 5.1 5.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Sth Ave Right U-Turn	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left Thru 5.5 5.6 0 0 0 0 0 0 0 0 0 0 0 0	Drivewa Right 5.7 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn A 5.8 Tc 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5.9 0 0 0 0 0 0 0 0	TN-24 Cr Thru 5.10 2 0 2 4	Right 5.11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 5.12 0 0 0 0	App Total 2 0 2 4	Left 5.13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 Ch Thru 5.14 0 1 1 2 4 100.00	Right 5.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 5.16 0 0 0 0 0	App Total 0 1 1 2
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach %	Left Thru 5.1 5.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Sth Ave Right U-Turn	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left Thru 5.5 5.6 0 0 0 0 0 0 0 0 0 0 0 0	Drivewa Right 5.7 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn A 5.8 Tc 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5.9 0 0 0 0 0 0 0 0	TN-24 Cr Thru 5.10 2 0 2 4	Right 5.11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 5.12 0 0 0 0	App Total 2 0 2 4	Left 5.13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 Ch Thru 5.14 0 1 1 2 4 100.00	Right 5.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 5.16 0 0 0 0 0	App Total 0 1 1 2
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Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach %	Left Thru 5.1 5.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15th Ave Right U-Turn 5.3 5.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left Thrus	Drivewa Right 5.7 0 0 0 0 0 0 0 0 0 0 0 0 0 0	V U-Turn A 5.8 To 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5.9 0 0 0 0 0 0 0 0	TN-24 Cr Thru 5.10 2 0 2 4 8 100.00 0.50	Right 5.11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 5.12 0 0 0 0 0 0 0 0.00	App Total 2 0 2 4	Left 5.13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 Ch Thru 5.14 0 1 2 4 100.00 0.50	Right 5.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ave (East) U-Turn 5.16 0 0 0 0 0 0 0 0 0.00	App Total 0 1 1 2
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Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF	Left Thru 5.1 5.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15th Ave Right U-Turn 5.3 5.4 0 0 0 0 0 0 0 0 0 0 0 0 10 0 0 0 0 0 0 0 0 0 0 0 15th Ave Right U-Turn Right U-Turn	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left Thru 5.5 5.6 0 0 0 0 0 0 0 0 0 0 0 0 0.00 0.00 0.00 0.00	Drivewa J. Right 5.7 0 0 0 0 0 0 Drivewa Drivewa J. Right	V	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 Cr Thru 5.10 2 0 2 4 8 100.00 0.50 TN-24 Cr Thru	Right 5.11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 5.12 0 0 0 0 0 0 0.00 0.00 deve (Wes'	App Total 2 0 2 4 8 - 0.50	Left 5.13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 Ch Thru 5.14 0 1 1 2 4 100.00 0.50	Right 5.15 0 0 0 0 0 0 0 Vestbour	Ave (East) U-Turn 5.16 0 0 0 0 0 0 0.00 0.00 Ave (East) U-Turn	App Total 0 1 1 2 4 - 0.50
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF	Left Thru 5.1 5.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15th Ave Right U-Turn 5.3 5.4 0	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left Thrrc 5.5 5.6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Drivewa J Right 5.7 0 0 0 0 0 Drivewa Drivewa J Right 5.7 Southbox Drivewa J Right 5.7	y	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 CF Thru 5.10 2 0 0 2 4 4 5 100.00 0.50 Thru 5.10 0 0.50	Right 5.11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 5.12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 2 0 2 4 8 - 0.50 t) App Total	Left 5.13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 Ch Thru 5.14 0 1 2 4 100.00 0.50	Right 5.15 0 0 0 0 0 0 0 0 0 0 0 0 Right 5.15	Ave (East) U-Turn 5.16 0 0 0 0 0 0 0.00 0.00 Ave (East) U-Turn 5.16	App Total 0 1 1 2 4 - 0.50
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF	Left Thru 5.1 5.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0.00 0.00 0.00 Left Thru 5.1 5.2 0 0 0	15th Ave Right U-Turn S.3 5.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left Thrrr. 5.5 5.6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Drivewa J. Right 5.7 0 0 0 0 0 0 0 0 0 0 No.00 Drivewa Drivewa J. Right 5.7 0 0 0 0 0 0 0 0 0 0 0 0 0	V U-Turn A To S.8 To O O O O O O O O O O O O O O O O O O	0	TN-24 Cr Thru 5.10 2 0 2 4 8 8 100.00 0.50 TN-24 Cr Thru 5.10	Right 5.11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 5.12 0 0 0 0 0 0 0 0 0 U-Turn 5.12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 2 0 2 4 8 - 0.50	Left 5.13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 Ch Thru 5.14 0 1 1 2 4 100.00 0.50	Right 5.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 1 1 2 4 - 0.50 App Total 0
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF tes Time 0715 - 0730 0730 - 0745	Left Thru 5.1 5.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15th Ave Right U-Turn 5.3 5.4 0	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left Thrr.	Drivewa J. Right 5.7 0 0 0 0 0 Drivewa Drivewa J. Right Southbox Drivewa J. Right 5.7 0 0 0 0 0 0 0 0 0 0 0 0 0	V	0	TN-24 CF Thru 5.10 2 0 2 4 100.00 0.50 TN-24 CF Thru 5.10 0	Right 5.11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 5.12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 2 0 2 4 8 - 0.50 t) App Total 0 0	Left 5.13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 Ch Thru 5.14 0 1 1 2 4 100.00 0.50 W TN-24 Ch Thru 5.14 0 0	Right 5.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ave (East) U-Turn 5.16 0 0 0 0 0 0.00 0.00 0.00	App Total 0 1 2 4 0.50 App Total 0 0 0 0
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF es Time 0715 - 0730 0730 - 0745 0745 - 0800	Left Thru 5.1 5.2 0	15th Ave Right U-Turn 5.3 5.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left Thrift S.5 S.6	Drivewa J. Right 5.7 0 0 0 0 0 0 0 Drivewa J. Right 5.7 0 Right 5.7 Right 5.7 Right 5.7 Right 5.7 Right 6.7 Right 6	V U-Turn A C U-Turn A	0	TN-24 CF Thru 5.10 2 0 0 2 4 4 8 100.00 0.50 Thru 5.10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right 5.11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ve (Wes' U-Turn 5.12 0 0 0 0 0 0 0.00 0.00 0.00 deve (Wes' U-Turn 5.12 0 0 0 0	App Total 2 0 2 4 8 - 0.50	Left 5.13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 Ch Thru 5.14 0 1 1 2 4 100.00 0.50 W TN-24 Ch Thru 5.14 0 0	Right 5.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ave (East) U-Turn 5.16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 0 0 0
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF es	Left Thru 5.1 5.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15th Ave Right U-Turn 5.3 5.4 0	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left Thrr.	Drivewa J. Right 5.7 0 0 0 0 0 Drivewa Drivewa J. Right Southbox Drivewa J. Right 5.7 0 0 0 0 0 0 0 0 0 0 0 0 0	V	0	TN-24 CF Thru 5.10 2 0 2 4 100.00 0.50 TN-24 CF Thru 5.10 0	Right 5.11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 5.12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 2 0 2 4 8 - 0.50 t) App Total 0 0	Left 5.13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 Ch Thru 5.14 0 1 1 2 4 100.00 0.50 W TN-24 Ch Thru 5.14 0 0	Right 5.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ave (East) U-Turn 5.16 0 0 0 0 0 0.00 0.00 0.00	App Total 0 1 2 4 0.50 App Total 0 0 0 0
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815	Left Thru 5.1 5.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15th Ave Right U-Turn 5.3 5.4 0	Total	Left Thrrr 5.5 5.6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Drivewa J. Right 5.7 0 0 0 0 0 0 Drivewa J. Right 5.7 0 Right 5.7 0 0 0 0 0 0 0 0 0 0 0 0 0	Y U-Turn A 5.8 TC 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	al 5.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 CF Thru 5.10 2 0 2 4 4 8 100.00 0.50 TN-24 CF Thru 5.10 0 0 0 1 1 1	Right 5.11 0 0 0 0.00 0.00 0.00 0.00 0.00 0.0	ve (Wes' U-Turn 5.12 0 0 0 0 0 0 0 0.00 U-Turn 5.12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 2 0 2 4 8 - 0.50 t) App Total 0 0	Left 5.13 0 0 0 0.00 0.00 0.00 0.00 0.00 0.00	TN-24 Ch Thru 5.14 0 1 1 2 4 100.00 0.50 W TN-24 Ch Thru 5.14 0 0 0	Right 5.15 0 0 0 0.00 0.00 0.00 0.00 0.00 0.0	Ave (East) U-Turn 5.16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 1 1 2 - 0.50 App Total 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF es Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total	Left Thru 5.1 5.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0.00 0.00 0.00 Left Thru 5.1 5.2 0	15th Ave Right U-Turn 5.3 5.4 0 0 0 0 0 0 0 0 0 0 0 0 0.00 0.00 0.00 0.00 0.00 15th Ave Right U-Turn 5.3 5.4 0	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left Thr. 5.5. 5.6. 6.0 0.0 0.00 0.00 0.00 0.00	Drivewa Right Right O O O O O O O O O	V U-Turn A 5.8 TC 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	p Left al 5.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 CP Thru 5.10 2 2 0 0 2 4 4 100.00 0.50 TN-24 CP Thru 5.10 0 0 0 1 1	Right 5.11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 5.12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 2 0 2 4 8 - 0.50 t) App Total 0 0	Left 5.13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 CF Thru 5.14 0 1 1 2 4 100.00 0.50 WM TN-24 CF Thru 5.14 0 0 0 1	Right 5.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ave (East) U-Turn 5.16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 0 0 0 0 0
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF es Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815	Left Thru 5.1 5.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15th Ave Right U-Turn 5.3 5.4 0	Total	Left Thrrr 5.5 5.6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Drivewa Right Right O O O O O O O O O	Y U-Turn A 5.8 TC 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	al 5.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 CF Thru 5.10 2 0 2 4 4 8 100.00 0.50 TN-24 CF Thru 5.10 0 0 0 1 1 1	Right S.11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ve (Wes' U-Turn 5.12 0 0 0 0 0 0 0 0.00 U-Turn 5.12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 2 0 2 4 8 - 0.50 t) App Total 0 0	Left 5.13 0 0 0 0.00 0.00 0.00 0.00 0.00 0.00	TN-24 Ch Thru 5.14 0 1 1 2 4 100.00 0.50 W TN-24 Ch Thru 5.14 0 0 0	Right 5.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ave (East) U-Turn 5.16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 1 1 2 - 0.50 App Total 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF es Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total	Left Thru 5.1 5.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0.00 0.00 0.00 Left Thru 5.1 5.2 0	15th Ave Right U-Turn 5.3 5.4 0	Total	Left Thr. 5.5. 5.6. 6.0 0.0 0.00 0.00 0.00 0.00	Drivewa Right S.7 O O O O O O O O O	V U-Turn A 5.8 TC 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	al 5.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 CF Thru 5.10 2 0 2 4 8 8 100.00 0.50 TN-24 CF Thru 5.10 0 0 1 1 100.00	Right 5.11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 5.12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 2 0 2 4 8 - 0.50 t) App Total 0 0	Left 5.13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 CF Thru 5.14 0 1 1 2 4 100.00 0.50 WM TN-24 CF Thru 5.14 0 0 0 1	Right 5.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ave (East) U-Turn 5.16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 1 1 2 - 0.50 App Total 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF es Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815	Left Thru 5.1 5.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15th Ave Right U-Turn 5.3 5.4 0	Total	Left Thrrr 5.5 5.6 5.6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Drivewa Right S.7 O O O O O O O O O	V U-Turn A 5.8 TC O O O O O O O O O O O O O O O O O O	al 5.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 CF Thru 5.10 2 0 2 4 8 8 100.00 0.50 TN-24 CF Thru 5.10 0 0 1 1 100.00	Right 5.11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 5.12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 2 4 4 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	Left 5.13 0 0 0 0.00 0.00 0 0 0 0 0 0 0 0 0 0 0	TN-24 CP Thru 5.14 0 1 1 1 2 4 100.00 0.50 TN-24 CP Thru 5.14 0 0 1 1 1 100.00	Right 5.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ave (East) U-Turn 5.16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 1 1 2 2 0.50 App Total 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF es Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815	Left Thru 5.1 5.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15th Ave Right U-Turn 5.3 5.4 0	Total	Left Thrrr 5.5 5.6 5.6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Drivewa Right S.7 O O O O O O O O O	V U-Turn A 5.8 TC O O O O O O O O O O O O O O O O O O	al 5.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 CF Thru 5.10 2 0 2 4 8 8 100.00 0.50 TN-24 CF Thru 5.10 0 0 1 1 100.00	Right 5.11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 5.12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 2 4 4 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	Left 5.13 0 0 0 0.00 0.00 0 0 0 0 0 0 0 0 0 0 0	TN-24 CP Thru 5.14 0 1 1 1 2 4 100.00 0.50 TN-24 CP Thru 5.14 0 0 1 1 1 100.00	Right 5.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ave (East) U-Turn 5.16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 1 1 2 2 0.50 App Total 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF es Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF	Left Thru 5.1 5.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15th Ave Right U-Turn 5.3 5.4 0	Total	Left Thrrr 5.5 5.6 5.6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Drivewa Right S.7 O O O O O O O O O	V U-Turn A 5.8 TC O O O O O O O O O O O O O O O O O O	al 5.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 CF Thru 5.10 2 0 2 4 8 8 100.00 0.50 TN-24 CF Thru 5.10 0 0 1 1 100.00	Right 5.11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U-Turn 5.12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 2 4 4 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	Left 5.13 0 0 0 0.00 0.00 0 0 0 0 0 0 0 0 0 0 0	TN-24 CP Thru 5.14 0 1 1 1 2 4 100.00 0.50 TN-24 CP Thru 5.14 0 0 1 1 1 100.00	Right 5.15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ave (East) U-Turn 5.16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 1 1 2 2 0.50 App Total 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach %	Left Thru 5.1 5.2 0	15th Ave Right U-Turn 5.3 5.4 0	Total	Left Thr. 5.5 5.6 0 0 0 0 0 0 0 0 0 0 0 0 0 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	Drivewa Right 5.7 0.0 0.00	V U-Turn S.8 TC 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	al 5.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 CF Thru 5:10 2 0 2 4 4 100.000 0.50 TN-24 CF 100.000 0.50 TN-24 CF 100.000 0.50 TN-24 CF 100.000 0.50	Right S	U-Turn 5.12 0 0 0.00 0.00 0.00 0.00 0.00 0.00 0.	App Total 2 4 4 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	Left 5.13 0 0 0 0.00 0.00 0 0 0 0 0 0 0 0 0 0 0	IN-24 CF Thru 0 1 1 2 4 100.00 0.50 IN-24 CF Thru 5.14 0 0 0 1 1 100.00 0.50	Right S.15 O	Ave (East) U-Turn 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 1 1 2 2 0.50 App Total 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach %	Left Thru 5.1 5.2 0	15th Ave	Total	Left Thr. 5.5 5.6 0 0 0 0 0 0 0 0 0 0 0 0 0 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	Drivewa Right 5.7 0 0 0 0 0 0 0 0 0	V U-Turn A 5.8 TC 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	al 5.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 CF Thru S 100.000 TN-24 CF Thru S 100.000 TN-24 CF Thru S 100.000 TN-24 CF Thru S 100.00 Thru	Right S-11 S-11	U-Turn 0	App Total 0 0 1 1 - 0.25	Left 5.13 0 0 0 0.00 0.00 0.00 0.00 0.00 0.00	TN-24 CF Thru 5.14 0 1 1 2 4 100.00 0.50 Thru 5.14 0 0 0 1 1 1 100.00 0 1 1 1 1 1 1 1 1 1	Right S.15	Ave (East) U-Turn 5.16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 1 1 1 - 0.25
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach %	Left Thru 5.1 5.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15th Ave Right U-Turn 5.3 5.4 0	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left Thrr. 5.5 5.6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Drivewa Right S.7 O O O O O O O O O	V U-Turn A A To Company A To Co	al 5.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 CF Thru Thru S:10 2 0 2 4 4 8 8 100.000 0.50 TN-24 CF 1100.000 0.25	Right S-11 S-11	U-Turn 0	App Total 2 0 0.50	Left 5.13 0 0 0 0.00 0.00 0 0 0 0 0 0 0 0 0 0 0	IN-24 CF Thru 0 1 1 2 4 100.00 0.50 IN-24 CF Thru 0 0 0 1 1 100.00 0.50	Right S.15	Ave (East) U-Turn 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App App Total 0 0 0 1 1 1 0 0 0 0 1 1 1 1 1 1 1 1 1
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF	Left Thru 5.1 5.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0.00 0.00 Left Thru 5.1 5.2 0	15th Ave	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left Thru 5.5. 5.6. 6.0 0 0 0 0 0.00 0.00 0.00 0.	Drivewa Right S.7 O O O O O O O O O	V U-Turn A 5.8 TC 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	al 5.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 CF Thru 5.10 2 0 0 2 4 4 100.000 TN-24 CF Thru 5.10 0.50 TN-24 CF Thru 5.10 0 0 0 1 1 100.000 0 0.25	Right S-11 S-11	U-Turn 0	App Total 0 0 0 1 1 - 0.25	Left 5.13 0 0 0 0.00 0.00 0.00 0.00 0.00 0.00	TN-24 CF Thru 0 1 1 2 2 4 100.00 0.50 1 WW.7N-24 CF 5B	Right S.15	Ave (East) U-Turn 5.16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF es Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF	Left Thru 5.1 5.2 0	15th Ave	App O	Left Thru: 5.5 5.6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Drivewa Right S.7 O O O O O O O O O	V U-Turn A S.8 TC O O O O O O O O O O O O O O O O O O	al 5.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 Ch Thru Thru 5.10 2 0 0 2 4 8 100.000 0.50 TN-24 Ch SB 5f	Right S-11 S-11	U-Turn 0	App Total 2 0 0 0 0 0 1 1 1 0 0 0 0 1 1 1 0 0 0 0	Left 5.13 0 0 0 0.000 0.	IN-24 CF Thru 0 1 1 2 4 100.00 0.50 IN-24 CF 1 100.00 0.25 IN-24 CF SB Sh	Right S.15	Ave (East) U-Turn 5.16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 1 1 2 4 - 0.50 App Total 0 1 1 - 0.25
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF es Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF	Left Thru 5.1 5.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0.00 0.00 Left Thru 5.1 5.2 0	15th Ave	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left Thru 5.5. 5.6. 6.0 0 0 0 0 0.00 0.00 0.00 0.	Drivewa Right S.7 O O O O O O O O O	V U-Turn A 5.8 TC 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	al 5.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 CF Thru 5.10 2 0 0 2 4 4 100.000 TN-24 CF Thru 5.10 0.50 TN-24 CF Thru 5.10 0 0 0 1 1 100.000 0 0.25	Right S-11 S-11	U-Turn 0	App Total 0 0 0 1 1 - 0.25	Left 5.13 0 0 0 0.00 0.00 0.00 0.00 0.00 0.00	TN-24 CF Thru 0 1 1 2 2 4 100.00 0.50 1 WW.7N-24 CF 5B	Right S.15	Ave (East) U-Turn 5.16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF es Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF	Left Thru 5.1 5.2 0	15th Ave	App O	Left Thru: 5.5 5.6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Drivewa Right S.7 O O O O O O O O O	V U-Turn A S.8 TC O O O O O O O O O O O O O O O O O O	al 5.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 Ch Thru Thru 5.10 2 0 0 2 4 8 100.000 0.50 TN-24 Ch SB 5f	Right S-11 S-11	U-Turn 0	App Total 2 0 0 0 0 0 1 1 1 0 0 0 0 1 1 1 0 0 0 0	Left 5.13 0 0 0 0.000 0.	IN-24 CF Thru 0 1 1 2 4 100.00 0.50 IN-24 CF 1 100.00 0.25 IN-24 CF SB Sh	Right S.15	Ave (East) U-Turn 5.16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 1 1 2 4 - 0.50 App Total 0 1 1 - 0.25
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF **Ces** Time 0715 - 0730 0800 - 0815 Total Approach % PHF **Ces** **Time 0715 - 0730 0800 - 0815 Total Approach % PHF	Left Thru 5.1 5.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15th Ave	App Total 0 0 0 0 0 0 0 0 0	Left Thru 5.5 5.6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Drivewa Right S.7 O O O O O O O O O	Y U-Turn S.8 T.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	al 5.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 CF Thru 5:10 2 0 2 4 4 8 100:000 0.50 TN-24 CF Thru 5:10 0 0 1 1 100:000 0.25	Right S-11 S-11	U-Turn 0	App Total 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 5.13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	IN-24 CF Thru 0 1 1 2 4 100.00 0.50 WW. 100.00 0.50 WW. 100.00 0.50 WW. 100.00 0.50 WW. 100.00 0.50 WW. 100.00 0.50 0.14 0.00 0.00 0.00 0.00 0.00 0.00 0.0	Right Righ	Ave (East) U-Turn 5.16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 1 1 1 2 2 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Time 0715 - 0730 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF Approach % 0730 - 0745 0730 - 0745 0730 - 0745 0745 - 0800 0800 - 0815 Total Approach % PHF	Left Thru 5.1 5.2 0	15th Ave Right U-Turn 5.3 5.4 0 0 0 0 0 0 0 0 0 0 0.00 0.00 0.00 15th Ave Right U-Turn 5.3 5.4 0 0 0 0 0 0 0 0	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left Thr. 5.5 5.6 0 0 0 0 0 0 0 0 0 0 0 0 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	Drivewa Right S.7 O O O O O O O O O	V U-Turn A 5.8 TC O O O O O O O O O O O O O O O O O O	al 5.9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TN-24 Ct Thru 5.10 2 0 0 2 4 8 8 100.000 0.50 TN-24 Ct Thru 5.10 0 0 1 1 100.000 0.25	Right S-11 S-11	U-Turn 0	App Total 2 0 0 0 1 1 1 - 0.25	Left 5.13 0 0 0 0.00 0.00 0.00 0.00 NB 5g 0 0 0	IN-24 CF Thru 0 1 1 2 4 4 0 0.50 1 1 1 2 4 4 0 0.50 0 .50 1 1 1 2 4 0 0 0.50 0 .50 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right Righ	Ave (East) U-Turn 5.16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App Total 0 0 1 1 1 - 1 1 1 1 1 1 1 1 1 1 1 1 1 1







ll vehicles		N	orthbou	nd			S	outhbou	nd			F	astboun	ıd			V	Vestbou	nd	
			15th Ave					Drivewa			-		arlotte A		+)				Ave (East)
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	Арр	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	Арр
Time	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total
1600 - 1615	5	0	10	0	15	0	0	0	0	0	0	380	12	0	392	13	283	2	0	298
1615 - 1630	4	0	22	0	26	0	0	0	0	0	0	402	4	0	406	9	285	1	0	295
1630 - 1645	7	0	25	0	32	0	0	0	0	0	1	399	6	0	406	10	275	6	1	292
1645 - 1700	3	0	26	0	29	0	0	0	0	0	2	378	9	0	389	11	338	4	1	354
		<u> </u>				_			·		_	570			505		550			551
Total	19	0	83	0	102	0	0	0	0	0	3	1559	31	0	1593	43	1181	13	2	1239
Approach %	18.63	0.00	81.37	0.00	102	0.00	0.00	0.00	0.00	U	0.19	97.87	1.95	0.00	1333	3.47	95.32	1.05	0.16	1233
PHF					0.00					0.00					0.00					0.00
РПГ	0.68	0.00	0.80	0.00	0.80	0.00	0.00	0.00	0.00	0.00	0.38	0.97	0.65	0.00	0.98	0.83	0.87	0.54	0.50	0.88
ssenger Vehicles (1-3)																				
		N	orthbou				S	outhbou	nd				astboun					Vestbou		
			15th Ave	9				Drivewa	/		7	N-24 Ch	arlotte A	ve (Wes	t)		TN-24 Cl	narlotte .	Ave (East)
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App
Time	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total
1600 - 1615	5	0	10	0	15	0	0	0	0	0	0	374	12	0	386	12	279	2	0	293
1615 - 1630	4	0	22	0	26	0	0	0	0	0	0	394	4	0	398	9	278	1	0	288
1630 - 1645	7																			
		0	25	0	32	0	0	0	0	0	1	395	6	0	402	10	269	6	1	286
1645 - 1700	3	0	26	0	29	0	0	0	0	0	2	372	9	0	383	11	332	4	1	348
						L										L				
Total	19	0	83	0	102	0	0	0	0	0	3	1535	31	0	1569	42	1158	13	2	1215
Approach %	18.63	0.00	81.37	0.00		0.00	0.00	0.00	0.00	-	0.19	97.83	1.98	0.00	┖	3.46	95.31	1.07	0.16	-
PHF	0.68	0.00	0.80	0.00	0.80	0.00	0.00	0.00	0.00	0.00	0.38	0.97	0.65	0.00	0.98	0.88	0.87	0.54	0.50	0.87
						•										•				
rala Unit Tauraka (4.7)																				
ngle Unit Trucks (4-7)				_			_					_							_	
			orthbou					outhbou					astboun					Vestbou		
			15th Ave	2				Drivewa	/		7	N-24 Ch	arlotte A	ve (Wes	t)		TN-24 Cl	narlotte .	Ave (East)
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App
Time	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	1	3	0	0	4
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	6	0	0	6
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	4	0	0		0		0	0	
					0	٠	۰	·	U	0		-	۰	0	4	U	6	•	•	6
				•	U				U	0		-	Ü	Ü	4	U	0			0
Total	0	0	0	0	0	0	0	0	0		0		0	0		1	19	0	0	
Total Approach %	0.00	0.00	0.00							0		21			21					20
				0		0	0	0	0		0	21	0	0		1	19	0	0	
Approach %	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0	0	21 100.00	0.00	0.00	21	1 5.00	19 95.00	0.00	0.00	20
Approach %	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0	0	21 100.00	0.00	0.00	21	1 5.00	19 95.00	0.00	0.00	20
Approach % PHF	0.00	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0	0	21 100.00	0.00	0.00	21	1 5.00	19 95.00	0.00	0.00	20
Approach % PHF	0.00	0.00	0.00	0 0.00 0.00	0	0	0 0.00 0.00	0 0.00 0.00	0 0.00 0.00	0	0	21 100.00 0.66	0 0.00 0.00	0 0.00 0.00	21	1 5.00	19 95.00 0.79	0 0.00 0.00	0 0.00 0.00	20
Approach % PHF	0.00	0.00 0.00	0.00 0.00 orthbou	0 0.00 0.00	0	0	0 0.00 0.00	0 0.00 0.00	0 0.00 0.00	0	0 0.00 0.00	21 100.00 0.66	0 0.00 0.00	0 0.00 0.00	0.66	1 5.00 0.25	19 95.00 0.79	0 0.00 0.00	0 0.00 0.00	20 - 0.83
Approach % PHF	0.00	0.00 0.00	0.00 0.00 orthbou 15th Ave	0 0.00 0.00	0 - 0.00	0 0.00 0.00	0 0.00 0.00	0 0.00 0.00	0 0.00 0.00	0 - 0.00	0 0.00 0.00	21 100.00 0.66	0 0.00 0.00	0 0.00 0.00	21 0.66	1 5.00 0.25	19 95.00 0.79 V	0 0.00 0.00	0 0.00 0.00	20 - 0.83
Approach % PHF ombination Trucks (8-13)	0.00 0.00	0.00 0.00 N	0.00 0.00 orthbou 15th Ave	0 0.00 0.00	0 - 0.00	0 0.00 0.00	0 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00	0 - 0.00	0 0.00 0.00	21 100.00 0.66	0 0.00 0.00	0 0.00 0.00 0.00	21 - 0.66 t) App	1 5.00 0.25	19 95.00 0.79 V TN-24 Ch	0 0.00 0.00 Vestbou aarlotte	0 0.00 0.00 0.00	20 - 0.83
Approach % PHF ombination Trucks (8-13) Time	0.00 0.00 Left 5.1	0.00 0.00 N Thru 5.2	0.00 0.00 orthbou 15th Ave Right 5.3	0 0.00 0.00	O - O.00 App Total	0 0.00 0.00	0 0.00 0.00 S Thru 5.6	0 0.00 0.00 0.00 0.00 Drivewa Right 5.7	0 0.00 0.00 0.00	0 - 0.00 App Total	0 0.00 0.00 Left 5.9	21 100.00 0.66	0 0.00 0.00 0.00	0 0.00 0.00 0.00	21 0.66 t) App	1 5.00 0.25	19 95.00 0.79 V V TN-24 Ch Thru 5.14	0 0.00 0.00 Vestbou parlotte	0 0.00 0.00 0.00 nd Ave (East U-Turn 5.16	20 - 0.83
Approach % PHF ombination Trucks (8-13)	0.00 0.00	0.00 0.00 N	0.00 0.00 orthbou 15th Ave	0 0.00 0.00	0 - 0.00	0 0.00 0.00	0 0.00 0.00	0 0.00 0.00 0.00	0 0.00 0.00	0 - 0.00	0 0.00 0.00	21 100.00 0.66	0 0.00 0.00	0 0.00 0.00 0.00	21 - 0.66 t) App	1 5.00 0.25	19 95.00 0.79 V TN-24 Ch	0 0.00 0.00 Vestbou aarlotte	0 0.00 0.00 0.00	20 - 0.83
Approach % PHF ombination Trucks (8-13) Time	0.00 0.00 Left 5.1	0.00 0.00 N Thru 5.2	0.00 0.00 orthbou 15th Ave Right 5.3	0 0.00 0.00	O - O.00 App Total	0 0.00 0.00 0.00	0 0.00 0.00 S Thru 5.6	0 0.00 0.00 0.00 0.00 Drivewa Right 5.7	0 0.00 0.00 0.00	0 - 0.00 App Total	0 0.00 0.00 1 Left 5.9	21 100.00 0.66 N-24 Ch Thru 5.10	0 0.00 0.00 0.00	0 0.00 0.00 0.00	21 0.66 t) App	1 5.00 0.25 Left 5.13	19 95.00 0.79 V V TN-24 Ch Thru 5.14	0 0.00 0.00 Vestbou parlotte	0 0.00 0.00 0.00 nd Ave (East U-Turn 5.16	20 - 0.83 App Total
Approach % PHF ombination Trucks (8-13) Time 1600 - 1615	0.00 0.00 Left 5.1 0	0.00 0.00 N Thru 5.2 0	0.00 0.00	0 0.00 0.00 0.00	0 - 0.00 App Total 0 0	0 0.00 0.00 Left 5.5 0	0 0.00 0.00 0.00	0 0.00 0.00 0.00 Drivewa Right 5.7 0	0 0.00 0.00 0.00	O - O.00 App Total O O	0 0.00 0.00 1 Left 5.9 0	21 100.00 0.66 N-24 Ch Thru 5.10 0	0 0.00 0.00 0.00 astbourn arlotte A Right 5.11 0	0 0.00 0.00 0.00	21 - 0.66 t) App Total 0	1 5.00 0.25 Left 5.13 0	19 95.00 0.79 V V TN-24 CH Thru 5.14 1	0 0.00 0.00 0.00 Vestbou narlotte Right 5.15 0	0 0.00 0.00 0.00 0.00	20 - 0.83 App Total 1
Approach % PHF ombination Trucks (8-13) Time 1600 - 1615 1615 - 1630 1630 - 1645	0.00 0.00 Left 5.1 0 0	0.00 0.00 N Thru 5.2 0 0	0.00 0.00 0.00 0.00 15th Ave Right 5.3 0 0	0 0.00 0.00 0.00	0 - 0.00 App Total 0 0	0 0.00 0.00 0.00	0 0.00 0.00 0.00 Thru 5.6 0	0 0.00 0.00 0.00 Drivewa Right 5.7 0	0 0.00 0.00 0.00	0 - 0.00 App Total 0 0	0 0.00 0.00 1 Left 5.9 0	21 100.00 0.66 N-24 Ch Thru 5.10 0	0 0.00 0.00 0.00	0 0.00 0.00 0.00 vve (Wes U-Turn 5.12 0 0	21 - 0.66 t) App Total 0 0	1 5.00 0.25 Left 5.13 0 0	19 95.00 0.79 V V TN-24 CH Thru 5.14 1 1	0 0.00 0.00 0.00	0 0.00 0.00 0.00 Ave (East U-Turn 5.16 0 0	20 - 0.83 App Total 1 1
Approach % PHF ombination Trucks (8-13) Time 1600 - 1615 1615 - 1630	0.00 0.00 Left 5.1 0	0.00 0.00 N Thru 5.2 0	0.00 0.00	0 0.00 0.00 0.00	0 - 0.00 App Total 0 0	0 0.00 0.00 Left 5.5 0	0 0.00 0.00 0.00	0 0.00 0.00 0.00 Drivewa Right 5.7 0	0 0.00 0.00 0.00	O - O.00 App Total O O	0 0.00 0.00 1 Left 5.9 0	21 100.00 0.66 N-24 Ch Thru 5.10 0	0 0.00 0.00 0.00 astbourn arlotte A Right 5.11 0	0 0.00 0.00 0.00	21 - 0.66 t) App Total 0	1 5.00 0.25 Left 5.13 0	19 95.00 0.79 V V TN-24 CH Thru 5.14 1	0 0.00 0.00 0.00 Vestbou narlotte Right 5.15 0	0 0.00 0.00 0.00 0.00	20 - 0.83 App Total 1
Approach % PHF ombination Trucks (8-13) Time 1600 - 1615 1615 - 1630 1630 - 1645 1645 - 1700	Left 5.1 0 0 0	0.00 0.00 Thru 5.2 0 0 0	0.00 0.00 0.00 0.00 15th Ave Right 5.3 0 0 0	0 0.00 0.00 0.00	0 - 0.00 App Total 0 0 0	0 0.00 0.00 Left 5.5 0 0	0 0.00 0.00 0.00	0 0.00 0.00 0.00 Drivewa Right 5.7 0 0	0 0.00 0.00 0.00	0 - 0.00 App Total 0 0	0 0.00 0.00 1 Left 5.9 0 0	21 100.00 0.66 N-24 Ch Thru 5.10 0 0	0 0.00 0.00 0.00 arlotte A Right 5.11 0 0	0 0.00 0.00 0.00 vve (Wes U-Turn 5.12 0 0	21 - 0.66 t) App Total 0 0 1 2	1 5.00 0.25 Left 5.13 0 0	19 95.00 0.79 V V TN-24 Ch Thru 5.14 1 1 0	0 0.00 0.00 0.00 0.00 Vestbou parlotte Right 5.15 0 0	0 0.00 0.00 0.00 0 0 0 0 0	20 - 0.83 App Total 1 1 0
Approach % PHF ombination Trucks (8-13) Time 1600 - 1615 1615 - 1630 1630 - 1645 1645 - 1700 Total	0.00 0.00 Left 5.1 0 0 0	0.00 0.00 N Thru 5.2 0 0 0	0.00 0.00 0.00 0.00 15th Ave Right 5.3 0 0 0	0 0.00 0.00 0.00	0 - 0.00 App Total 0 0	0 0.00 0.00 0.00	0 0.00 0.00 0.00 Thru 5.6 0 0 0	0 0.00 0.00 0.00 Drivewa Right 5.7 0 0 0	0 0.00 0.00 0.00	0 - 0.00 App Total 0 0	0 0.00 0.00 1 Left 5.9 0 0	21 100.00 0.66 N-24 Ch Thru 5.10 0 0 1 2	0 0.00 0.00 0.00 arlotte A Right 5.11 0 0 0	0 0.00 0.00 0.00 0 0 0 0 0 0	21 - 0.66 t) App Total 0 0	1 5.00 0.25 Left 5.13 0 0 0	19 95.00 0.79 V TN-24 Ch Thru 5.14 1 1 0	0 0.00 0.00 0.00 0.00 Vestbou narlotte Right 5.15 0 0 0	0 0.00 0.00 0.00 Ave (East U-Turn 5.16 0 0	20 - 0.83 App Total 1 1
Approach % PHF ombination Trucks (8-13) Time 1600 - 1615 1615 - 1630 1630 - 1645 1645 - 1700	Left 5.1 0 0 0	0.00 0.00 Thru 5.2 0 0 0	0.00 0.00 0.00 0.00 15th Ave Right 5.3 0 0 0	0 0.00 0.00 0.00	0 - 0.00 App Total 0 0 0	0 0.00 0.00 Left 5.5 0 0	0 0.00 0.00 0.00	0 0.00 0.00 0.00 Drivewa Right 5.7 0 0	0 0.00 0.00 0.00	0 - 0.00 App Total 0 0	0 0.00 0.00 1 Left 5.9 0 0	21 100.00 0.66 N-24 Ch Thru 5.10 0 0	0 0.00 0.00 0.00 arlotte A Right 5.11 0 0	0 0.00 0.00 0.00 vve (Wes U-Turn 5.12 0 0	21 - 0.66 t) App Total 0 0 1 2	1 5.00 0.25 Left 5.13 0 0	19 95.00 0.79 V V TN-24 Ch Thru 5.14 1 1 0	0 0.00 0.00 0.00 0.00 Vestbou parlotte Right 5.15 0 0	0 0.00 0.00 0.00 0 0 0 0 0	20 - 0.83 App Total 1 1 0
Approach % PHF pmbination Trucks (8-13) Time 1600 - 1615 1615 - 1630 1630 - 1645 1645 - 1700 Total	0.00 0.00 Left 5.1 0 0 0	0.00 0.00 N Thru 5.2 0 0 0	0.00 0.00 0.00 0.00 15th Ave Right 5.3 0 0 0	0 0.00 0.00 0.00	0 - 0.00 App Total 0 0 0	0 0.00 0.00 0.00	0 0.00 0.00 0.00 Thru 5.6 0 0 0	0 0.00 0.00 0.00 Drivewa Right 5.7 0 0 0	0 0.00 0.00 0.00	0 - 0.00 App Total 0 0	0 0.00 0.00 1 Left 5.9 0 0	21 100.00 0.66 N-24 Ch Thru 5.10 0 0 1 2	0 0.00 0.00 0.00 arlotte A Right 5.11 0 0 0	0 0.00 0.00 0.00 0 0 0 0 0 0	21 - 0.66 t) App Total 0 0 1 2	1 5.00 0.25 Left 5.13 0 0 0	19 95.00 0.79 V TN-24 Ch Thru 5.14 1 1 0	0 0.00 0.00 0.00 0.00 Vestbou narlotte Right 5.15 0 0 0	0 0.00 0.00 0.00 Ave (East U-Turn 5.16 0 0	20 - 0.83 App Total 1 1 0
Approach % PHF ombination Trucks (8-13) Time 1600 - 1615 1615 - 1630 1630 - 1645 1645 - 1700 Total Approach %	0.00 0.00 Left 5.1 0 0 0 0	0.00 0.00 N Thru 5.2 0 0 0	0.00 0.00 0.00 0.00 0.00 0.00	0 0.00 0.00 0.00	App Total 0 0 0	0 0.00 0.00 0.00 Left 5.5 0 0 0	0 0.00 0.00 0.00 Thru 5.6 0 0 0	0 0.00 0.00 0.00 Drivewa Right 5.7 0 0 0	0 0.00 0.00 0.00 U-Turn 5.8 0 0 0	0 - 0.00 App Total 0 0 0	0 0.00 0.00 1 Left 5.9 0 0 0	21 100.00 0.66 N-24 Ch Thru 5.10 0 0 1 2	0 0.00 0.00 0.00 arlotte A Right 5.11 0 0 0	0 0.00 0.00 0.00 d d vve (Wes U-Turn 5.12 0 0 0	21 - 0.66 t) App Total 0 0 1 1 2	1 5.00 0.25 Left 5.13 0 0 0	19 95.00 0.79 V TN-24 Ch Thru 5.14 1 1 0	0 0.00 0.00 0.00 Vestbou narlotte Right 5.15 0 0 0	0 0.00 0.00 0.00 Ave (East U-Turn 5.16 0 0 0	20 - 0.83 App Total 1 1 1 0
Approach % PHF ombination Trucks (8-13) Time 1600 - 1615 1615 - 1630 1630 - 1645 1645 - 1700 Total Approach %	0.00 0.00 Left 5.1 0 0 0 0	0.00 0.00 N Thru 5.2 0 0 0	0.00 0.00 0.00 0.00 0.00 0.00	0 0.00 0.00 0.00	App Total 0 0 0	0 0.00 0.00 0.00 Left 5.5 0 0 0	0 0.00 0.00 0.00 Thru 5.6 0 0 0	0 0.00 0.00 0.00 Drivewa Right 5.7 0 0 0	0 0.00 0.00 0.00 U-Turn 5.8 0 0 0	0 - 0.00 App Total 0 0 0	0 0.00 0.00 1 Left 5.9 0 0 0	21 100.00 0.66 N-24 Ch Thru 5.10 0 0 1 2	0 0.00 0.00 0.00 arlotte A Right 5.11 0 0 0	0 0.00 0.00 0.00 d d vve (Wes U-Turn 5.12 0 0 0	21 - 0.66 t) App Total 0 0 1 1 2	1 5.00 0.25 Left 5.13 0 0 0	19 95.00 0.79 V TN-24 Ch Thru 5.14 1 1 0	0 0.00 0.00 0.00 Vestbou narlotte Right 5.15 0 0 0	0 0.00 0.00 0.00 Ave (East U-Turn 5.16 0 0 0	20 - 0.83 App Total 1 1 1 0
Approach % PHF ombination Trucks (8-13) Time 1600 - 1615 1615 - 1630 1630 - 1645 1645 - 1700 Total Approach % PHF	0.00 0.00 Left 5.1 0 0 0 0	0.00 0.00 N Thru 5.2 0 0 0	0.00 0.00 0.00 0.00 0.00 0.00	0 0.00 0.00 0.00	App Total 0 0 0	0 0.00 0.00 0.00 Left 5.5 0 0 0	0 0.00 0.00 0.00 Thru 5.6 0 0 0	0 0.00 0.00 0.00 Drivewa Right 5.7 0 0 0	0 0.00 0.00 0.00 U-Turn 5.8 0 0 0	0 - 0.00 App Total 0 0 0	0 0.00 0.00 1 Left 5.9 0 0 0	21 100.00 0.66 N-24 Ch Thru 5.10 0 0 1 2	0 0.00 0.00 0.00 arlotte A Right 5.11 0 0 0	0 0.00 0.00 0.00 d d vve (Wes U-Turn 5.12 0 0 0	21 - 0.66 t) App Total 0 0 1 1 2	1 5.00 0.25 Left 5.13 0 0 0	19 95.00 0.79 V TN-24 Ch Thru 5.14 1 1 0	0 0.00 0.00 0.00 Vestbou narlotte Right 5.15 0 0 0	0 0.00 0.00 0.00 Ave (East U-Turn 5.16 0 0 0	20 - 0.83 App Total 1 1 1 0
Approach % PHF ombination Trucks (8-13) Time 1600 - 1615 1615 - 1630 1630 - 1645 1645 - 1700 Total Approach %	0.00 0.00 Left 5.1 0 0 0 0	0.00 0.00 N Thru 5.2 0 0 0 0 0 0 0 0 0 0.00	0.00 0.00 0.00 15th Ave Right 5.3 0 0 0 0 0 0.00	0 0.00 0.00 0.00 0.00 0 0 0 0 0.00 0.0	App Total 0 0 0	0 0.00 0.00 0.00 Left 5.5 0 0 0	0 0.00 0.00 0.00 Thru 5.6 0 0 0 0	0 0.00 0.00 0.00 Drivewa Right 5.7 0 0 0 0	0 0.00 0.00 1.00 0.00 0 0 0 0.00 0.00	0 - 0.00 App Total 0 0 0	0 0.00 0.00 1 Left 5.9 0 0 0	21 100.00 0.66 N-24 Ch Thru 5.10 0 0 1 2 3 100.00 0.38	0 0.00 0.00 0.00 arlotte A Right 5.11 0 0 0 0	0 0.00 0.00 0.00 0.00 U-Turn 5.12 0 0 0 0	21 - 0.66 t) App Total 0 0 1 1 2	1 5.00 0.25 Left 5.13 0 0 0	19 95.00 0.79 VIN-24 CE Thru 5.14 1 1 0 3 100.00 0.75	0 0.00 0.00 0.00 0.00 0.00 0 0.00 0.00	0 0.00 0.00 Ave (East U-Turn 5.16 0 0 0 0	20 - 0.83 App Total 1 1 1 0
Approach % PHF ombination Trucks (8-13) Time 1600 - 1615 1615 - 1630 1630 - 1645 1645 - 1700 Total Approach % PHF	0.00 0.00 Left 5.1 0 0 0 0	0.00 0.00 N Thru 5.2 0 0 0 0 0 0	0.00 0.00 15th Ave Right 5.3 0 0 0 0.00 orthbou	0 0.00 0.00 0.00 0 U-Turn 5.4 0 0 0 0 0 0.00	App Total 0 0 0	0 0.00 0.00 0.00 Left 5.5 0 0 0	0 0.00 0.00 0.00 Thru 5.6 0 0 0 0	0 0.00 0.00 0.00 Drivewa Right 5.7 0 0 0 0	0 0.00 0.00 1.00 0.00 0 0 0.00 0.00	0 - 0.00 App Total 0 0 0	0 0.00 0.00 1 Left 5.9 0 0 0	21 100.00 0.66 N-24 Ch Thru 5.10 0 1 2 3 100.00 0.38	0 0.00 0.00 0.00 0.00 0.00 0.00 0 0 0 0	0 0.00 0.00 0.00 0.00 U-Turn 5.12 0 0 0 0 0.00	21 	1 5.00 0.25 Left 5.13 0 0 0 0	19 95.00 0.79 V V V V V V 1 1 1 1 0 0 0.75	0 0.00 0.00 0.00 Vestbou arlotte Right 5.15 0 0 0 0 0.00 0.00	0 0.00 0.00 0.00 Ave (East U-Turn 5.16 0 0 0 0 0 0.00	20 - 0.83 App Total 1 1 0 - 0.75
Approach % PHF ombination Trucks (8-13) Time 1600 - 1615 1615 - 1630 1630 - 1645 1645 - 1700 Total Approach % PHF	0.00 0.00 Left 5.1 0 0 0 0 0.00	0.00 0.00 N Thru 5.2 0 0 0 0 0	0.00 0.00 15th Ave Right 5.3 0 0 0 0 0.00 0 thbou	0 0.00 0.00 0.00 0 0 0 0 0 0 0.00 0.00	0 - 0.00 0 0 0 0 0 0	0 0.00 0.00 0.00	0 0.00 0.00 1.00 5.6 0 0 0 0 0 0.00	0 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	0 0.00 0.00 0.00 0.00 0 0 0 0.00 0.00	App Total 0 0 0 0 0	0 0.00 0.00 1 Left 5.9 0 0 0 0	21 100.00 0.66 N-24 Ch Thru 5.10 0 1 2 3 100.00 0.38	0 0.00 0.00 0.00 0.00 Right 5.11 0 0 0 0 0.00 0.00	0 0 0.00	21 - 0.66 t) App Total 0 0 1 2	1 5.00 0.25 Left 5.13 0 0 0 0 0 0.00 0.00	19 95.00 0.79 V V V V 5.14 1 1 1 0 3 100.00 0.75	0 0.00 0.00 0.00 Vestbou arlotte Right 5.15 0 0 0 0 0.00 0.00 0.00	0 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	20 0.83 App Total 1 1 0 0.75
Approach % PHF ombination Trucks (8-13) Time 1600 - 1615 1615 - 1630 1630 - 1645 1645 - 1700 Total Approach % PHF	0.00 0.00 Left 5.1 0 0 0 0 0.00	0.00 0.00 Thru 5.2 0 0 0 0 0 N Thru 5.2 Thru 5.2 Thru 5.2 Thru 5.2 Thru 7 Thru 7 Thru 7 Thru	0.00 0.00 orthbou 15th Ave Right 5.3 0 0 0 0 0 0 0 0 15th Ave Right 15th Ave Right	0 0.00 0.00 0.00 0 0 0 0 0 0.00 0.00	App	0 0.00 0.00 0.00 0 0 0 0 0.00 0.00	0 0.00 0.00 Thru 5.6 0 0 0 0	0 0.00 0.00 0.00 Drivewa Right 5.7 0 0 0.00 0.00 0.00	0 0.00 0.00 0.00 0.00 0 0 0 0.00 0.00	0 - 0.00 App Total 0 0 0 0 0	0 0.00 0.00 0.00 1 1 1 Left	21 100.00 0.66 EE EE Thru 5.10 0 1 2 3 100.00 0.38	0 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	0 0.00 0.00 0.00 0 0 0 0 0 0.00 0.00 0	21 - 0.66 t) App Total 0 0 1 2 3 - 0.38 t) App A	1 0.25 Left 5.13 0 0 0 0.00 0.00 0.00	19 95.00 0.79 V V V V V V V V V V V V V V V V V V V	0 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	0 0.00 0.00 0.00 0.00 0 0 0 0 0 0 0 0 0	20 - 0.83 App Total 1 1 1 0 0.75
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Approach % PHF mbination Trucks (8-13) Time 1600 - 1615 1615 - 1630 1630 - 1645 1645 - 1700 Total Approach % PHF tess 1600 - 1615 1615 - 1630 1630 - 1645 1645 - 1700 Total Approach % PHF	0.00 0.00 Left 5.1 0 0 0.00 0.00 Left 5.1 0 0 0.00 0.00	N Thru 5.2 0 0 0.000 NN Thru 5.2 0 0 0 0.000 0.000 NN	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	nd 0 0.00	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0.00 0.00 0.00 0.00 0 0 0 0.00 0 0 0	0 0.00 0.00 0.00 1 Sr Thru 5.6 0 0 0.00 0.00 0 0 0 0 0 0 0 0 0 0 0 0	0 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00	0 0.00 0.00 0.00 0.00 0 U-Turn 5.8 0 0 0.00 0.00 0 U-Turn 5.8 0 0 0.00 0 0.00	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0.00 0.00 0.00 0.00 0 0 0 0.00 0 0.00 0 0.00 0 0.00	21 100.00 0.66 N-24 Ch Thru 0 0 1 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 0 0 0 0 0	0 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	0 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	21 0.66 App Total 0 1 2 3 3 0.38 App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 5.00 0.25 Left 5.13 0 0 0 0.00 0.00 Left 5.13 0 0 0 0.00 0 0.00	19 95.00 0.79 VV TN-24 Cl 1 1 1 0 0 0.75 VV TN-24 Cl 1 1 1 0 0 0.75	0 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	0 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	App Total 1 1 0 0.75 App Total 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0
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Approach % PHF mbination Trucks (8-13) Time 1600 - 1615 1615 - 1630 1630 - 1645 1645 - 1700 Total Approach % PHF 1600 - 1615 1615 - 1630 1630 - 1645 1645 - 1700 Total Approach % PHF	0.00 0.00 Left 5.1 0 0 0 0.00 0.00 0.00 0.00 0.00 0.00	N Thru 5.2 0 0 0 0.00 0.00 0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0	nd 0 0.00	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0.00 0.00 0.00 0.00 0 0 0 0.00 0 0 0	0 0.00 0.00 0.00 0.00 0 0 0 0.00 0.00	0 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	0 0.00 0.00 0.00 0.00 0 U-Turn 5.8 0 0 0.00 0.00 0 U-Turn 5.8 0 0 0.00 0 0.00	App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0.00 0.00 0.00 0.00 0 0 0 0 0.00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	21 100.00 0.66 N-24 Ch Thru 0 0 1 2 3 3 100.00 0.38 1 N-24 Ch 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	0 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	21 0.66 App Total 0 0 1 2 3 0.38 t) App Total 0 0 0 0 0 0 0 0 t) App Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 5.00 0.25 Left 5.13 0 0 0 0 0.00 0.00 0 0 0 0 0 0 0 0 0 0	19 95.00 0.79 VV Thru 1 1 1 1 0 0.75 VV V V V V V V V V V V V V V V S B S B	0 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	0 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	App Total 1 1 1 0 0 .75
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APPENDIX C

Volume Development

	Trip Generation Analys	is (10th Ed. With <i>2nd Edition Handbook</i> Dai 15th & Church Davidson, TN	y IC & 3rd Edition AM/PM I	C)							
Land Use	0.15		Dail	y Trips		A	M Peak Hour		PI	// Peak Hour	
Land Use	Setting	Density	Total	İn	Out	Total	In	Out	Total	In	Out
Proposed Project Trips											
222 Multifamily Housing (High-Rise)	Dense Multi-Use Urban	465 dwelling units	878	439	439	-	-	-	-	-	-
232 High-Rise Residential with Ground Floor Commercial	Dense Multi-Use Urban	465 dwelling units	-	-	-	144	59	85	98	49	49
310 Hotel	General Urban/Suburban	195 rooms	1,690	845	845	90	50	40	116	59	57
Gross Project Trips			2.568	1.284	1,284	234	109	125	214	108	106
				.,	-,						
Residential Trips			878	439	439	144	59	85	98	49	49
Mixed-Use Reductions			0	0	0	0	0	0	0	0	0
Alternative Mode Reductions			0	0	0	0	0	0	0	0	0
Adjusted Residential Trips			878	439	439	144	59	85	98	49	49
Hotel Trips			1,690	845	845	90	50	40	116	59	57
Mixed-Use Reductions			0	0	0	0	0	0	0	0	0
Alternative Mode Reductions			0	0	0	0	0	0	0	0	0
Adjusted Hotel Trips			1,690	845	845	90	50	40	116	59	57
Mixed-Use Reductions - TOTAL			0	0	0	0	0	0	0	0	0
Alternative Mode Reductions - TOTAL			0	0	0	0	0	0	0	0	0
Pass-By Reductions - TOTAL			0	0	U	0	0	0	0	0	
New Trips			2,568	1,284	1,284	234	109	125	214	108	106

Growth Rate Considerations

NDOT Recommended Growth Rate	4.0%

Nearby Developments

No nearby developments with known growth rates were identified. \\

Historical ADT Count Data

Source:	TDOT
Location:	Church St
	w/o 15th Ave
Route #:	
Route Type:	Minor Arterial
Station:	19000324

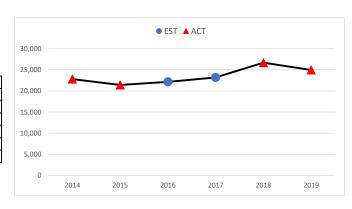
Count Type	Count Year	Volume	Growth Rate
ACT	2014	22,815	
ACT	2015	21,419	-6.12%
EST	2016	22,143	3.38%
EST	2017	23,193	4.74%
ACT	2018	26,692	15.09%
ACT	2019	24,964	-6.47%

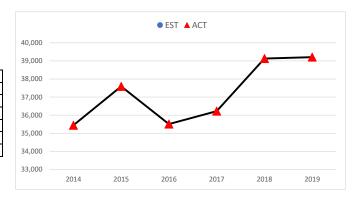
5 Year Growth Rate	1.82%
Avg. 1 Year Growth Rate	2.12%
Most Recent Actual Count Growth Rate	-6.47%

Source:	TDOT
Location:	Charlotte Ave
	e/o 15th Ave
Route #:	
Route Type:	Other Principal Arterial
Station:	19000323

Count Type	Count Year	Volume	Growth Rate
ACT	2014	35,444	
ACT	2015	37,589	6.05%
ACT	2016	35,509	-5.53%
ACT	2017	36,220	2.00%
ACT	2018	39,129	8.03%
ACT	2019	39,206	0.20%

5 Year Growth Rate	2.04%
Avg. 1 Year Growth Rate	2.15%
Most Recent Actual Count Growth Rate	0.20%





INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #1
Hynes St/I-40 SB Exit Ramp at 14th Ave

					AM PE	AK HOUR										
		14th	n Ave			14th	Ave			Hyn	ies St			I-40 SB I	Exit Ramp	
		North	bound			South	bound			East	bound		Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	757	22	0	0	0	6	0	390	0	0
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Heavy Vehicles	0	0	0	0	0	0	27	1	0	0	0	0	0	3	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	4%	5%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.	.88			0.	88			0	.88			0	.88	
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	0	0	0	0	757	22	0	0	0	6	0	390	0	0
Annual Growth Rate	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%	4.0%	4.0%
Growth Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
2025 No-Build Traffic	0	0	0	0	0	0	852	25	0	0	0	7	0	439	0	0
											·				·	
Trip Distribution IN								25%								
Trip Distribution OUT												(30%)				
Residential Trips	0	0	0	0	0	0	0	9	0	0	0	21	0	0	0	0
Trip Distribution IN								25%								
Trip Distribution OUT												(30%)				
Hotel Trips	0	0	0	0	0	0	0	19	0	0	0	17	0	0	0	0
Trip Distribution IN								25%								
Trip Distribution OUT												(30%)				
Retail Trips	0	0	0	0	0	0	0	6	0	0	0	5	0	0	0	0
Primary Site Traffic (Unbalanced)	0	0	0	0	0	0	0	34	0	0	0	43	0	0	0	0
Balancing Adjustment								-1								
Total Primary Site Trips	0	0	0	0	0	0	0	33	0	0	0	43	0	0	0	0
	_										ı				ı	
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	0	0	33	0	0	0	43	0	0	0	0
2025 Build Traffic	1 0	0	0	0	0	0	852	58	0	0	0	50	0	439	0	0
2025 Bullu ITallic	U	0	U	U	0	U	652	38	U	U	U	50	U	439	U	U

					PM PE	AK HOUR										
		14ti	h Ave			14th	n Ave			Hyn	es St			I-40 SB I	Exit Ramp	
		Northbound					bound			Easti	oound		Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	694	39	0	0	0	15	0	137	0	0
Conflicting Pedestrians		1		0		0		1		0		3		3		0
Heavy Vehicles	0	0	0	0	0	0	18	0	0	0	0	0	0	1	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0	.96			0.	.96			0	.96			0	.96	
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	0	0	0	0	694	39	0	0	0	15	0	137	0	0
	•		•		•	•					•	•			•	
Annual Growth Rate	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%	4.0%	4.0%
Growth Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
2025 No-Build Traffic	0	0	0	0	0	0	781	44	0	0	0	17	0	154	0	0
Trip Distribution IN								25%								
Trip Distribution OUT												(30%)				
Residential Trips	0	0	0	0	0	0	0	14	0	0	0	15	0	0	0	0
Trip Distribution IN								25%								
Trip Distribution OUT												(30%)				
Hotel Trips	0	0	0	0	0	0	0	23	0	0	0	27	0	0	0	0
	,															
Trip Distribution IN								25%								
Trip Distribution OUT												(30%)				
Retail Trips	0	0	0	0	0	0	0	8	0	0	0	6	0	0	0	0
Primary Site Traffic (Unbalanced)		0	0	0	0	0	0	45		0	0	40	0	0	0	0
Balancing Adjustment	0	U	U	U	U	U	U	45 -1	0	U	U	48	U	U	U	- 0
Total Primary Site Trips	0	0	0	0	0	0	0	44	0	0	0	48	0	0	0	0
Total Pilitary Site Trips		U		U		U	U	44		U	U	40	U	U	U	
Pass-By Distribution REDUCTION			1						l				l		1	
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips		0	0	0	0	0	0	44	0	0	0	48	0	0	0	0
2025 Build Traffic	0	0	0	0	0	0	781	88	0	0	0	65	0	154	0	0

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #2
Church St at 14th Ave

					AM PE	AK HOUR										
		14t	h Ave			14th	n Ave			Chu	rch St			Chu	irch St	
		Northbound				South	bound			East	oound		Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	247	631	256	0	0	171	314	0	173	1,085	0
Conflicting Pedestrians		0		0		0		0		7		1		1		7
Heavy Vehicles	0	0	0	0	0	1	25	2	0	0	2	7	0	1	13	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0	.96	•		0.	.96	•		0	.96	•			0.96	
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	0	0	0	247	631	256	0	0	171	314	0	173	1,085	0
	<u> </u>			•	•	•	•	•	•		•	•	•		•	
Annual Growth Rate	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%	4.0%	4.0%
Growth Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
2025 No-Build Traffic	0	0	0	0	0	278	710	288	0	0	192	353	0	195	1,220	0
	•		-				•				•					
Trip Distribution IN															20%	
Trip Distribution OUT						(10%)	(15%)	(5%)			(10%)	(5%)				
Residential Trips	0	0	0	0	0	7	11	4	0	0	7	4	0	0	7	0
	i i															
Trip Distribution IN															20%	
Trip Distribution OUT						(10%)	(15%)	(5%)			(10%)	(5%)				
Hotel Trips	0	0	0	0	0	6	9	3	0	0	6	3	0	0	15	0
		-					-									
Trip Distribution IN															20%	
Trip Distribution OUT						(10%)	(15%)	(5%)			(10%)	(5%)				
Retail Trips	0	0	0	0	0	2	2	1	0	0	2	1	0	0	4	0
	, ,		1			1										
Primary Site Traffic (Unbalanced)	0	0	0	0	0	15	22	8	0	0	15	8	0	0	26	0
Balancing Adjustment		-		-		-1		-1			-1	-1	-			
Total Primary Site Trips	0	0	0	0	0	14	22	7	0	0	14	7	0	0	26	0
, , , , , , , , , , , , , , , , , , , ,	, ,		1			1										
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1035 54 1195		- 0														
Total Vehicular Project Trips	0	0	0	0	0	14	22	7	0	0	14	7	0	0	26	0
			+					· · · · · ·				· · · · · ·				
2025 Build Traffic	0	0	0	0	0	292	732	295	0	0	206	360	0	195	1,246	0

					PM P	AK HOUR										
		14t	h Ave			14th	n Ave			Chu	rch St			Chu	irch St	
		Northbound					bound			East	oound					
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	124	594	131	0	0	456	282	0	109	547	0
Conflicting Pedestrians		1		0		0		1		15		8		8		15
Heavy Vehicles	0	0	0	0	0	0	15	3	0	0	1	2	0	0	6	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0	.97			0.	.97			0	.97			0).97	
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	0	0	0	124	594	131	0	0	456	282	0	109	547	0
			•			•	•				•	•	•		•	
Annual Growth Rate	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%	4.0%	4.0%
Growth Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
2025 No-Build Traffic	0	0	0	0	0	139	668	147	0	0	513	317	0	123	615	0
Trip Distribution IN															20%	
Trip Distribution OUT						(10%)	(15%)	(5%)			(10%)	(5%)				
Residential Trips	0	0	0	0	0	5	7	2	0	0	5	2	0	0	11	0
Trip Distribution IN															20%	
Trip Distribution OUT						(10%)	(15%)	(5%)			(10%)	(5%)				
Hotel Trips	0	0	0	0	0	9	14	5	0	0	9	5	0	0	18	0
Trip Distribution IN															20%	
Trip Distribution OUT						(10%)	(15%)	(5%)			(10%)	(5%)				L
Retail Trips	0	0	0	0	0	2	3	1	0	0	2	1	0	0	6	0
						1 .										
Primary Site Traffic (Unbalanced)	0	0	0	0	0	16	24	8	0	0	16	8	0	0	35	0
Balancing Adjustment Total Primary Site Trips	0	0	0	0	0	-1 15	1 25	-1 7	0	0	16	8	0	0	35	0
Total Primary Site Trips	U	U	U	U	U	15	25	/	U	U	16	8	U	U	35	
Pass-By Distribution REDUCTION	1				1				r						1	
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment			1	l	1			l	l	l				l	1	
Pass-By Trips		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
· · · · · · · · · · · · · · · · · · ·	-1															
Total Vehicular Project Trips		0	0	0	0	15	25	7	0	0	16	8	0	0	35	0
4													•			
2025 Build Traffic	0	0	0	0	0	154	693	154	0	0	529	325	0	123	650	0

INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #3 Church St at 15th Ave

AM PEAK HOUR

15th Ave 15th Ave Northbound Westbound Southbound Eastbound Through Right Observed 2022 Traffic Volumes Conflicting Pedestrians Heavy Vehicles Heavy Vehicle % Peak Hour Factor Adjustment Factor Adjustment Factor 11 0 0 0 12 13 0 0 0 2% 2% 2% 2% 2% 2% 2% 2% 3% 2% 2% 2% 5% 1,263 Annual Growth Rate Growth Factor 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% 4.0% 4.0% 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 Icrowth Factor
Background Growth Trips
215 15th Ave Trips
301 15th Ave Trips
Total Approved Development Trips
2025 No-Build Traffic 58 158 12 29 16 522 2 10 1,423 27 Trip Distribution IN Trip Distribution OUT 5% 20% (15%) (15%) Residential Trips 11 11 Trip Distribution IN 5% 20% 20% Trip Distribution OUT Hotel Trips (15%) 9 (5%) 3 (15%) 9 (5%) 3 15 15 Trip Distribution IN 20% 20% 5% Trip Distribution OUT (15%) (5%) (15%) (5%) 4 Retail Trips Primary Site Traffic (Unbalanced) Balancing Adjustment Total Primary Site Trips 22 22 26 26 21 20 26 26 Pass-By Distribution REDUCTION -50% -50% Pass-By Distribution IN
Pass-By Distribution OUT
Balancing Adjustment 50% 50% (50%) (50%) Pass-By Trips Total Vehicular Project Trips 0 0 0 0 21 8 20 0 26 0 0 26 2025 Build Traffic 0 9 16 8 0 50 18 36 0 29 522 10 0 56 1,430 53

					PM PE	AK HOUR											
		15t	h Ave			15th	1 Ave			Chui	rch St			Chu	rch St		
		Northbound				South	bound			Easti	oound		Westbound				
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	
Observed 2022 Traffic Volumes	0	8	21	39	0	11	56	17	0	18	697	41	0	76	572	27	
Conflicting Pedestrians		5		2		2		5		14		6		6		14	
Heavy Vehicles	0	0	0	1	0	0	1	0	0	0	2	0	0	1	8	0	
Heavy Vehicle %	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Peak Hour Factor		0	.98			0.	.98			0.	.98			0	.98		
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Adjusted 2022 Volumes	0	8	21	39	0	11	56	17	0	18	697	41	0	76	572	27	
Annual Growth Rate	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%	4.0%	4.0%	
Growth Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	
Background Growth Trips	0	1	3	5	0	1	7	2	0	2	87	5	0	9	71	3	
215 15th Ave Trips			3			9	3									10	
301 15th Ave Trips						6		4		5	2				3	8	
Total Approved Development Trips	0	0	3	0	0	15	3	4	0	5	2	0	0	0	3	18	
2025 No-Build Traffic	0	9	27	44	0	27	66	23	0	25	786	46	0	85	646	48	
Trip Distribution IN			5%							20%						20%	
Trip Distribution OUT						(15%)	(5%)	(15%)							(5%)		
Residential Trips	0	0	3	0	0	7	2	7	0	11	0	0	0	0	2	11	
1	-			:'	-	•	•		-	:'		•	-		•		
Trip Distribution IN			5%							20%						20%	
Trip Distribution OUT						(15%)	(5%)	(15%)							(5%)		
Hotel Trips	0	0	5	0	0	14	5	14	0	18	0	0	0	0	5	18	
Trip Distribution IN			5%							20%						20%	
Trip Distribution OUT						(15%)	(5%)	(15%)							(5%)		
Retail Trips	0	0	2	0	0	3	1	3	0	6	0	0	0	0	1	6	
Primary Site Traffic (Unbalanced)	0	0	10	0	0	24	8	24	0	35	0	0	0	0	8	35	
Balancing Adjustment								-2									
Total Primary Site Trips	0	0	10	0	0	24	8	22	0	35	0	0	0	0	8	35	
Pass-By Distribution REDUCTION									1		-50%	l			-50%		
Pass-By Distribution IN	-									50%	-30%				-30%	50%	
Pass-By Distribution IN Pass-By Distribution OUT			†			(50%)		(50%)		30%						30%	
Balancing Adjustment			 			(50/0)		(30/0)	1						1		
Pass-By Trips		0	0	0	0	9	0	9	0	9	-9	0	0	0	-9	9	
rass-by ITIps		U	1 0	U		1 9	1 0	9	1 0	9	1 -9	1 0	1 0	U	1 -9		
Total Vehicular Project Trips		0	10	0	0	33	8	31	0	44	-9	0	0	0	-1	44	
			1 20														
2025 Build Traffic	0	9	37	44	0	60	74	54	0	69	777	46	0	85	645	92	

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #4 Hynes St/Hynes St' at 15th Ave

		454	n Ave		AM PE	AK HOUR	n Ave			Direct Control	es St			Diam.	es St'	
			bound				bound				oound				bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0-14111	8	18	1	0-14111	2	32	16	0-10111	2	4	2	0-10111	11	11	1
Conflicting Pedestrians		0	10	1		1		0		0	-	1		1		0
Heavy Vehicles	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
Heavy Vehicle %	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	9%	2%
Peak Hour Factor		0	.82			0.	.82			0	82			0	.82	
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	8	18	1	0	2	32	16	0	2	4	2	0	11	11	1
			•									•				
Annual Growth Rate	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%	4.0%	4.0%
Growth Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Background Growth Trips	0	1	2	0	0	0	4	2	0	0	0	0	0	1	1	0
215 15th Ave Trips			8	2			3			2					1	
301 15th Ave Trips			4			2	10									1
Total Approved Development Trips	0	0	12	2	0	2	13	0	0	2	0	0	0	0	1	1
2025 No-Build Traffic	0	9	32	3	0	4	49	18	0	4	4	2	0	12	13	2
Trip Distribution IN				20%		5%	25%									
Trip Distribution OUT			(25%)											(15%)		(10%)
Residential Trips	0	0	18	7	0	2	9	0	0	0	0	0	0	11	0	7
The Manager of the Control of the Co				20%		5%	25%								1	
Trip Distribution IN Trip Distribution OUT			(25%)	20%	-	5%	25%		-					(15%)		(10%)
Hotel Trips	0	0	(25%)	15	0	4	19	0	0	0	0	0	0	(15%)	0	(10%)
notel Hips		U	15	13	U	- 4	19	U	U	U	U	U	U	9		
Trip Distribution IN	1			20%	1	5%	25%		1						1	
Trip Distribution OUT			(25%)	2070		370	2370							(15%)		(10%)
Retail Trips	0	0	4	4	0	1	6	0	0	0	0	0	0	2	0	2
Primary Site Traffic (Unbalanced)	0	0	37	26	0	7	34	0	0	0	0	0	0	22	0	15
Balancing Adjustment																i
Total Primary Site Trips	0	0	37	26	0	7	34	0	0	0	0	0	0	22	0	15
	•				•				•				•			
Pass-By Distribution REDUCTION																i
Pass-By Distribution IN																i
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	_		_		_				_		_	_	_			_
Total Vehicular Project Trips	0	0	37	26	0	7	34	0	0	0	0	0	0	22	0	15
2025 Build Traffic	0	9	69	29	0	11	83	18	0	4	4	2	0	34	13	17

					PM PE	AK HOUR										
		15th	h Ave			15th	n Ave			Hyn	ies St			Hyr	nes St'	
		North	bound			South	bound			Eastl	bound			Wes	tbound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	5	74	9	0	1	48	5	0	18	17	11	0	9	16	14
Conflicting Pedestrians		10		4		4		10		1		4		4		1
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0	.90			0.	.90			0	.90				0.90	
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	5	74	9	0	1	48	5	0	18	17	11	0	9	16	14
Annual Growth Rate	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%	4.0%	4.0%
Growth Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Background Growth Trips	0	1	9	1	0	0	6	1	0	2	2	1	0	1	2	2
215 15th Ave Trips			12	3			13			3					3	
301 15th Ave Trips			3			2	10									3
Total Approved Development Trips	0	0	15	3	0	2	23	0	0	3	0	0	0	0	3	3
2025 No-Build Traffic	0	6	98	13	0	3	77	6	0	23	19	12	0	10	21	19
														,		
Trip Distribution IN				20%		5%	25%									
Trip Distribution OUT			(25%)											(15%)		(10%)
Residential Trips	0	0	12	11	0	3	14	0	0	0	0	0	0	7	0	5
														,		
Trip Distribution IN				20%		5%	25%									
Trip Distribution OUT			(25%)											(15%)		(10%)
Hotel Trips	0	0	23	18	0	5	23	0	0	0	0	0	0	14	0	9
Trip Distribution IN				20%		5%	25%									
Trip Distribution OUT			(25%)											(15%)		(10%)
Retail Trips	0	0	5	6	0	2	8	0	0	0	0	0	0	3	0	2
Discourse Site To Min (University)		•	40	35		40	45	•		•						4.0
Primary Site Traffic (Unbalanced)	0	0	40	35	0	10	45	0	0	0	0	0	0	24	0	16
Balancing Adjustment	0	0	41	35	0	1 11	45	0	0	0	0	0	0	-1 23	0	16
Total Primary Site Trips	U	0	41	35	0	- 11	45	0	0	- 0		U	0	23	0	16
Pass-By Distribution REDUCTION																
Pass-By Distribution IN			 										 		1	
Pass-By Distribution IN Pass-By Distribution OUT															1	
Balancing Adjustment													-		1	
Pass-By Trips		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				-												
Total Vehicular Project Trips		0	41	35	0	11	45	0	0	0	0	0	0	23	0	16
					•				•		•				•	
2025 Build Traffic	0	6	139	48	0	14	122	6	0	23	19	12	0	33	21	35

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #5
Charlotte Ave at 15th Ave/Towneplace Suites Dwy

					AM PE	AK HOUR										
		15t	h Ave			Towneplace	Suites Dwy			Charlo	tte Ave			Charlo	tte Ave	
		North	bound			South	bound			Easti	bound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	12	1	29	0	2	0	0	0	1	1,161	23	0	29	1,690	7
Conflicting Pedestrians		0		3		3		0		15		2		2		15
Heavy Vehicles	0	1	0	0	0	0	0	0	0	0	37	0	0	0	37	0
Heavy Vehicle %	2%	8%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Peak Hour Factor		0	.96			0.	96			0.	.96			0	.96	
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	12	1	29	0	2	0	0	0	1	1,161	23	0	29	1,690	7
													, ,			
Annual Growth Rate	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%	4.0%	4.0%
Growth Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Background Growth Trips		1	0	4	0	0	0	0	0	0	145	3	0	4	211	1
215 15th Ave Trips		2		8							4			3	2	
301 15th Ave Trips		2		6							4	1		3	2	
Total Approved Development Trips	0	4	0	14	0	0	0	0	0	0	8	1	0	6	4	0
2025 No-Build Traffic	0	17	1	47	0	2	0	0	0	1	1,314	27	0	39	1,905	8
Trip Distribution IN		((222)								15%		15%		
Trip Distribution OUT		(15%)		(20%)												
Residential Trips	0	11	0	14	0	0	0	0	0	0	0	5	0	5	0	0
Trip Distribution IN												15%		15%		
Trip Distribution OUT		(15%)		(20%)								1370		1370		
Hotel Trips	0	9	0	12	0	0	0	0	0	0	0	11	0	11	0	0
note: mp																
Trip Distribution IN												15%		15%		
Trip Distribution OUT		(15%)		(20%)								-0,1				
Retail Trips	0	2	0	3	0	0	0	0	0	0	0	3	0	3	0	0
•	•				•				•							
Primary Site Traffic (Unbalanced)	0	22	0	29	0	0	0	0	0	0	0	19	0	19	0	0
Balancing Adjustment				1										3		
Total Primary Site Trips	0	22	0	30	0	0	0	0	0	0	0	19	0	22	0	0
	•				-				-							
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<u> </u>																
Total Vehicular Project Trips	0	22	0	30	0	0	0	0	0	0	0	19	0	22	0	0
2025 Build Traffic	0	39	1	77	0	2	0	0	0	1	1,314	46	0	61	1,905	8

					PM PE	AK HOUR										
		15t	h Ave			Towneplace	Suites Dwy			Charlo	tte Ave			Charle	otte Ave	
		North	bound			South	bound			East	bound			Wes	tbound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	19	0	83	0	0	0	0	0	3	1,559	31	2	43	1,181	13
Conflicting Pedestrians		3		2		2		3		12		9		9		12
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	24	0	0	1	22	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0	.95			0.	95			0	.95			0	.95	
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	19	0	83	0	0	0	0	0	3	1,559	31	2	43	1,181	13
Annual Growth Rate	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%	4.0%	4.0%
Growth Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Background Growth Trips	0	2	0	10	0	0	0	0	0	0	195	4	0	5	147	2
215 15th Ave Trips		3		12							6			13	7	1
301 15th Ave Trips		2		5							4	3		8	5	
Total Approved Development Trips	0	5	0	17	0	0	0	0	0	0	10	3	0	21	12	0
2025 No-Build Traffic	0	26	0	110	0	0	0	0	0	3	1,764	38	2	69	1,340	15
Trip Distribution IN												15%		15%		l
Trip Distribution OUT		(15%)		(20%)												
Residential Trips	0	7	0	10	0	0	0	0	0	0	0	9	0	9	0	0
			1								1				1	
Trip Distribution IN		(()		(000)								15%		15%		
Trip Distribution OUT		(15%)	_	(20%)	_		_		_		_				0	
Hotel Trips	0	14	0	18	0	0	0	0	0	0	0	14	0	14	0	0
Trip Distribution IN	1				1	l			1			15%	1	15%	1	
Trip Distribution OUT		(15%)		(20%)								1370		1370		
Retail Trips	0	3	0	4	0	0	0	0	0	0	0	5	0	5	0	0
netali mps				-												
Primary Site Traffic (Unbalanced)	0	24	0	32	0	0	0	0	0	0	0	28	0	28	0	0
Balancing Adjustment	-	-1		1		-				-			-			
Total Primary Site Trips	0	23	0	33	0	0	0	0	0	0	0	28	0	28	0	0
·	•				•				•				•			
Pass-By Distribution REDUCTION																i .
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			1								1					
Total Vehicular Project Trips		23	0	33	0	0	0	0	0	0	0	28	0	28	0	0
2025 D. H. T		**		442				_			4.704				4.240	
2025 Build Traffic	0	49	0	143	0	0	0	0	0	3	1,764	66	2	97	1,340	15

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #6 Charlotte Ave at 14th Ave N

					AM I	PEAK HOU	R									
		14th	Ave N			14th	Ave N			Cha	rlotte Ave			Charlo	tte Ave	
		Norti	bound			South	hbound			Ea	stbound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	554	155	518	0	0	607	348	0	153	941	0
Conflicting Pedestrians		0		0		0		0		4		3		3		4
Heavy Vehicles	0	0	0	0	0	14	5	6	0	0	14	16	0	3	30	0
Heavy Vehicle %	2%	2%	2%	2%	2%	3%	3%	2%	2%	2%	2%	5%	2%	2%	3%	2%
Peak Hour Factor		0	.93			0	1.93				0.93			0	.93	
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	0	0	0	554	155	518	0	0	607	348	0	153	941	0
					•											
Annual Growth Rate	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%	4.0%	4.0%
Growth Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Background Growth Trips	0	0	0	0	0	69	19	65	0	0	76	43	0	19	117	0
215 15th Ave Trips											12				5	
301 15th Ave Trips											10				13	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	22	0	0	0	18	0
2025 No-Build Traffic	0	0	0	0	0	623	174	583	0	0	705	391	0	172	1,076	0
	•		•		•		•		•				•		•	
Trip Distribution IN							20%							5%	15%	
Trip Distribution OUT											(20%)					
Residential Trips	0	0	0	0	0	0	7	0	0	0	14	0	0	2	5	0
Trip Distribution IN							20%							5%	15%	
Trip Distribution OUT											(20%)					
Hotel Trips	0	0	0	0	0	0	15	0	0	0	12	0	0	4	11	0
			ı						,		1					
Trip Distribution IN							20%							5%	15%	
Trip Distribution OUT									1		(20%)		!			
Retail Trips	0	0	0	0	0	0	4	0	0	0	3	0	0	1	3	0
Primary Site Traffic (Unbalanced)	0	0	0	0	0	0	26	0	0	0	29	0	0	7	19	0
Balancing Adjustment							20				2.5	-		_ ′	13	
Total Primary Site Trips	0	0	0	0	0	0	26	0	0	0	29	0	0	7	19	0
Total Primary Site Trips	1 0	U					20		U		29		U		19	
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	0	0	0	0	26	0	0	0	29	0	0	7	19	0
			•		•						•	•			•	
2025 Build Traffic	0	0	0	0	0	623	200	583	0	0	734	391	0	179	1,095	0

					PM F	PEAK HOU	2									
		14th	Ave N			14th	Ave N			Char	lotte Ave			Charlo	tte Ave	
		North	bound			South	bound			Eas	tbound			West	bound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	1	0	292	142	231	0	1	1,127	290	0	205	682	0
Conflicting Pedestrians		0		0		0		0		0		1		1		0
Heavy Vehicles	0	0	0	0	0	4	1	2	0	0	16	9	0	2	13	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%
Peak Hour Factor		0.	.94			0.	.94				0.94			0	.94	
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	0	1	0	292	142	231	0	1	1,127	290	0	205	682	0
Annual Growth Rate	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%	4.0%	4.0%
Growth Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Background Growth Trips	0	0	0	0	0	36	18	29	0	0	141	36	0	26	85	0
215 15th Ave Trips											18				20	
301 15th Ave Trips											9				13	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	27	0	0	0	33	0
2025 No-Build Traffic	0	0	0	1	0	328	160	260	0	1	1,295	326	0	231	800	0
													,			
Trip Distribution IN							20%							5%	15%	1
Trip Distribution OUT											(20%)					1
Residential Trips	0	0	0	0	0	0	11	0	0	0	10	0	0	3	9	0
ļ																
Trip Distribution IN							20%							5%	15%	
Trip Distribution OUT											(20%)					
Hotel Trips	0	0	0	0	0	0	18	0	0	0	18	0	0	5	14	0
												,				
Trip Distribution IN							20%							5%	15%	l
Trip Distribution OUT											(20%)					l
Retail Trips	0	0	0	0	0	0	6	0	0	0	4	0	0	2	5	0
Primary Site Traffic (Unbalanced)	0	0	0	0	0	0	35	0	0	0	32	0	0	10	28	0
Balancing Adjustment	U	U	U	U	U	U	35	U	U	U	32	U	U	10	28	U
Total Primary Site Trips		0	0	0	0	0	35	0	0	0	32	0	0	10	28	0
Total Primary Site Trips		U	U	U	U	U	33	U	U	U	32	U	U	10	20	- 0
Pass-By Distribution REDUCTION			Г Т				Ι									
Pass-By Distribution IN																
Pass-By Distribution OUT																r
Balancing Adjustment																
Pass-By Trips		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							·				-					
Total Vehicular Project Trips		0	0	0	0	0	35	0	0	0	32	0	0	10	28	0
					•		•		•			•				
2025 Build Traffic	0	0	0	1	0	328	195	260	0	1	1,327	326	0	241	828	0

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #7
Hynes Street at Site Driveway 1/13th Ave Circle

					AM PE	AK HOUR			,							
			iveway 1				ve Circle				Street				s Street	
			bound				bound				ound				tbound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	7	0	0	0	23	0
Conflicting Pedestrians																
Heavy Vehicles											0				1	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%
Peak Hour Factor		0	.82			0.	.82			0.	82			().82	
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	0	0	0	0	0	0	0	0	7	0	0	0	23	0
Annual Growth Rate	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%	4.0%	4.0%
Growth Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
2025 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	8	0	0	0	26	0
					-								-			
Trip Distribution IN												25%		25%		
Trip Distribution OUT		(25%)		(30%)												
Residential Trips	0	18	0	21	0	0	0	0	0	0	0	9	0	9	0	0
		•	•	•		•				•	•	•				
Trip Distribution IN												25%		25%		
Trip Distribution OUT		(25%)		(30%)												
Hotel Trips	0	15	0	17	0	0	0	0	0	0	0	19	0	19	0	0
	•								•							
Trip Distribution IN												25%		25%		
Trip Distribution OUT		(25%)		(30%)												
Retail Trips	0	4	0	5	0	0	0	0	0	0	0	6	0	6	0	0
						•			•	•						
Primary Site Traffic (Unbalanced)	0	37	0	43	0	0	0	0	0	0	0	34	0	34	0	0
Balancing Adjustment														-1		
Total Primary Site Trips	0	37	0	43	0	0	0	0	0	0	0	34	0	33	0	0
·									•							
Pass-By Distribution REDUCTION																
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	, ,	·		·						· · · · · · · · · · · · · · · · · · ·	·					
Total Vehicular Project Trips	0	37	0	43	0	0	0	0	0	0	0	34	0	33	0	0
4						-										
2025 Build Traffic	0	37	0	43	0	0	0	0	0	0	8	34	0	33	26	0

					PM PE	AK HOUR										
		Site Dr	iveway 1			13th Av	re Circle			Hynes	Street			Hyne	s Street	
		North	bound			South	bound			Eastl	oound			Wes	tbound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	27	0	0	0	39	0
Conflicting Pedestrians																
Heavy Vehicles											0				0	
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0	.90	•		0.	90			0.	.90	•			0.90	
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	0	0	0	0	0	0	0	0	27	0	0	0	39	0
Annual Growth Rate	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%	4.0%	4.0%
Growth Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
2025 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	30	0	0	0	44	0
2025 NO-BUILD TRATTIC	, ,	U	U	U	U	U	U	U	U	U	30	U	U	U	44	U
Trip Distribution IN												25%		25%		
Trip Distribution OUT		(25%)		(30%)												
Residential Trips	0	12	0	15	0	0	0	0	0	0	0	14	0	14	0	0
Trip Distribution IN												25%		25%		
Trip Distribution OUT		(25%)		(30%)												
Hotel Trips	0	23	0	27	0	0	0	0	0	0	0	23	0	23	0	0
Trip Distribution IN	1	1			I				1			25%		25%	1	
Trip Distribution OUT		(25%)		(30%)								2370		23/0		
Retail Trips	0	5	0	6	0	0	0	0	0	0	0	8	0	8	0	0
Primary Site Traffic (Unbalanced)	0	40	0	48	0	0	0	0	0	0	0	45	0	45	0	0
Balancing Adjustment		-1										1		-1		
Total Primary Site Trips	0	39	0	48	0	0	0	0	0	0	0	46	0	44	0	0
Pass-By Distribution REDUCTION									1							1
Pass-By Distribution IN																
Pass-By Distribution OUT																
Balancing Adjustment																
Pass-By Trips		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		1	1			1										
Total Vehicular Project Trips	1	39	0	48	0	0	0	0	0	0	0	46	0	44	0	0
2025 Build Traffic	0	39	0	48	0	0	0	0	0	0	30	46	0	44	44	0

INTERSECTION VOLUME DEVELOPMENT INTERSECTION #8 Site Driveway 2 at 15th Ave

					AM PE	AK HOUR										
		15th	h Ave			15th	Ave							Site Dr	iveway 2	
		North	bound			South	bound			East	bound			Wes	tbound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	32	0	0	0	33	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians																
Heavy Vehicles			1				0									
Heavy Vehicle %	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0	.97			0.	97			0	.97	•			0.97	
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	32	0	0	0	33	0	0	0	0	0	0	0	0	0
															•	
Annual Growth Rate	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%	4.0%	4.0%
Growth Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
2025 No-Build Traffic	0	0	36	0	0	0	37	0	0	0	0	0	0	0	0	0
Trip Distribution IN			20%	25%		25%										
Trip Distribution OUT							(15%)							(20%)		(25%)
Residential Trips	0	0	7	9	0	9	11	0	0	0	0	0	0	14	0	18
Trip Distribution IN	1		20%	25%		25%			1							
Trip Distribution IN			20%	2370		23%	(15%)							(20%)		(25%)
Hotel Trips	0	0	15	19	0	19	9	0	0	0	0	0	0	12	0	15
notel Hips			15	19		19	9	U	U	U		U		12		15
Trip Distribution IN			20%	25%		25%										
Trip Distribution OUT							(15%)							(20%)		(25%)
Retail Trips	0	0	4	6	0	6	2	0	0	0	0	0	0	3	0	4
Primary Site Traffic (Unbalanced)	0	0	26	34	0	34	22	0	0	0	0	0	0	29	0	37
Balancing Adjustment				-1										-2		
Total Primary Site Trips	0	0	26	33	0	34	22	0	0	0	0	0	0	27	0	37
Described to DEDUCTION	1					ı	ı				1	1				
Pass-By Distribution REDUCTION	-			100%					l						1	
Pass-By Distribution IN	-			100%					l					(4000/)	1	
Pass-By Distribution OUT	-								l					(100%)	1	
Balancing Adjustment		_				_	_							_		
Pass-By Trips	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	26	33	0	34	22	0	0	0	0	0	0	27	0	37
2025 Build Traffic	0	0	62	33	0	34	59	0	0	0	0	0	0	27	0	37

					PM PE	AK HOUR										
		15th	n Ave			15th	Ave				0			Site Dr	iveway 2	
		North	bound			South	bound			East	oound			Wes	tbound	
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2022 Traffic Volumes	0	0	66	0	0	0	84	0	0	0	0	0	0	0	0	0
Conflicting Pedestrians																
Heavy Vehicles			0				1									
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0	.98			0.	98			0	.98	•			.98	
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2022 Volumes	0	0	66	0	0	0	84	0	0	0	0	0	0	0	0	0
		9		9												
Annual Growth Rate	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%	4.0%	4.0%
Growth Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
2025 No-Build Traffic	0	0	74	0	0	0	94	0	0	0	0	0	0	0	0	0
Trip Distribution IN			20%	25%		25%										
Trip Distribution OUT							(15%)							(20%)		(25%)
Residential Trips	0	0	11	14	0	14	7	0	0	0	0	0	0	10	0	12
Trip Distribution IN			20%	25%		25%										
Trip Distribution OUT							(15%)							(20%)		(25%)
Hotel Trips	0	0	18	23	0	23	14	0	0	0	0	0	0	18	0	23
Trip Distribution IN			20%	25%		25%										
Trip Distribution OUT							(15%)							(20%)		(25%)
Retail Trips	0	0	6	8	0	8	3	0	0	0	0	0	0	4	0	5
							,									
Primary Site Traffic (Unbalanced)	0	0	35	45	0	45	24	0	0	0	0	0	0	32	0	40
Balancing Adjustment																1
Total Primary Site Trips	0	0	35	45	0	45	24	0	0	0	0	0	0	32	0	41
Pass-By Distribution REDUCTION																
Pass-By Distribution REDUCTION Pass-By Distribution IN				100%		-			-	-				-	-	
Pass-By Distribution IN Pass-By Distribution OUT	-		-	100%					l					(100%)		-
Balancing Adjustment	-													(100%)		
Pass-By Trips	-	0	0	18	0	0	0	0	0	0	0	0	0	18	0	0
rass-by irips	ı	U	1 0	10		1 0	J	U		1 0	1 0	1 0	1 0	1 10	1 0	1 0
Total Vehicular Project Trips	1	0	35	63	0	45	24	0	0	0	0	0	0	50	0	41
				- 55					<u> </u>				. <u> </u>	, 30		
2025 Build Traffic	0	0	109	63	0	45	118	0	0	0	0	0	0	50	0	41

APPENDIX D

Synchro Reports

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			7	*				↑			^	
Traffic Vol, veh/h	0	0	6	390	0	0	0	Ö	0	0	757	22
Future Vol, veh/h	0	0	6	390	0	0	0	0	0	0	757	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Yield	Yield	Yield	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	4	5
Mvmt Flow	0	0	7	443	0	0	0	0	0	0	860	25
Major/Minor N	/linor2					N	/lajor1		N	//ajor2		
Conflicting Flow All	-	-	443				-	0	-		-	0
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	_	-	-				-	-	-	-	-	-
Critical Hdwy	-	-	7.13				-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	-	-	-
Follow-up Hdwy	-	-	3.919				-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	482				0	-	0	0	-	-
Stage 1	0	0	-				0	-	0	0	-	-
Stage 2	0	0	-				0	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	-	0	482				-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-				-	-	-	-	-	-
Stage 1	-	0	-				-	-	-	-	-	-
Stage 2	-	0	-				-	-	-	-	-	-
Approach	EB						NB			SB		
HCM Control Delay, s	12.6						0			0		
HCM LOS	В											
Minor Lane/Major Mvm	t	NBT I	EBLn1	SBT	SBR							
Capacity (veh/h)		-		-	-							
HCM Lane V/C Ratio			0.014	_	-							
HCM Control Delay (s)		_		_	_							
HCM Lane LOS		-	В	-	-							
HCM 95th %tile Q(veh)		-	0	-	-							

	۶	→	*	•	•	•	1	†	~	/	ţ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	7	*	^					7	^	
Traffic Volume (veh/h)	0	171	314	173	1085	0	0	0	0	247	631	256
Future Volume (veh/h)	0	171	314	173	1085	0	0	0	0	247	631	256
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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1841	1870
Adj Flow Rate, veh/h	0	178	327	180	1130	0				257	657	267
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	2	2	2	2	0				2	4	2
Cap, veh/h	0	1062	899	664	2399	0				408	809	323
Arrive On Green	0.00	0.95	0.95	0.06	0.67	0.00				0.23	0.23	0.23
Sat Flow, veh/h	0	1870	1584	1781	3647	0				1781	3529	1409
Grp Volume(v), veh/h	0	178	327	180	1130	0				257	623	301
Grp Sat Flow(s),veh/h/ln	0	1870	1584	1781	1777	0				1781	1675	1587
Q Serve(g_s), s	0.0	0.7	2.0	4.8	18.2	0.0				15.6	21.1	21.6
Cycle Q Clear(g_c), s	0.0	0.7	2.0	4.8	18.2	0.0				15.6	21.1	21.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.89
Lane Grp Cap(c), veh/h	0	1062	899	664	2399	0				408	768	364
V/C Ratio(X)	0.00	0.17	0.36	0.27	0.47	0.00				0.63	0.81	0.83
Avail Cap(c_a), veh/h	0	1062	899	681	2399	0				527	991	470
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.99	0.99	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	1.4	1.4	8.6	9.3	0.0				41.7	43.8	44.0
Incr Delay (d2), s/veh	0.0	0.3	1.1	0.1	0.7	0.0				0.6	3.1	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.7	1.8	6.8	0.0				6.9	9.1	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	1.7	2.5	8.7	10.0	0.0				42.3	46.9	51.3
LnGrp LOS	Α	Α	Α	Α	Α	Α				D	D	D
Approach Vol, veh/h		505			1310						1181	
Approach Delay, s/veh		2.2			9.8						47.0	
Approach LOS		Α			Α						D	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		87.0		33.0	12.9	74.1						
Change Period (Y+Rc), s		6.0		5.5	6.0	6.0						
Max Green Setting (Gmax), s		73.0		35.5	8.0	59.0						
Max Q Clear Time (g_c+l1), s		20.2		23.6	6.8	4.0						
Green Ext Time (p_c), s		6.9		3.9	0.0	1.3						
Intersection Summary												
HCM 6th Ctrl Delay			23.2									
HCM 6th LOS			C									

	۶	-	7	•	←	*	1	†	-	1	↓	1	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	*	† \$		*	†			4			4		
Traffic Volume (veh/h)	3	463	7	48	1263	22	8	7	7	15	7	11	
Future Volume (veh/h)	3	463	7	48	1263	22	8	7	7	15	7	11	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	h	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1870	1826	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	3	477	7	49	1302	23	8	7	7	15	7	11	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	2	3	2	2	2	5	2	2	2	2	2	2	
Cap, veh/h	412	3023	44	813	3037	54	61	46	31	73	33	31	
Arrive On Green	0.85	0.85	0.85	1.00	1.00	1.00	0.06	0.06	0.06	0.06	0.06	0.06	
Sat Flow, veh/h	414	3557	52	911	3573	63	347	783	527	499	571	535	
Grp Volume(v), veh/h	3	236	248	49	647	678	22	0	0	33	0	0	
Grp Sat Flow(s), veh/h/ln	1 414	1763	1846	911	1777	1859	1657	0	0	1606	0	0	
Q Serve(g_s), s	0.1	2.8	2.8	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	
Cycle Q Clear(g_c), s	0.1	2.8	2.8	3.0	0.0	0.0	1.4	0.0	0.0	2.2	0.0	0.0	
Prop In Lane	1.00		0.03	1.00		0.03	0.36		0.32	0.45		0.33	
Lane Grp Cap(c), veh/h	412	1498	1569	813	1510	1580	138	0	0	137	0	0	
V/C Ratio(X)	0.01	0.16	0.16	0.06	0.43	0.43	0.16	0.00	0.00	0.24	0.00	0.00	
Avail Cap(c_a), veh/h	412	1498	1569	813	1510	1580	355	0	0	349	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	1.00	1.00	0.87	0.87	0.87	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh	1.4	1.6	1.6	0.0	0.0	0.0	53.9	0.0	0.0	54.2	0.0	0.0	
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.1	0.8	0.7	0.2	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	/ln0.0	0.7	0.7	0.0	0.3	0.3	0.6	0.0	0.0	1.0	0.0	0.0	
Unsig. Movement Delay	, s/veh												
LnGrp Delay(d),s/veh	1.4	1.8	1.8	0.2	0.8	0.7	54.1	0.0	0.0	54.6	0.0	0.0	
LnGrp LOS	Α	Α	Α	Α	Α	Α	D	Α	Α	D	Α	Α	
Approach Vol, veh/h		487			1374			22			33		
Approach Delay, s/veh		1.8			0.7			54.1			54.6		
Approach LOS		Α			Α			D			D		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	. s	107.5		12.5		107.5		12.5					
Change Period (Y+Rc),		5.5		5.5		5.5		5.5					
Max Green Setting (Gma		85.5		23.5		85.5		23.5					
Max Q Clear Time (g_c+		4.8		3.4		5.0		4.2					
Green Ext Time (p_c), s		2.0		0.0		7.8		0.1					
Intersection Summary													
HCM 6th Ctrl Delay			2.5										
HCM 6th LOS			A										
3			• •										

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	2	4	2	11	11	1	8	18	1	2	32	16
Future Vol, veh/h	2	4	2	11	11	1	8	18	1	2	32	16
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	9	2	2	6	2	2	2	2
Mvmt Flow	2	5	2	13	13	1	10	22	1	2	39	20
Major/Minor I	Minor2			Minor1			Major1		l	Major2		
Conflicting Flow All	103	97	50	102	107	24	59	0	0	24	0	0
Stage 1	53	53	-	44	44	-	-	-	-	-	-	-
Stage 2	50	44	-	58	63	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.59	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.59	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.59	_	-	-	_	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.081	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	877	793	1018	879	770	1052	1545	-	-	1591	-	-
Stage 1	960	851	-	970	845	-	-	-	-	-	-	-
Stage 2	963	858	-	954	829	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	859	786	1017	866	763	1051	1545	-	-	1589	-	-
Mov Cap-2 Maneuver	859	786	-	866	763	-	-	-	-	-	-	-
Stage 1	953	850	-	962	838	-	-	-	-	-	-	-
Stage 2	940	851	-	944	828	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	9.3			9.6			2.2			0.3		
HCM LOS	Α			Α								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1545	-	-	853	819	1589	-	-			
HCM Lane V/C Ratio		0.006	-	-	0.011			-	-			
HCM Control Delay (s)		7.3	0	-	9.3	9.6	7.3	0	-			
HCM Lane LOS		A	A	-	Α	Α	A	A	-			
HCM 95th %tile Q(veh))	0	-	-	0	0.1	0	-	-			

Intersection													
Int Delay, s/veh	0.4												
Movement E	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	Y	†		Ŋ	†			4			4		
Traffic Vol, veh/h	1	1161	23	29	1690	7	12	1	29	2	0	0	
Future Vol, veh/h	1	1161	23	29	1690	7	12	1	29	2	0	0	
Conflicting Peds, #/hr	15	0	2	2	0	15	0	0	3	3	0	0	
	ree	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	_	-		_	-	None	_	_	None	_	_	None	
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-	
Veh in Median Storage, #		0	_	_	0	_	_	1	_	_	1	_	
Grade, %	_	0	_	_	0	_	_	0	_	_	0	_	
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	
Heavy Vehicles, %	2	3	2	2	2	2	8	2	2	2	2	2	
Nymt Flow	1	1209	24	30	1760	7	13	1	30	2	0	0	
WIVIII(I IOW	- 1	1203	24	50	1700	ı	10		30		U	U	
Major/Minor Maj	ior1		N	Major2		N	/linor1		N	Minor2			
	782	0	0	1235	0	0	2165	3067	622	2449	3076	899	
Stage 1	-	-	-	1200	-	-	1225	1225	-	1839	1839	-	
Stage 2		_	_		_	_	940	1842	_	610	1237	_	
	1.14	_	_	4.14	_	_	7.66	6.54	6.94	7.54	6.54	6.94	
	t. 14		_	4.14	_	-	6.66	5.54	0.94	6.54	5.54	0.94	
Critical Hdwy Stg 1		-		-		-				6.54	5.54	-	
Critical Hdwy Stg 2	-	-	-	- 0.00	-	-	6.66	5.54	-			2.20	
	2.22	-	-	2.22	-	-	3.58	4.02	3.32	3.52	4.02	3.32	
	582	-	-	906	-	-	*24	*12	*660	*16	*12	*389	
Stage 1	-	-	-	-	-	-	*544	*501	-	*367	*321	-	
Stage 2	-	-	-	-	-	-	*361	*321	-	*622	*491	-	
Platoon blocked, %	1	-	-	1	-	-			1			1	
	574	-	-	904	-	-	*23	*11	*657	*15	*11	*383	
Mov Cap-2 Maneuver	-	-	-	-	-	-	*203	*178	-	*207	*172	-	
Stage 1	-	-	-	-	-	-	*542	*499	-	*361	*306	-	
Stage 2	-	-	-	-	-	-	*349	*306	-	*590	*489	-	
	EB			WB			NB			SB			
HCM Control Delay, s	0			0.2			15.5			22.6			
HCM LOS							С			С			
Minor Lane/Major Mvmt	١	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR					
Capacity (veh/h)		386	* 574	-	-	904	-	-	207				
ICM Lane V/C Ratio		0.113		-	-	0.033	-	-	0.01				
HCM Control Delay (s)		15.5	11.3	-	-	9.1	-	-	22.6				
		0	D	_	_	Α	-	-	С				
		С	В										
HCM Lane LOS		0.4	0	-	-	0.1	-	-	0				
HCM Lane LOS HCM 95th %tile Q(veh)				-	-		-	-	0				

	٠	→	*	•	←	•	1	†	-	1	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		^	7	7	^					7	414	7
Traffic Volume (veh/h)	0	607	348	153	941	0	0	0	0	554	155	518
Future Volume (veh/h)	0	607	348	153	941	0	0	0	0	554	155	518
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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1826	1870	1856	0				1856	1856	1870
Adj Flow Rate, veh/h	0	653	374	165	1012	0				651	0	617
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	5	2	3	0				3	3	2
Cap, veh/h	0	2067	624	432	1807	0				1458	0	1962
Arrive On Green	0.00	0.40	0.40	0.07	0.51	0.00				0.41	0.00	0.41
Sat Flow, veh/h	0	5274	1542	1781	3618	0				3534	0	4755
Grp Volume(v), veh/h	0	653	374	165	1012	0				651	0	617
Grp Sat Flow(s),veh/h/ln	0	1702	1542	1781	1763	0				1767	0	1585
Q Serve(g_s), s	0.0	10.5	22.9	6.2	23.6	0.0				15.9	0.0	10.5
Cycle Q Clear(g_c), s	0.0	10.5	22.9	6.2	23.6	0.0				15.9	0.0	10.5
Prop In Lane	0.00	10.0	1.00	1.00	20.0	0.00				1.00	0.0	1.00
Lane Grp Cap(c), veh/h	0.00	2067	624	432	1807	0				1458	0	1962
V/C Ratio(X)	0.00	0.32	0.60	0.38	0.56	0.00				0.45	0.00	0.31
Avail Cap(c_a), veh/h	0.00	2067	624	538	1807	0				1458	0.00	1962
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.4	28.1	17.9	20.0	0.0				25.4	0.0	23.8
Incr Delay (d2), s/veh	0.0	0.4	4.2	0.6	1.3	0.0				1.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.2	8.9	2.5	9.5	0.0				6.9	0.0	11.0
Unsig. Movement Delay, s/veh		1.2	0.0	2.0	0.0	0.0				0.0	0.0	11.0
LnGrp Delay(d),s/veh	0.0	24.8	32.3	18.5	21.3	0.0				26.4	0.0	24.2
LnGrp LOS	Α	C C	C	В	C C	A				C	Α	C
Approach Vol, veh/h		1027			1177						1268	
Approach Delay, s/veh		27.5			20.9						25.3	
Approach LOS		27.5 C			20.9 C						25.5 C	
Approach LOS		C			C						C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		66.0		54.0	12.9	53.1						
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5						
Max Green Setting (Gmax), s		61.5		49.5	15.5	41.5						
Max Q Clear Time (g_c+I1), s		25.6		17.9	8.2	24.9						
Green Ext Time (p_c), s		8.2		5.9	0.2	5.2						
Intersection Summary												
HCM 6th Ctrl Delay			24.5									
HCM 6th LOS			С									
Notes												

User approved volume balancing among the lanes for turning movement.

08/08/2022 Kimley-Horn

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LUL	4	LDIX	VVDL	₩	WDIX	NDL	4	NON	ODL	4	ODIN
Traffic Vol, veh/h	0	7	0	0	23	0	0	0	0	0	0	0
Future Vol, veh/h	0	7	0	0	23	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	_	None	_	_	None	-	-	None	-	-	None
Storage Length	_	-	-	_	-	-	-	-	-	-	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	0	9	0	0	28	0	0	0	0	0	0	0
Major/Minor N	//ajor1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	9	0	0	37	37	9	37	37	28
Stage 1	-	-	-	-	-	-	9	9	-	28	28	-
Stage 2	-	-	-	-	-	-	28	28	-	9	9	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1585	-	-	1611	-	-	968	855	1073	968	855	1047
Stage 1	-	-	-	-	-	-	1012	888	-	989	872	-
Stage 2	-	-	-	-	-	-	989	872	-	1012	888	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1585	-	-	1611	-	-	968	855	1073	968	855	1047
Mov Cap-2 Maneuver	-	-	-	-	-	-	968	855	-	968	855	-
Stage 1	-	-	-	-	-	-	1012	888	-	989	872	-
Stage 2	-	-	-	-	-	-	989	872	-	1012	888	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			0			0		
HCM LOS							Α			Α		
Minor Lane/Major Mvm	t N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR :	SBLn1			
Capacity (veh/h)		-	1585	-		1611	-	-	-			
HCM Lane V/C Ratio		-	-	-	-	-	-	-	-			
HCM Control Delay (s)		0	0	-	-	0	-	-	0			
HCM Lane LOS		Α	Α	-	-	Α	-	-	Α			
HCM 95th %tile Q(veh)		-	0	-	-	0	-	-	-			

Intersection						
Int Delay, s/veh	0					
-					0=:	
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	N/		f)			4
Traffic Vol, veh/h	0	0	32	0	0	33
Future Vol, veh/h	0	0	32	0	0	33
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	97	97	97	97	97	97
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	0	0	33	0	0	34
			- 00			•
	Minor1		Major1		Major2	
Conflicting Flow All	67	33	0	0	33	0
Stage 1	33	-	-	-	-	-
Stage 2	34	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy		3.318	-	-	2.218	-
Pot Cap-1 Maneuver	938	1041	-	-	1579	-
Stage 1	989	-	-	_	-	_
Stage 2	988	-	_	_	-	-
Platoon blocked, %			_	_		_
Mov Cap-1 Maneuver	938	1041	_	_	1579	_
Mov Cap-2 Maneuver	938	-	_	_	-	_
Stage 1	989		_		_	
•	988	-	_	-	_	-
Stage 2	300	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	0		0		0	
HCM LOS	A					
Minor Long (Maior M		NDT	NDD	MDL 4	ODI	CDT
Minor Lane/Major Mvm	IL	NBT		VBLn1	SBL	SBT
Capacity (veh/h)		-	-		1579	-
HCM Lane V/C Ratio		-	-	-	-	-
HCM Control Delay (s)		-	-	0	0	-
HCM Lane LOS		-	-	Α	Α	-
HCM 95th %tile Q(veh)		-	-	-	0	-

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			7	*				↑			ተ ተጉ	
Traffic Vol, veh/h	0	0	15	137	0	0	0	0	0	0	694	39
Future Vol, veh/h	0	0	15	137	0	0	0	0	0	0	694	39
Conflicting Peds, #/hr	0	0	3	3	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Yield	Yield	Yield	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	3	2
Mvmt Flow	0	0	16	143	0	0	0	0	0	0	723	41
Major/Minor N	1inor2					N	/lajor1		N	/lajor2		
Conflicting Flow All	-	-	386				-	0	-	-	-	0
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	-	-	-
Critical Hdwy	-	-	7.13				-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	-	-	-
Follow-up Hdwy	-	-	3.919				-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	524				0	-	0	0	-	-
Stage 1	0	0	-				0	-	0	0	-	-
Stage 2	0	0	-				0	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	-	0	522				-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-				-	-	-	-	-	-
Stage 1	-	0	-				-	-	-	-	-	-
Stage 2	-	0	-				-	-	-	-	-	-
Approach	EB						NB			SB		
HCM Control Delay, s	12.1						0			0		
HCM LOS	В											
Minor Lane/Major Mvmt		NBT	EBLn1	SBT	SBR							
Capacity (veh/h)			522		-							
HCM Lane V/C Ratio		-	0.03	_	_							
HCM Control Delay (s)		_	12.1	_	_							
HCM Lane LOS		_	В	_	_							
HCM 95th %tile Q(veh)		_	0.1	_	_							

Movement
Traffic Volume (veh/h)
Future Volume (veh/h)
Initial Q (Qb), veh
Ped-Bike Adj(A_pbT) 1.00 0.99 1.00 </td
Parking Bus, Adj 1.00
Work Zone On Approach No No No No No No Adj Sat Flow, veh/h/ln 0 1870 1870 1870 1870 0 1870 1856 1870 Adj Flow Rate, veh/h 0 470 291 112 564 0 128 612 135 Peak Hour Factor 0.97
Adj Sat Flow, veh/h/In 0 1870 1870 1870 1870 0 1870 1856 1870 Adj Flow Rate, veh/h 0 470 291 112 564 0 128 612 135 Peak Hour Factor 0.97
Adj Flow Rate, veh/h 0 470 291 112 564 0 128 612 135 Peak Hour Factor 0.97
Peak Hour Factor 0.97
Percent Heavy Veh, % 0 2 2 2 2 0 2 3 2 Cap, veh/h 0 1206 1016 574 2584 0 328 767 166 Arrive On Green 0.00 1.00 1.00 0.04 0.73 0.00 0.18 0.18 0.18 Sat Flow, veh/h 0 1870 1575 1781 3647 0 1781 4164 903 Grp Volume(v), veh/h 0 470 291 112 564 0 128 494 253 Grp Sat Flow(s), veh/h 0 470 291 112 564 0 128 494 253 Grp Sat Flow(s), veh/h/ln 0 1870 1575 1781 1777 0 1781 1689 1690 Q Serve(g_s), s 0.0 0.0 0.0 2.6 6.7 0.0 8.2 18.2 18.6 Cycle Q Clear(g_s), s 0.0 0.0 0.0
Cap, veh/h 0 1206 1016 574 2584 0 328 767 166 Arrive On Green 0.00 1.00 1.00 0.04 0.73 0.00 0.18 4.18 0.18 0.18 0.18 0.18 2.18 0.28 18.2 18.2 18.2 18.2 18.6 0.20 0.00 0.00 0.00 0.00 0.00 0.00
Arrive On Green 0.00 1.00 1.00 0.04 0.73 0.00 0.18 0.18 0.18 Sat Flow, veh/h 0 1870 1575 1781 3647 0 1781 4164 903 Grp Volume(v), veh/h 0 470 291 112 564 0 128 494 253 Grp Sat Flow(s),veh/h/ln 0 1870 1575 1781 1777 0 1781 1689 1690 Q Serve(g_s), s 0.0 0.0 0.0 2.6 6.7 0.0 8.2 18.2 18.6 Cycle Q Clear(g_c), s 0.0 0.0 0.0 2.6 6.7 0.0 8.2 18.2 18.6 Prop In Lane 0.00 1.00 1.00 0.00 1.00 0.00 1.00 0.53 Lane Grp Cap(c), veh/h 0 1206 1016 574 2584 0 328 622 311 V/C Ratio(X) 0.00 0.39 0.29 0.20 0.22 0.00 0.39 0.79 0.81 Avail Cap(c_a), veh/h 0 1206 1016 701 2584 0 514 974 488 HCM Platoon Ratio 1.00 2.00 2.00 1.00 1.00 1.00 1.00 1.00
Sat Flow, veh/h 0 1870 1575 1781 3647 0 1781 4164 903 Grp Volume(v), veh/h 0 470 291 112 564 0 128 494 253 Grp Sat Flow(s), veh/h/ln 0 1870 1575 1781 1777 0 1781 1689 1690 Q Serve(g_s), s 0.0 0.0 0.0 2.6 6.7 0.0 8.2 18.2 18.6 Cycle Q Clear(g_c), s 0.0 0.0 0.0 2.6 6.7 0.0 8.2 18.2 18.6 Prop In Lane 0.00 1.00 1.00 0.00 1.00 0.00 1.00 0.53 Lane Grp Cap(c), veh/h 0 1206 1016 574 2584 0 328 622 311 V/C Ratio(X) 0.00 0.39 0.29 0.20 0.22 0.00 0.39 0.79 0.81 Avail Cap(c_a), veh/h 0 1206
Grp Volume(v), veh/h 0 470 291 112 564 0 128 494 253 Grp Sat Flow(s),veh/h/ln 0 1870 1575 1781 1777 0 1781 1689 1690 Q Serve(g_s), s 0.0 0.0 0.0 2.6 6.7 0.0 8.2 18.2 18.6 Cycle Q Clear(g_c), s 0.0 0.0 0.0 2.6 6.7 0.0 8.2 18.2 18.6 Prop In Lane 0.00 1.00 1.00 0.00 1.00 0.00 0.53 Lane Grp Cap(c), veh/h 0 1206 1016 574 2584 0 328 622 311 V/C Ratio(X) 0.00 0.39 0.29 0.20 0.22 0.00 0.39 0.79 0.81 Avail Cap(c_a), veh/h 0 1206 1016 701 2584 0 514 974 488 HCM Platoon Ratio 1.00 2.00 1.00
Grp Sat Flow(s),veh/h/ln 0 1870 1575 1781 1777 0 1781 1689 1690 Q Serve(g_s), s 0.0 0.0 0.0 2.6 6.7 0.0 8.2 18.2 18.6 Cycle Q Clear(g_c), s 0.0 0.0 0.0 2.6 6.7 0.0 8.2 18.2 18.6 Prop In Lane 0.00 1.00 1.00 0.00 1.00 1.00 0.53 Lane Grp Cap(c), veh/h 0 1206 1016 574 2584 0 328 622 311 V/C Ratio(X) 0.00 0.39 0.29 0.20 0.22 0.00 0.39 0.79 0.81 Avail Cap(c_a), veh/h 0 1206 1016 701 2584 0 514 974 488 HCM Platoon Ratio 1.00 2.00 2.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 0.00 0.98 0.98 1.00 1.0
Q Serve(g_s), s 0.0 0.0 0.0 2.6 6.7 0.0 8.2 18.2 18.6 Cycle Q Clear(g_c), s 0.0 0.0 0.0 2.6 6.7 0.0 8.2 18.2 18.6 Prop In Lane 0.00 1.00 1.00 0.00 1.00 0.53 Lane Grp Cap(c), veh/h 0 1206 1016 574 2584 0 328 622 311 V/C Ratio(X) 0.00 0.39 0.29 0.20 0.22 0.00 0.39 0.79 0.81 Avail Cap(c_a), veh/h 0 1206 1016 701 2584 0 514 974 488 HCM Platoon Ratio 1.00 2.00 2.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 0.00 0.98 0.98 1.00 1.00 0.00 1.00 1.00 Uniform Delay (d2), s/veh 0.0 0.9 0.7 0.1 0.2 0.0 0.
Cycle Q Clear(g_c), s 0.0 0.0 2.6 6.7 0.0 8.2 18.2 18.6 Prop In Lane 0.00 1.00 1.00 0.00 1.00 0.53 Lane Grp Cap(c), veh/h 0 1206 1016 574 2584 0 328 622 311 V/C Ratio(X) 0.00 0.39 0.29 0.20 0.22 0.00 0.39 0.79 0.81 Avail Cap(c_a), veh/h 0 1206 1016 701 2584 0 514 974 488 HCM Platoon Ratio 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 0.00 0.98 0.98 1.00 1.00 0.0 1.00 1.00 Uniform Delay (d), s/veh 0.0 0.0 6.4 5.7 0.0 46.6 50.7 50.9 Incr Delay (d2), s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Prop In Lane 0.00 1.00 1.00 0.00 Lane Grp Cap(c), veh/h 0 1206 1016 574 2584 0 328 622 311 V/C Ratio(X) 0.00 0.39 0.29 0.20 0.22 0.00 0.39 0.79 0.81 Avail Cap(c_a), veh/h 0 1206 1016 701 2584 0 514 974 488 HCM Platoon Ratio 1.00 2.00 2.00 1.00
Lane Grp Cap(c), veh/h 0 1206 1016 574 2584 0 328 622 311 V/C Ratio(X) 0.00 0.39 0.29 0.20 0.22 0.00 0.39 0.79 0.81 Avail Cap(c_a), veh/h 0 1206 1016 701 2584 0 514 974 488 HCM Platoon Ratio 1.00 2.00 2.00 1.
V/C Ratio(X) 0.00 0.39 0.29 0.20 0.22 0.00 0.39 0.79 0.81 Avail Cap(c_a), veh/h 0 1206 1016 701 2584 0 514 974 488 HCM Platoon Ratio 1.00 2.00 1.00 <td< td=""></td<>
Avail Cap(c_a), veh/h 0 1206 1016 701 2584 0 514 974 488 HCM Platoon Ratio 1.00 2.00 2.00 1.00
HCM Platoon Ratio 1.00 2.00 2.00 1.
Upstream Filter(I) 0.00 0.98 0.98 1.00 1.00 0.00 1.00 1.00 1.00 Uniform Delay (d), s/veh 0.0 0.0 0.0 6.4 5.7 0.0 46.6 50.7 50.9 Incr Delay (d2), s/veh 0.0 0.9 0.7 0.1 0.2 0.0 0.3 1.0 2.7 Initial Q Delay(d3),s/veh 0.0
Uniform Delay (d), s/veh 0.0 0.0 6.4 5.7 0.0 46.6 50.7 50.9 Incr Delay (d2), s/veh 0.0 0.9 0.7 0.1 0.2 0.0 0.3 1.0 2.7 Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 %ile BackOfQ(50%),veh/ln 0.0 0.3 0.2 1.0 2.4 0.0 3.7 7.8 8.1 Unsig. Movement Delay, s/veh 0.0
Incr Delay (d2), s/veh 0.0 0.9 0.7 0.1 0.2 0.0 0.3 1.0 2.7 Initial Q Delay(d3), s/veh 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 0.0 0.3 0.2 1.0 2.4 0.0 3.7 7.8 8.1 Unsig. Movement Delay, s/veh
%ile BackOfQ(50%),veh/ln 0.0 0.3 0.2 1.0 2.4 0.0 3.7 7.8 8.1 Unsig. Movement Delay, s/veh
Unsig. Movement Delay, s/veh
LnGrp Delay(d),s/veh 0.0 0.9 0.7 6.5 5.9 0.0 46.9 51.7 53.6
LnGrp LOS A A A A A A D D D
Approach Vol, veh/h 761 676 875
Approach Delay, s/veh 0.8 6.0 51.5
Approach LOS A A D
Timer - Assigned Phs 2 4 5 6
Phs Duration (G+Y+Rc), s 100.5 29.5 10.7 89.8
Change Period (Y+Rc), s 6.0 5.5 6.0 6.0
Max Green Setting (Gmax), s 81.0 37.5 14.0 61.0
Max Q Clear Time (g_c+l1), s 8.7 20.6 4.6 2.0
Green Ext Time (p_c), s 2.8 3.3 0.1 2.6
Intersection Summary
HCM 6th Ctrl Delay 21.5
HCM 6th LOS C

	٠	→	*	•	←	•	4	†	/	1	ţ	4	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	7	†		7	1			4			4		
Traffic Volume (veh/h)	18	697	41	76	572	27	8	21	39	11	56	17	
Future Volume (veh/h)	18	697	41	76	572	27	8	21	39	11	56	17	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.98	0.99		0.98	
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No			No			No			No		
	1870	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870	1870	
Adj Flow Rate, veh/h	18	711	42	78	584	28	8	21	40	11	57	17	
	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	3	2	2	2	
Cap, veh/h	743	2902	171	631	2939	141	38	38	63	40	81	23	
	0.85	0.85	0.85	1.00	1.00	1.00	0.06	0.06	0.06	0.06	0.06	0.06	
Sat Flow, veh/h	807	3408	201	708	3451	165	114	603	988	142	1278	355	
Grp Volume(v), veh/h	18	371	382	78	300	312	69	0	0	85	0	0	
Grp Sat Flow(s),veh/h/ln	807	1777	1832	708	1777	1839	1705	0	0	1775	0	0	
Q Serve(g_s), s	0.4	5.1	5.1	0.8	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	
Cycle Q Clear(g_c), s	0.4	5.1	5.1	5.8	0.0	0.0	5.1	0.0	0.0	6.0	0.0	0.0	
	1.00		0.11	1.00		0.09	0.12		0.58	0.13		0.20	
Lane Grp Cap(c), veh/h	743	1513	1560	631	1513	1566	140	0	0	144	0	0	
V/C Ratio(X)	0.02	0.24	0.25	0.12	0.20	0.20	0.49	0.00	0.00	0.59	0.00	0.00	
Avail Cap(c_a), veh/h	743	1513	1560	631	1513	1566	437	0	0	462	0	0	
	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	1.00	1.00	0.98	0.98	0.98	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh		1.8	1.8	0.1	0.0	0.0	59.4	0.0	0.0	59.8	0.0	0.0	
Incr Delay (d2), s/veh	0.1	0.4	0.4	0.4	0.3	0.3	1.0	0.0	0.0	1.4	0.0	0.0	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/		1.3	1.4	0.1	0.1	0.1	2.3	0.0	0.0	2.8	0.0	0.0	
Unsig. Movement Delay,	s/veh												
LnGrp Delay(d),s/veh	1.5	2.2	2.2	0.5	0.3	0.3	60.4	0.0	0.0	61.2	0.0	0.0	
LnGrp LOS	Α	Α	Α	Α	Α	Α	E	Α	Α	E	Α	Α	
Approach Vol, veh/h		771			690			69			85		
Approach Delay, s/veh		2.2			0.3			60.4			61.2		
Approach LOS		Α			Α			Е			Е		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),	S	116.2		13.8		116.2		13.8					
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5					
Max Green Setting (Gma		86.5		32.5		86.5		32.5					
Max Q Clear Time (g_c+	, .	7.1		7.1		7.8		8.0					
Green Ext Time (p_c), s	,, -	3.4		0.2		3.1		0.3					
Intersection Summary													
HCM 6th Ctrl Delay			7.0										
HCM 6th LOS			Α										
			/ \										

Int Delay, siveh 3.9	Intersection												
Movement EBL EBT EBR WBL WBR WBR NBL NBT NBR SBL SBR SBR SBR SBR Configurations Traffic Vol., veh/h 18 17 11 9 16 14 5 74 9 1 48 5 5 5 5 5 5 5 5 5		3.9											
Lane Configurations Traffic Vol, veh/h			ERT	EDD	W/RI	\/\/RT	\\/\RD	NRI	NRT	NRD	QRI	CRT	SBD
Traffic Vol, veh/h		LDL		LDR	WDL		WDR	NDL		NON	ODL		אפט
Future Vol, veh/h Conflicting Peds, #hr 1 0 4 4 0 1 1 0 0 4 4 0 1 1 0 0 4 4 0 0 1 1 0 0 4 4 0 0 1 0 1		10		11	٥		1/	5		۵	1		5
Conflicting Peds, #/hr	·				-						•		
Sign Control Stop Free Free	· ·												
RT Channelized		•								•	•		
Storage Length		•									1166		
Veh in Median Storage, # - 0			_	TNOTIC			TNOTIC			INOITE	_		INOITE
Grade, % - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 9 9 9 90 <t< td=""><td></td><td></td><td>0</td><td>_</td><td></td><td></td><td>_</td><td></td><td></td><td>_</td><td></td><td></td><td>_</td></t<>			0	_			_			_			_
Peak Hour Factor													
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2													90
Mynt Flow 20 19 12 10 18 16 6 82 10 1 53 6 Major/Minor Minor2 Minor1 Major1 Major2 Conflicting Flow All 185 176 70 181 174 92 69 0 0 96 0 0 Stage 1 68 68 - 103 103 -													
Major/Minor Minor2 Minor1 Major1 Major2													
Conflicting Flow All 185 176 70 181 174 92 69 0 0 96 0 0 Stage 1 68 68 - 103 103 Stage 2 117 108 - 78 71									V _		•		
Conflicting Flow All	Major/Minor	Minor			Minor			Major1			Majara		
Stage 1			470			171			^			^	^
Stage 2											96		
Critical Hdwy 7.12 6.52 6.22 7.12 6.52 6.22 4.12 - 4.12 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td>							-	-	-	-	-	-	-
Critical Hdwy Stg 1 6.12 5.52 - 6.12 5.52 -							6.00	1.12	-	-	1.10	-	-
Critical Hdwy Stg 2 6.12 5.52 - 6.12 5.52 - <t< td=""><td></td><td></td><td></td><td>0.22</td><td></td><td></td><td>0.22</td><td>4.12</td><td>-</td><td>-</td><td>4.12</td><td>-</td><td>-</td></t<>				0.22			0.22	4.12	-	-	4.12	-	-
Follow-up Hdwy 3.518 4.018 3.318 3.518 4.018 3.318 2.218 - 2.218 2.218 Pot Cap-1 Maneuver 776 717 993 781 719 965 1532 - 1498 Stage 1 942 838 - 903 810				-			_	_	_	_	_	-	_
Pot Cap-1 Maneuver							3 312	2 212	-	-	2 212	-	-
Stage 1 942 838 - 903 810									-	-		-	-
Stage 2 888 806 - 931 836 -							303	1002	_	_	1730		_
Platoon blocked, %							_	_	_	-	-	_	-
Mov Cap-1 Maneuver 738 703 980 747 705 960 1517 - - 1492 - - Mov Cap-2 Maneuver 738 703 - 747 705 -		000	000		JU 1	000	_		_	_		_	_
Mov Cap-2 Maneuver 738 703 - 747 705 - </td <td>· · · · · · · · · · · · · · · · · · ·</td> <td>738</td> <td>703</td> <td>980</td> <td>747</td> <td>705</td> <td>960</td> <td>1517</td> <td>_</td> <td>_</td> <td>1492</td> <td>_</td> <td>_</td>	· · · · · · · · · · · · · · · · · · ·	738	703	980	747	705	960	1517	_	_	1492	_	_
Stage 1 930 829 - 896 804 -	•						-	-	_	_	- 102	_	_
Stage 2 850 800 - 894 827 -	·						_	-	-	_	_	-	_
Approach EB WB NB SB HCM Control Delay, s 10 9.8 0.4 0.1 HCM LOS B A A A Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1 SBL SBT SBR Capacity (veh/h) 1517 - - 769 791 1492 - - HCM Lane V/C Ratio 0.004 - - 0.066 0.055 0.001 - - HCM Control Delay (s) 7.4 0 - 10 9.8 7.4 0 - HCM Lane LOS A A - B A A -	_						_	_	_	_	_	_	_
HCM Control Delay, s 10 9.8 0.4 0.1 HCM LOS B A Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1 SBL SBT SBR Capacity (veh/h) 1517 - 769 791 1492 HCM Lane V/C Ratio 0.004 - 0.066 0.055 0.001 HCM Control Delay (s) 7.4 0 - 10 9.8 7.4 0 - HCM Lane LOS A A - B A A A -	- 15-13- 2	300	300		30 1	J							
HCM Control Delay, s 10 9.8 0.4 0.1 HCM LOS B A Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1 SBL SBT SBR Capacity (veh/h) 1517 - 769 791 1492 HCM Lane V/C Ratio 0.004 - 0.066 0.055 0.001 HCM Control Delay (s) 7.4 0 - 10 9.8 7.4 0 - HCM Lane LOS A A - B A A A -	Approach	ED			\A/D			NID			CD		
Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1 SBL SBT SBR Capacity (veh/h) 1517 - - 769 791 1492 - - HCM Lane V/C Ratio 0.004 - - 0.066 0.055 0.001 - - HCM Control Delay (s) 7.4 0 - 10 9.8 7.4 0 - HCM Lane LOS A A - B A A A -													
Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1 SBL SBT SBR Capacity (veh/h) 1517 - - 769 791 1492 - - HCM Lane V/C Ratio 0.004 - - 0.066 0.055 0.001 - - HCM Control Delay (s) 7.4 0 - 10 9.8 7.4 0 - HCM Lane LOS A A - B A A A -								0.4			0.1		
Capacity (veh/h) 1517 769 791 1492 HCM Lane V/C Ratio 0.004 0.066 0.055 0.001 HCM Control Delay (s) 7.4 0 - 10 9.8 7.4 0 - HCM Lane LOS A A - B A A A -	HOM FOS	В			А								
Capacity (veh/h) 1517 769 791 1492 HCM Lane V/C Ratio 0.004 0.066 0.055 0.001 HCM Control Delay (s) 7.4 0 - 10 9.8 7.4 0 - HCM Lane LOS A A - B A A A -													
HCM Lane V/C Ratio 0.004 0.066 0.055 0.001 HCM Control Delay (s) 7.4 0 - 10 9.8 7.4 0 - HCM Lane LOS A A - B A A A -	Minor Lane/Major Mvm	nt		NBT	NBR				SBT	SBR			
HCM Control Delay (s) 7.4 0 - 10 9.8 7.4 0 - HCM Lane LOS A A - B A A A -				-					-	-			
HCM Lane LOS A A - B A A -				-	-					-			
			7.4		-					-			
HCM 95th %tile Q(veh) 0 0.2 0.2 0				Α	-				Α	-			
	HCM 95th %tile Q(veh))	0	-	-	0.2	0.2	0	-	-			

Intersection													
Int Delay, s/veh	0.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	*	†		¥	†			4			4		
Traffic Vol, veh/h	3	1559	31	45	1181	13	19	0	83	0	0	0	
Future Vol, veh/h	3	1559	31	45	1181	13	19	0	83	0	0	0	
Conflicting Peds, #/hr	12	0	9	9	0	12	3	0	2	2	0	3	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	50	-	_	50	-	_	-	-	-	-	-	-	
Veh in Median Storage		0	-	-	0	-	_	1	-	_	1	-	
Grade, %	, ··· -	0	_	_	0	_	_	0	_	-	0	_	
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	3	1641	33	47	1243	14	20	0	87	0	0	0	
WWWIICHIOW	<u> </u>	10+1	00	71	1270	17	20	U	01	U	U	U	
Major/Minor N	Major1		ı	Major2			Minor1		ı	Minor2			
Conflicting Flow All	1269	0	0	1683	0	0	2392	3036	848	2185	3045	644	
Stage 1	1205	-	-	-	-	-	1673	1673	-	1356	1356	-	
Stage 2	<u>-</u>	<u>-</u>	_	<u>-</u>	_	<u>-</u>	719	1363	<u>-</u>	829	1689	<u>-</u>	
Critical Hdwy	4.14			4.14	_	_	7.54	6.54	6.94	7.54	6.54	6.94	
Critical Hdwy Stg 1	4.14	_	_	4.14	_	_	6.54	5.54	0.34	6.54	5.54	0.34	
Critical Hdwy Stg 2		_	_			_	6.54	5.54		6.54	5.54	_	
Follow-up Hdwy	2.22	_	_	2.22	-	_	3.52	4.02	3.32	3.52	4.02	3.32	
	*908			*658		_	*~ 18	*13	*440	*25	*12	*607	
Pot Cap-1 Maneuver		-	-	000	-	-							
Stage 1	-	-	-	-	-	-	*415	*364	-	*524	*470	-	
Stage 2	-	-	-	-	-	-	*572	*464	-	*415	*364	-	
Platoon blocked, %	1	-	-	1	-	-		*40	1	*40		1	
Mov Cap-1 Maneuver	*898	-	-	*652	-	-	*~ 17	*12	*435	*19	*11	*598	
Mov Cap-2 Maneuver	-	-	-	-	-	-	*218	*183	-	*175	*170	-	
Stage 1	-	-	-	-	-	-	*410	*359	-	*516	*431	-	
Stage 2	-	-	-	-	-	-	*530	*426	-	*330	*359	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, s	0			0.4			18.8			0			
HCM LOS				• • • • • • • • • • • • • • • • • • • •			С			A			
10200										, ,			
Minor Lane/Major Mvm	t I	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR :	SBLn1				
Capacity (veh/h)		367	* 898	-		* 652	-	-	-				
HCM Lane V/C Ratio			0.004	_		0.073	_	_	_				
HCM Control Delay (s)		18.8	9	_	_	11	_	_	0				
HCM Lane LOS		C	A	_	_	В	_	_	A				
HCM 95th %tile Q(veh)		1.2	0	-	-	0.2	-	-	-				
Notes													
~: Volume exceeds cap	acity	\$: D	elay exc	eede 30	ηne	+: Com	nutation	Not Da	efined	ed *· All major volume in platoon			
. Volume exceeds cap	acity	ψ. Dt	Jay ext	ceus J	103	· . Com	JulaliUl	I NOT DE	Jiii I C U	d *: All major volume in platoon			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		^	7	7	^					*	413	7
Traffic Volume (veh/h)	0	1127	290	205	682	0	0	0	0	292	142	231
Future Volume (veh/h)	0	1127	290	205	682	0	0	0	0	292	142	231
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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1856	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1199	309	218	726	0				207	419	164
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	3	2	2	0				2	2	2
Cap, veh/h	0	3513	1081	427	2759	0				275	578	245
Arrive On Green	0.00	0.69	0.69	0.05	0.78	0.00				0.15	0.15	0.15
Sat Flow, veh/h	0	5274	1571	1781	3647	0				1781	3741	1585
Grp Volume(v), veh/h	0	1199	309	218	726	0				207	419	164
Grp Sat Flow(s), veh/h/ln	0	1702	1571	1781	1777	0				1781	1870	1585
Q Serve(g_s), s	0.0	12.4	9.9	4.4	7.5	0.0				14.5	13.9	12.7
Cycle Q Clear(g_c), s	0.0	12.4	9.9	4.4	7.5	0.0				14.5	13.9	12.7
Prop In Lane	0.00	12.7	1.00	1.00	1.0	0.00				1.00	10.5	1.00
Lane Grp Cap(c), veh/h	0.00	3513	1081	427	2759	0.00				275	578	245
V/C Ratio(X)	0.00	0.34	0.29	0.51	0.26	0.00				0.75	0.73	0.67
Avail Cap(c_a), veh/h	0.00	3513	1081	722	2759	0.00				445	935	396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.00	8.3	7.9	5.9	4.1	0.0				52.6	52.3	51.8
Incr Delay (d2), s/veh	0.0	0.3	0.1	0.9	0.2	0.0				4.1	1.7	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.2	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.1	3.1	1.5	2.2	0.0				6.8	6.7	11.1
Unsig. Movement Delay, s/veh	0.0	4.1	J. I	1.0	۷.۷	0.0				0.0	0.7	11.1
LnGrp Delay(d),s/veh	0.0	8.3	8.0	6.8	4.3	0.0				56.7	54.1	55.0
	Ο.0	6.5 A	6.0 A	0.6 A		0.0 A				30.7 E	34.1 D	55.0 D
LnGrp LOS	A		A	A	A 044	A						U
Approach Vol, veh/h		1508			944						790	
Approach Delay, s/veh		8.3			4.9						55.0	
Approach LOS		Α			Α						D	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		105.4		24.6	11.5	93.9						
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5						
Max Green Setting (Gmax), s		88.5		32.5	28.5	55.5						
Max Q Clear Time (g_c+I1), s		9.5		16.5	6.4	14.4						
Green Ext Time (p_c), s		5.5		3.6	0.6	12.3						
Intersection Summary												
HCM 6th Ctrl Delay			18.7									
HCM 6th LOS			В									
Notes												

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	0	27	0	0	39	0	0	0	0	0	0	0
Future Vol, veh/h	0	27	0	0	39	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	30	0	0	43	0	0	0	0	0	0	0
Major/Minor I	Major1		N	Major2			Minor1			Minor2		
Conflicting Flow All	43	0	0	30	0	0	73	73	30	73	73	43
Stage 1	-	-	-	-	-	-	30	30	-	43	43	-
Stage 2	-	-	-	-	-	-	43	43	-	30	30	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1566	-	-	1583	-	-	918	817	1044	918	817	1027
Stage 1	-	-	-	-	-	-	987	870	-	971	859	-
Stage 2	-	-	-	-	-	-	971	859	-	987	870	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1566	-	-	1583	-	-	918	817	1044	918	817	1027
Mov Cap-2 Maneuver	-	-	-	-	-	-	918	817	-	918	817	-
Stage 1	-	-	-	-	-	-	987	870	-	971	859	-
Stage 2	_	-	-	-	_	-	971	859	-	987	870	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			0			0		
HCM LOS							A			A		
Minor Lane/Major Mvm	nt N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBI n1			
Capacity (veh/h)	· 1	-		-		1583	-		-			
HCM Lane V/C Ratio		<u>-</u>	-	<u>-</u>	<u>-</u>	-	_	_	<u>-</u>			
HCM Control Delay (s)		0	0	_	-	0	_	-	0			
HCM Lane LOS		A	A	_	_	A	_	_	A			
HCM 95th %tile Q(veh)		-	0	-	-	0	-	-	-			
332. 7000 3(1011)												

Intersection						
Int Delay, s/veh	0					
		WED	NOT	NDD	051	007
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		f)			ની
Traffic Vol, veh/h	0	0	66	0	0	84
Future Vol, veh/h	0	0	66	0	0	84
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	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	67	0	0	86
NA - 1 - / NA1	P		1.1.4		M. ' . O	
	/linor1		Major1		Major2	
Conflicting Flow All	153	67	0	0	67	0
Stage 1	67	-	-	-	-	-
Stage 2	86	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	_	-	-	-
	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	839	997	_	-	1535	-
Stage 1	956	-	-	_	_	_
Stage 2	937	_	_	_	_	_
Platoon blocked, %	001		_	_		_
Mov Cap-1 Maneuver	839	997	_	_	1535	
	839	-		_		_
Mov Cap-2 Maneuver	956		-	-	-	-
Stage 1		-	-	-	-	-
Stage 2	937	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	0		0		0	
HCM LOS	A				•	
TIOWI LOO						
Minor Lane/Major Mvm	t	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-	-	1535	-
HCM Lane V/C Ratio		-	-	-	-	-
HCM Control Delay (s)		-	-	0	0	-
HCM Lane LOS		-	-	Α	Α	-
HCM 95th %tile Q(veh)		-	-	-	0	-

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			7	7				†			ተ ተጉ	
Traffic Vol, veh/h	0	0	7	439	0	0	0	0	0	0	852	25
Future Vol, veh/h	0	0	7	439	0	0	0	0	0	0	852	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Yield	Yield	Yield	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	4	5
Mvmt Flow	0	0	8	499	0	0	0	0	0	0	968	28
Major/Minor N	/linor2					. 1	/lajor1		N	Major2		
Conflicting Flow All	-	_	498				- -	0		-	_	0
Stage 1	_	_	-				_	-	_	_	_	-
Stage 2	_	_	_				_	_	_	_	_	_
Critical Hdwy	_	_	7.13				_		_	_	_	
Critical Hdwy Stg 1	_	_					_	<u>-</u>	<u>-</u>	_	_	<u>-</u>
Critical Hdwy Stg 2	_	_	_				_	_	_	_	_	_
Follow-up Hdwy	_	_	3.919				_	_	<u>-</u>	_	_	_
Pot Cap-1 Maneuver	0	0	444				0	_	0	0	_	
Stage 1	0	0	-				0	<u>-</u>	0	0	_	_
Stage 2	0	0	_				0	_	0	0	_	_
Platoon blocked, %								_			_	_
Mov Cap-1 Maneuver	_	0	444				_	_	_	_	_	_
Mov Cap-2 Maneuver	_	0	-				_	_	_	_	_	_
Stage 1	_	0	_				_	_	_	_	_	_
Stage 2	_	0	_				_	_	_	_	_	_
5.0g0 Z												
Approach	EB						NB			SB		
HCM Control Delay, s	13.3						0			0		
HCM LOS	В									- 0		
Minor Lane/Major Mvmt		NRT	EBLn1	SBT	SBR							
Capacity (veh/h)		NDII	444	- 301	אומט							
HCM Lane V/C Ratio			0.018		-							
		-	13.3	-	-							
HCM Control Delay (s) HCM Lane LOS		-	13.3 B	-								
HCM 95th %tile Q(veh)		-	0.1	-	-							
HOW SOUL WILL Q(VEII)		-	U. I	-								

Lane Configurations		۶	→	*	•	—	•	1	†	-	1	↓	1
Traffic Volume (veh/h) 0 192 353 195 1220 0 0 0 278 710 Future Volume (veh/h) 0 192 353 195 1220 0 0 0 278 710 Initial Q (Ob), veh 0 <td< th=""><th>ent</th><th>EBL</th><th>EBT</th><th>EBR</th><th>WBL</th><th>WBT</th><th>WBR</th><th>NBL</th><th>NBT</th><th>NBR</th><th>SBL</th><th>SBT</th><th>SBR</th></td<>	ent	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (veh/h) 0 192 353 195 1220 0 0 0 278 710 Future Volume (veh/h) 0 192 353 195 1220 0 0 0 278 710 Initial Q (Ob), veh 0 <td< td=""><td>onfigurations</td><td></td><td>^</td><td>7</td><td>7</td><td>^</td><td></td><td></td><td></td><td></td><td>7</td><td>^</td><td></td></td<>	onfigurations		^	7	7	^					7	^	
Initial Q (Qb), veh	/olume (veh/h)	0	192	353	195		0	0	0	0	278		288
Ped-Bike Adj(A_pbT)	Volume (veh/h)	0	192	353	195	1220	0	0	0	0	278	710	288
Parking Bus, Adj 1.00	(Qb), veh		0			0						0	0
Work Zone On Ápproach No No No No Adj Sat Flow, veh/h/ln 0 1870 1870 1870 0 1870 1841 1 Adj Flow Rate, veh/h 0 200 368 203 1271 0 290 740 Peak Hour Factor 0.96	ke Adj(A_pbT)												1.00
Adj Sat Flow, veh/h/In 0 1870 20 20 740 Peak Hour Factor 0.96 0.	Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Flow Rate, veh/h 0 200 368 203 1271 0 290 740 Peak Hour Factor 0.96 0.84 0 0.06 0.06	one On Approach												
Peak Hour Factor 0.96 0.26 2.25 0.00 0.00 0.02 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25	Flow, veh/h/ln					1870	0						1870
Percent Heavy Veh, % 0 2 2 2 2 0 2 4 Cap, veh/h 0 1006 853 619 2322 0 447 883 Arrive On Green 0.00 0.90 0.90 0.07 0.65 0.00 0.25 </td <td>w Rate, veh/h</td> <td></td> <td></td> <td></td> <td></td> <td>1271</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>300</td>	w Rate, veh/h					1271							300
Cap, veh/h 0 1006 853 619 2322 0 447 883 Arrive On Green 0.00 0.90 0.90 0.07 0.65 0.00 0.25 0.0 1.68 1.81 1781 3647 0 1781 3524 1 Grp Volume(v), veh/h 0 200 368 203 1271 0 290 703 Grp Sat Flow(s), veh/h/In 0 1870 1585 1781 1777 0 1715 23.9 2 Cycle Q Clear(g_c), s 0.0 1.6 4.6 5.9 23.2 0.0 17.5 23.9 2 Cycle Q Clear(g_c), s		0.96	0.96		0.96	0.96	0.96				0.96	0.96	0.96
Arrive On Green 0.00 0.90 0.90 0.07 0.65 0.00 0.25 0.25 0.25 Sat Flow, veh/h 0 1870 1585 1781 3647 0 1781 3524 1 Grp Volume(v), veh/h 0 200 368 203 1271 0 290 703 Grp Sat Flow(s), veh/h/ln 0 1870 1585 1781 1777 0 1781 1675 1 Q Serve(g_s), 0 0.16 4.6 5.9 23.2 0.0 17.5 23.9 2 Cycle Q Clear(g_c), s 0.0 1.6 4.6 5.9 23.2 0.0 17.5 23.9 2 Cycle Q Clear(g_c), so 0.0 1.00 1.00 0.00 1.00	Heavy Veh, %	0											2
Sat Flow, veh/h 0 1870 1585 1781 3647 0 1781 3524 1 Grp Volume(v), veh/h 0 200 368 203 1271 0 290 703 Grp Sat Flow(s), veh/h/ln 0 1870 1585 1781 1777 0 1781 1675 1 Q Serve(g_s), s 0.0 1.6 4.6 5.9 23.2 0.0 17.5 23.9 2 Cycle Q Clear(g_c), s 0.0 1.6 4.6 5.9 23.2 0.0 17.5 23.9 2 Prop In Lane 0.00 1.00 1.00 0.00 1.00 <												883	354
Grp Volume(v), veh/h 0 200 368 203 1271 0 290 703 Grp Sat Flow(s),veh/h/ln 0 1870 1585 1781 1777 0 1781 1675 1 Q Serve(g_s), s 0.0 1.6 4.6 5.9 23.2 0.0 17.5 23.9 2 Cycle Q Clear(g_c), s 0.0 1.6 4.6 5.9 23.2 0.0 17.5 23.9 2 Prop In Lane 0.00 1.00 1.00 0.00 1.00 <		0.00			0.07		0.00					0.25	0.25
Grp Sat Flow(s),veh/h/ln 0 1870 1585 1781 1777 0 1781 1675 1 Q Serve(g_s), s 0.0 1.6 4.6 5.9 23.2 0.0 17.5 23.9 2 Cycle Q Clear(g_c), s 0.0 1.6 4.6 5.9 23.2 0.0 17.5 23.9 2 Prop In Lane 0.00 1.00 1.00 0.00 1.00 <td< td=""><td>w, veh/h</td><td>0</td><td>1870</td><td>1585</td><td>1781</td><td>3647</td><td>0</td><td></td><td></td><td></td><td>1781</td><td>3524</td><td>1413</td></td<>	w, veh/h	0	1870	1585	1781	3647	0				1781	3524	1413
Q Serve(g_s), s 0.0 1.6 4.6 5.9 23.2 0.0 17.5 23.9 2 Cycle Q Clear(g_c), s 0.0 1.6 4.6 5.9 23.2 0.0 17.5 23.9 2 Prop In Lane 0.00 1.00 1.00 0.00 1.00 1.00 0 0 0 1.00 0 0<	ume(v), veh/h	0	200	368	203	1271	0				290	703	337
Cycle Q Clear(g_c), s 0.0 1.6 4.6 5.9 23.2 0.0 17.5 23.9 23.9 Prop In Lane 0.00 1.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 0.00 0.05 0.84 0.00 0.65 0.84 0.00 0.05 0.84 0.00 0.05 0.84 0.00 0.05 0.84 0.00 0.05 0.84 0.00 0.05 0.84 0.00 0.05 0.84 0.00 0.05 0.84 0.00 0.05 0.84 0.00 0.05 0.84 0.00 0.05 0.08 0.00	Flow(s),veh/h/ln	0	1870	1585	1781	1777	0				1781	1675	1586
Prop In Lane 0.00 1.00 1.00 0.00 Lane Grp Cap(c), veh/h 0 1006 853 619 2322 0 447 840 V/C Ratio(X) 0.00 0.20 0.43 0.33 0.55 0.00 0.65 0.84 0 Avail Cap(c_a), veh/h 0 1006 853 621 2322 0 527 991 HCM Platoon Ratio 1.00 1.67 1.67 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 0.00 0.99 0.99 1.00 1.00 0.0 1.00 1.00 Uniform Delay (d), s/veh 0.0 2.9 3.1 9.8 11.2 0.0 40.2 42.6 42.6 Incr Delay (d2), s/veh 0.0 0.4 1.6 0.1 0.9 0.0 1.3 4.8 10.4 1.3 4.8 10.4 1.3 4.8 10.4 1.3 4.8 10.4 1.0 1.0 0.0		0.0	1.6	4.6	5.9	23.2	0.0				17.5	23.9	24.2
Lane Grp Cap(c), veh/h 0 1006 853 619 2322 0 447 840 V/C Ratio(X) 0.00 0.20 0.43 0.33 0.55 0.00 0.65 0.84 0 Avail Cap(c_a), veh/h 0 1006 853 621 2322 0 527 991 HCM Platoon Ratio 1.00 1.67 1.67 1.00 <	Clear(g_c), s	0.0	1.6	4.6	5.9	23.2	0.0				17.5	23.9	24.2
V/C Ratio(X) 0.00 0.20 0.43 0.33 0.55 0.00 0.65 0.84 0 Avail Cap(c_a), veh/h 0 1006 853 621 2322 0 527 991 HCM Platoon Ratio 1.00 1.67 1.67 1.00 1.	Lane	0.00		1.00	1.00		0.00				1.00		0.89
Avail Cap(c_a), veh/h 0 1006 853 621 2322 0 527 991 HCM Platoon Ratio 1.00 1.67 1.67 1.00	rp Cap(c), veh/h	0	1006	853	619	2322	0				447	840	398
HCM Platoon Ratio 1.00 1.67 1.67 1.00 1.	tio(X)	0.00	0.20	0.43	0.33	0.55	0.00				0.65	0.84	0.85
Upstream Filter(I) 0.00 0.99 0.99 1.00 1.00 0.00 1.00 <td>ap(c_a), veh/h</td> <td>0</td> <td>1006</td> <td>853</td> <td>621</td> <td>2322</td> <td>0</td> <td></td> <td></td> <td></td> <td>527</td> <td>991</td> <td>469</td>	ap(c_a), veh/h	0	1006	853	621	2322	0				527	991	469
Uniform Delay (d), s/veh 0.0 2.9 3.1 9.8 11.2 0.0 40.2 42.6 42.6 42.6 42.6 42.6 43.2 42.6 44.8 42.6 44.8 42.6 44.8 43.2 43.2 43.2 43.2 43.2 43.2 43.2 43.2 43.2 43.2 43.2 43.2 43.2 43.2 43.2 43.2 43.2 43.2 44.6 44.2 44.6 44.2 44.6 44.2 44.6 44.2 44.6	atoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00				1.00	1.00	1.00
Incr Delay (d2), s/veh 0.0 0.4 1.6 0.1 0.9 0.0 1.3 4.8 Initial Q Delay(d3),s/veh 0.0 <t< td=""><td>nm Filter(I)</td><td>0.00</td><td>0.99</td><td>0.99</td><td>1.00</td><td>1.00</td><td>0.00</td><td></td><td></td><td></td><td>1.00</td><td>1.00</td><td>1.00</td></t<>	nm Filter(I)	0.00	0.99	0.99	1.00	1.00	0.00				1.00	1.00	1.00
Initial Q Delay(d3),s/veh 0.0 7.8 10.4 0.0 0.0 0.0 10.4 0.0 7.8 10.4 0.0	Delay (d), s/veh	0.0	2.9	3.1	9.8	11.2	0.0				40.2	42.6	42.8
%ile BackOfQ(50%),veh/ln 0.0 0.7 1.4 2.3 8.9 0.0 7.8 10.4 0.0 0.0 10.4 0.0 <	lay (d2), s/veh	0.0	0.4	1.6	0.1	0.9	0.0				1.3	4.8	10.4
Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 0.0 3.3 4.6 10.0 12.2 0.0 41.5 47.5 5 LnGrp LOS A A A A B A D D Approach Vol, veh/h 568 1474 1330 Approach Delay, s/veh 4.2 11.8 47.6	Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0				0.0	0.0	0.0
LnGrp Delay(d),s/veh 0.0 3.3 4.6 10.0 12.2 0.0 41.5 47.5 5 LnGrp LOS A A A A B A D D Approach Vol, veh/h 568 1474 1330 Approach Delay, s/veh 4.2 11.8 47.6	ckOfQ(50%),veh/ln	0.0	0.7	1.4	2.3	8.9	0.0				7.8	10.4	10.6
LnGrp LOS A A A A B A D D Approach Vol, veh/h 568 1474 1330 Approach Delay, s/veh 4.2 11.8 47.6	Movement Delay, s/veh												
Approach Vol, veh/h 568 1474 1330 Approach Delay, s/veh 4.2 11.8 47.6	Delay(d),s/veh	0.0	3.3	4.6	10.0	12.2	0.0				41.5	47.5	53.2
Approach Delay, s/veh 4.2 11.8 47.6	_OS	Α	Α	Α	Α	В	Α				D	D	D
11 7,	ch Vol, veh/h		568			1474						1330	
Approach LOS A B D	ch Delay, s/veh		4.2			11.8						47.6	
	ch LOS		Α			В						D	
Timer - Assigned Phs 2 4 5 6	Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s 84.4 35.6 13.9 70.5	ration (G+Y+Rc), s		84.4		35.6	13.9	70.5						
Change Period (Y+Rc), s 6.0 5.5 6.0 6.0			6.0			6.0	6.0						
Max Green Setting (Gmax), s 73.0 35.5 8.0 59.0													
Max Q Clear Time (g_c+l1), s 25.2 26.2 7.9 6.6	• ,												
Green Ext Time (p_c), s 8.2 3.8 0.0 1.4	(6												
Intersection Summary	ction Summary												
HCM 6th Ctrl Delay 24.7				24.7									
HCM 6th LOS C													

	٠	→	•	•	←	•	1	†	/	-	ţ	✓	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	7	1		7	†			4			4		
Traffic Volume (veh/h)	3	522	10	56	1423	27	9	9	8	29	10	16	
Future Volume (veh/h)	3	522	10	56	1423	27	9	9	8	29	10	16	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
, —, ,	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
, ,	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No			No			No			No		
	870	1856	1870	1870	1870	1826	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	3	538	10	58	1467	28	9	9	8	30	10	16	
	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	2	3	2	2	2	5	2	2	2	2	2	2	
	359	3010	56	767	3032	58	61	48	31	88	24	26	
	0.85	0.85	0.85	1.00	1.00	1.00	0.06	0.06	0.06	0.06	0.06	0.06	
Sat Flow, veh/h	352	3541	66	859	3567	68	356	825	525	717	414	453	
Grp Volume(v), veh/h	3	268	280	58	730	765	26	0	0	56	0	0	
Grp Sat Flow(s),veh/h/ln	352	1763	1844	859	1777	1858	1707	0	0	1584	0	0	
Q Serve(g_s), s	0.2	3.2	3.2	0.3	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	
Cycle Q Clear(g_c), s	0.2	3.2	3.2	3.5	0.0	0.0	1.7	0.0	0.0	4.0	0.0	0.0	
Prop In Lane	1.00		0.04	1.00		0.04	0.35		0.31	0.54		0.29	
Lane Grp Cap(c), veh/h	359	1498	1567	767	1510	1579	140	0	0	138	0	0	
V/C Ratio(X)	0.01	0.18	0.18	0.08	0.48	0.48	0.19	0.00	0.00	0.40	0.00	0.00	
Avail Cap(c_a), veh/h	359	1498	1567	767	1510	1579	358	0	0	347	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	1.00	1.00	0.80	0.80	0.80	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh	1.4	1.6	1.6	0.1	0.0	0.0	54.0	0.0	0.0	55.0	0.0	0.0	
Incr Delay (d2), s/veh	0.0	0.3	0.3	0.2	0.9	0.9	0.2	0.0	0.0	0.7	0.0	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/l	ln0.0	0.8	8.0	0.0	0.4	0.4	0.8	0.0	0.0	1.7	0.0	0.0	
Unsig. Movement Delay,	s/veh												
LnGrp Delay(d),s/veh	1.4	1.9	1.8	0.2	0.9	0.9	54.2	0.0	0.0	55.7	0.0	0.0	
LnGrp LOS	Α	Α	Α	Α	Α	Α	D	Α	Α	Е	Α	Α	
Approach Vol, veh/h		551			1553			26			56		
Approach Delay, s/veh		1.8			0.8			54.2			55.7		
Approach LOS		Α			Α			D			Е		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),	s	107.5		12.5		107.5		12.5					
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5					
Max Green Setting (Gmax		85.5		23.5		85.5		23.5					
Max Q Clear Time (g c+l	, ,	5.2		3.7		5.5		6.0					
Green Ext Time (p_c), s	,, -	2.3		0.0		9.9		0.1					
Intersection Summary													
HCM 6th Ctrl Delay			3.1										
HCM 6th LOS			Α										
TIOW OUT LOO			\wedge										

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	4	4	2	12	13	2	9	32	3	4	49	18
Future Vol, veh/h	4	4	2	12	13	2	9	32	3	4	49	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	9	2	2	6	2	2	2	2
Mvmt Flow	5	5	2	15	16	2	11	39	4	5	60	22
Major/Minor I	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	153	146	71	148	155	41	82	0	0	43	0	0
Stage 1	81	81	-	63	63	-	-	-	-	-	-	-
Stage 2	72	65	-	85	92	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.59	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.59	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.59	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.081	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	814	745	991	820	724	1030	1515	-	-	1566	-	-
Stage 1	927	828	-	948	829	-	-	-	-	-	-	-
Stage 2	938	841	-	923	805	-	-	-	-	-	-	-
Platoon blocked, %						1000	4=	-	-	4=	-	-
Mov Cap-1 Maneuver	792	738	991	808	717	1030	1515	-	-	1566	-	-
Mov Cap-2 Maneuver	792	738	-	808	717	-	-	-	-	-	-	-
Stage 1	921	826	-	941	823	-	-	-	-	-	-	-
Stage 2	911	835	-	913	803	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	9.6			9.9			1.5			0.4		
HCM LOS	Α			Α								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1515		-	801	773	1566	-				
HCM Lane V/C Ratio		0.007	-	-	0.015			-	-			
HCM Control Delay (s)		7.4	0	-	9.6	9.9	7.3	0	-			
HCM Lane LOS		Α	Α	-	Α	Α	Α	Α	-			
HCM 95th %tile Q(veh))	0	-	-	0	0.1	0	-	-			
-												

Intersection													
Int Delay, s/veh	0.5												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	*	ተ ጮ		*	†			4			4		
Fraffic Vol, veh/h	1	1314	27	39	1905	8	17	1	47	2	0	0	
uture Vol, veh/h	1	1314	27	39	1905	8	17	1	47	2	0	0	
onflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
ign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
T Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-	
eh in Median Storage,	, # -	0	-	-	0	-	-	1	-	-	1	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
eak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	
leavy Vehicles, %	2	3	2	2	2	2	8	2	2	2	2	2	
lvmt Flow	1	1369	28	41	1984	8	18	1	49	2	0	0	
lajor/Minor N	/lajor1		ľ	Major2		ı	Minor1		- 1	Minor2			
Conflicting Flow All	1992	0	0	1397	0	0	2459	3459	699	2757	3469	996	
Stage 1	_	-	_	_	_	-	1385	1385	_	2070	2070	-	
Stage 2	-	-	_	-	-	-	1074	2074	-	687	1399	-	
ritical Hdwy	4.14	-	-	4.14	-	-	7.66	6.54	6.94	7.54	6.54	6.94	
ritical Hdwy Stg 1	-	-	-	-	-	-	6.66	5.54	-	6.54	5.54	-	
itical Hdwy Stg 2	-	-	-	-	-	-	6.66	5.54	-	6.54	5.54	-	
ollow-up Hdwy	2.22	-	-	2.22	-	-	3.58	4.02	3.32	3.52	4.02	3.32	
ot Cap-1 Maneuver	*429	-	-	837	-	-	*~ 14	*7	*592	*9	*6	*287	
Stage 1	-	-	-	-	-	-	*517	*468	-	*271	*237	-	
Stage 2	-	-	-	-	-	-	*266	*237	-	*558	*456	-	
latoon blocked, %	1	-	-	1	-	-			1			1	
ov Cap-1 Maneuver	*429	-	-	837	-	-	*~ 13	*7	*592	*8	*6	*287	
lov Cap-2 Maneuver	-	-	-	-	-	-	*160	*141	-	*160	*136	-	
Stage 1	-	-	-	-	-	-	*516	*467	-	*270	*226	-	
Stage 2	-	-	-	-	-	-	*253	*226	-	*510	*456	-	
pproach	EB			WB			NB			SB			
CM Control Delay, s	0			0.2			18.3			27.8			
ICM LOS							С			D			
linor Lane/Major Mvm	t 1	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	SRI n1				
Capacity (veh/h)		337	* 429		- בטול	837	VVD1	-	160				
CM Lane V/C Ratio		0.201	0.002	_	_	0.049	_	_	0.013				
CM Control Delay (s)		18.3	13.4	_	_	9.5			27.8				
CM Lane LOS		C	В	_	_	9.5 A	-	_	D				
CM 95th %tile Q(veh)		0.7	0	_	_	0.2	_	_	0				
,		J.,				V. <u>~</u>							
otes	.,	Φ -	_	1 00	\ <u>\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\</u>		1.0	N. C	c .	+ A11			
: Volume exceeds cap	acity	\$: De	elay exc	eeas 30	JUS	+: Com _l	outation	i Not De	erined	": All	major v	olume ir	n platoon

	۶	→	*	•	•	•	1	†	~	/	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		**	7	*	^					*	473	7
Traffic Volume (veh/h)	0	705	391	172	1076	0	0	0	0	623	174	583
Future Volume (veh/h)	0	705	391	172	1076	0	0	0	0	623	174	583
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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1826	1870	1856	0				1856	1856	1870
Adj Flow Rate, veh/h	0	758	420	185	1157	0				732	0	694
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	5	2	3	0				3	3	2
Cap, veh/h	0	2030	613	405	1807	0				1458	0	1962
Arrive On Green	0.00	0.40	0.40	0.08	0.51	0.00				0.41	0.00	0.41
Sat Flow, veh/h	0	5274	1542	1781	3618	0				3534	0	4755
Grp Volume(v), veh/h	0	758	420	185	1157	0				732	0	694
Grp Sat Flow(s), veh/h/ln	0	1702	1542	1781	1763	0				1767	0	1585
Q Serve(g_s), s	0.0	12.6	27.1	7.1	28.6	0.0				18.4	0.0	12.0
Cycle Q Clear(g_c), s	0.0	12.6	27.1	7.1	28.6	0.0				18.4	0.0	12.0
Prop In Lane	0.00	12.0	1.00	1.00	20.0	0.00				1.00	0.0	1.00
Lane Grp Cap(c), veh/h	0.00	2030	613	405	1807	0.00				1458	0	1962
V/C Ratio(X)	0.00	0.37	0.69	0.46	0.64	0.00				0.50	0.00	0.35
Avail Cap(c_a), veh/h	0.00	2030	613	497	1807	0.00				1458	0.00	1962
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	1.00	0.00				1.00		1.00
Upstream Filter(I)	0.00										0.00	
Uniform Delay (d), s/veh	0.0	25.6	29.9	18.5	21.2	0.0				26.1 1.2	0.0	24.2
Incr Delay (d2), s/veh	0.0	0.5	6.1	0.8	1.8	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	0.0	5.1	10.7	2.9	11.5	0.0				7.9	0.0	12.3
Unsig. Movement Delay, s/veh		00.4	20.4	40.0	00.0	0.0				07.4	0.0	04.7
LnGrp Delay(d),s/veh	0.0	26.1	36.1	19.3	23.0	0.0				27.4	0.0	24.7
LnGrp LOS	A	С	D	В	С	Α				С	Α	<u>C</u>
Approach Vol, veh/h		1178			1342						1426	
Approach Delay, s/veh		29.7			22.5						26.1	
Approach LOS		С			С						С	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		66.0		54.0	13.8	52.2						
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5						
Max Green Setting (Gmax), s		61.5		49.5	15.5	41.5						
Max Q Clear Time (g_c+l1), s		30.6		20.4	9.1	29.1						
Green Ext Time (p_c), s		9.6		6.8	0.2	5.2						
Intersection Summary												
HCM 6th Ctrl Delay			25.9									
HCM 6th LOS			23.5 C									
Notes												

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	0	8	0	0	26	0	0	0	0	0	0	0
Future Vol, veh/h	0	8	0	0	26	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	0	10	0	0	32	0	0	0	0	0	0	0
Major/Minor I	Major1		N	Major2			Minor1		ľ	Minor2		
Conflicting Flow All	32	0	0	10	0	0	42	42	10	42	42	32
Stage 1	-	-	-	-	-	-	10	10	-	32	32	-
Stage 2	-	-	_	-	-	-	32	32	-	10	10	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1580	-	-	1610	-	-	961	850	1071	961	850	1042
Stage 1	-	-	-	-	-	-	1011	887	-	984	868	-
Stage 2	_	-	-	-	-	-	984	868	-	1011	887	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1580	-	-	1610	-	-	961	850	1071	961	850	1042
Mov Cap-2 Maneuver	-	-	-	-	-	-	961	850	-	961	850	-
Stage 1	-	-	-	-	-	-	1011	887	-	984	868	-
Stage 2	-	-	-	-	-	-	984	868	-	1011	887	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			0			0		
HCM LOS							A			A		
Minor Lane/Major Mvm	nt N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)		-	4=00		-	1010						
HCM Lane V/C Ratio		_		_	_		_	_	_			
HCM Control Delay (s)		0	0	_	_	0	_	_	0			
HCM Lane LOS		A	A	_	_	A	<u>-</u>	_	A			
HCM 95th %tile Q(veh)		-	0	_	_	0	_	_	-			
. 13111 00 11 70 110 00 (1011)						- 3						

Intersection						
Int Delay, s/veh	0					
		14/55	NIST	Non	051	057
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		1			ની
Traffic Vol, veh/h	0	0	36	0	0	37
Future Vol, veh/h	0	0	36	0	0	37
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
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	0	0	37	0	0	38
Major/Minor I	Minor1	N	Major1		Major2	
Conflicting Flow All	75	37	0	0	37	0
Stage 1	37	-	-	-	-	-
Stage 2	38	_	_	_	_	_
Critical Hdwy	6.42	6.22	_	_	4.12	_
•	5.42	0.22	_	_	4.12	_
Critical Hdwy Stg 1 Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
	928	1035	-		44	_
Pot Cap-1 Maneuver	985	1035	-	-	15/4	-
Stage 1			-	-	-	-
Stage 2	984	-	-	-	-	-
Platoon blocked, %	000	4005	-	-	4574	-
Mov Cap-1 Maneuver	928	1035	-	-	1574	-
Mov Cap-2 Maneuver	928	-	-	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	0		0		0	
HCM LOS	A		U		U	
TIOW EGG	, , , , , , , , , , , , , , , , , , ,					
Minor Lane/Major Mvm	ıt	NBT	NBRV	WBLn1	SBL	SBT
Capacity (veh/h)		-	-	-	1574	-
HCM Lane V/C Ratio		-	-	-	-	-
HCM Control Delay (s)		-	-	0	0	-
HCM Lane LOS		-	-	Α	Α	-
HCM 95th %tile Q(veh)		-	-	-	0	-

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			7	7				↑			ተ ተጉ	
Traffic Vol, veh/h	0	0	17	154	0	0	0	0	0	0	781	44
Future Vol, veh/h	0	0	17	154	0	0	0	0	0	0	781	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Yield	Yield	Yield	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	3	2
Mvmt Flow	0	0	18	160	0	0	0	0	0	0	814	46
Major/Minor N	Minor2					N	/lajor1		N	//ajor2		
Conflicting Flow All	-	-	430				-	0	-	-	-	0
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	-	-	-
Critical Hdwy	-	-	7.13				-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	-	-	-
Follow-up Hdwy	-	-	3.919				-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	491				0	-	0	0	-	-
Stage 1	0	0	-				0	-	0	0	-	-
Stage 2	0	0	-				0	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	-	0	491				-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-				-	-	-	-	-	-
Stage 1	-	0	-				-	-	-	-	-	-
Stage 2	-	0	-				-	-	-	-	-	-
Approach	EB						NB			SB		
HCM Control Delay, s	12.6						0			0		
HCM LOS	В											
Minor Lane/Major Mvm	ıt	NBT I	EBLn1	SBT	SBR							
Capacity (veh/h)		-		-	-							
HCM Lane V/C Ratio		-	0.036	-	-							
HCM Control Delay (s)		-		-	-							
HCM Lane LOS		-	В	-	-							
HCM 95th %tile Q(veh)		-	0.1	-	-							

Lane Configurations †	147 147 0 1.00 1.00 1870 152 0.97
Traffic Volume (veh/h) 0 513 317 123 615 0 0 0 139 668 Future Volume (veh/h) 0 513 317 123 615 0 0 0 139 668 Initial Q (Qb), veh 0<	147 0 1.00 1.00 1870 152
Future Volume (veh/h) 0 513 317 123 615 0 0 0 139 668 Initial Q (Qb), veh 0 <	147 0 1.00 1.00 1870 152
Initial Q (Qb), veh 0	0 1.00 1.00 1870 152
Ped-Bike Adj(A_pbT) 1.00 </td <td>1.00 1.00 1870 152</td>	1.00 1.00 1870 152
Parking Bus, Adj 1.00	1.00 1870 152
Work Zone On Approach No No No Adj Sat Flow, veh/h/ln 0 1870 1870 1870 0 1870 1856 1 Adj Flow Rate, veh/h 0 529 327 127 634 0 143 689 Peak Hour Factor 0.97	1870 152
Adj Sat Flow, veh/h/ln 0 1870 1870 1870 0 1870 1856 1 Adj Flow Rate, veh/h 0 529 327 127 634 0 143 689 Peak Hour Factor 0.97	152
Adj Flow Rate, veh/h 0 529 327 127 634 0 143 689 Peak Hour Factor 0.97	152
Peak Hour Factor 0.97	
Percent Heavy Veh, % 0 2 2 2 2 0 2 3 Cap, veh/h 0 1161 984 529 2516 0 363 847 Arrive On Green 0.00 1.00 1.00 0.04 0.71 0.00 0.20 0.20 0.20 Sat Flow, veh/h 0 1870 1585 1781 3647 0 1781 4163	0.97
Cap, veh/h 0 1161 984 529 2516 0 363 847 Arrive On Green 0.00 1.00 1.00 0.04 0.71 0.00 0.20	
Arrive On Green 0.00 1.00 1.00 0.04 0.71 0.00 0.20	2
Sat Flow, veh/h 0 1870 1585 1781 3647 0 1781 4163	185
	0.20
Grp Volume(v), veh/h 0 529 327 127 634 0 143 557	907
$1 \qquad \qquad \downarrow P$	284
	1692
	20.9
y (0-),	20.9
	0.54
	345
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0.82
$1 \times 2 \times 2$	488
	1.00
	1.00
	49.5
Incr Delay (d2), s/veh 0.0 1.3 0.9 0.1 0.2 0.0 0.3 2.3	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
%ile BackOfQ(50%),veh/ln 0.0 0.4 0.2 1.2 3.0 0.0 4.0 8.9	9.3
Unsig. Movement Delay, s/veh	
	54.8
LnGrp LOS A A A A A D D	D
Approach Vol, veh/h 856 761 984	
Approach Delay, s/veh 1.1 7.1 51.6	
Approach LOS A A D	
Timer - Assigned Phs 2 4 5 6	
Phs Duration (G+Y+Rc), s 98.0 32.0 11.3 86.7	
Change Period (Y+Rc), s 6.0 5.5 6.0 6.0	
Max Green Setting (Gmax), s 81.0 37.5 14.0 61.0	
Max Q Clear Time (g_c+l1), s 10.2 22.9 5.2 2.0	
Green Ext Time (p_c), s 3.2 3.6 0.1 3.0	
Intersection Summary	
HCM 6th Ctrl Delay 22.0	
HCM 6th LOS C	

	۶	→	*	•	—	•	4	1	/	/	ţ	1	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	7	1		7	1			4			4		
Traffic Volume (veh/h)	25	786	46	85	646	48	9	27	44	27	66	23	
Future Volume (veh/h)	25	786	46	85	646	48	9	27	44	27	66	23	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No			No			No			No		
	1870	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870	1870	
Adj Flow Rate, veh/h	26	802	47	87	659	49	9	28	45	28	67	23	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	3	2	2	2	
Cap, veh/h	672	2838	166	562	2790	207	39	57	79	60	91	28	
Arrive On Green	0.83	0.83	0.83	1.00	1.00	1.00	0.08	0.08	0.08	0.08	0.08	0.08	
Sat Flow, veh/h	741	3411	200	649	3353	249	103	681	953	314	1095	341	
Grp Volume(v), veh/h	26	418	431	87	349	359	82	0	0	118	0	0	
Grp Sat Flow(s), veh/h/ln	741	1777	1834	649	1777	1826	1736	0	0	1750	0	0	
Q Serve(g_s), s	8.0	6.7	6.7	1.3	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	
Cycle Q Clear(g_c), s	8.0	6.7	6.7	8.0	0.0	0.0	5.9	0.0	0.0	8.5	0.0	0.0	
	1.00		0.11	1.00		0.14	0.11		0.55	0.24		0.19	
Lane Grp Cap(c), veh/h	672	1478	1526	562	1478	1519	176	0	0	180	0	0	
V/C Ratio(X)	0.04	0.28	0.28	0.15	0.24	0.24	0.47	0.00	0.00	0.65	0.00	0.00	
Avail Cap(c_a), veh/h	672	1478	1526	562	1478	1519	447	0	0	455	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	1.00	1.00	0.98	0.98	0.98	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh	1.9	2.4	2.4	0.2	0.0	0.0	57.4	0.0	0.0	58.4	0.0	0.0	
Incr Delay (d2), s/veh	0.1	0.5	0.5	0.6	0.4	0.4	0.7	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/l	lr0.1	1.9	2.0	0.1	0.2	0.2	2.6	0.0	0.0	3.9	0.0	0.0	
Unsig. Movement Delay,	s/veh												
LnGrp Delay(d),s/veh	2.0	2.9	2.9	8.0	0.4	0.4	58.1	0.0	0.0	59.9	0.0	0.0	
LnGrp LOS	Α	Α	Α	Α	Α	Α	Ε	Α	Α	Ε	Α	Α	
Approach Vol, veh/h		875			795			82			118		
Approach Delay, s/veh		2.8			0.4			58.1			59.9		
Approach LOS		Α			Α			Е			Е		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),	S	113.7		16.3		113.7		16.3					
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5					
Max Green Setting (Gma		86.5		32.5		86.5		32.5					
Max Q Clear Time (g_c+l		8.7		7.9		10.0		10.5					
Green Ext Time (p_c), s	, , .	4.1		0.3		3.8		0.4					
Intersection Summary													
HCM 6th Ctrl Delay			7.8										
HCM 6th LOS													
HOW OUT LUS			Α										

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	23	19	12	10	21	19	6	98	13	3	77	6
Future Vol, veh/h	23	19	12	10	21	19	6	98	13	3	77	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	21	13	11	23	21	7	109	14	3	86	7
Major/Minor I	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	248	233	90	243	229	116	93	0	0	123	0	0
Stage 1	96	96	-	130	130	-	-	-	-	-	-	-
Stage 2	152	137	_	113	99	_	_	_	_	_	_	_
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	_
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	_	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	_	_	_	-	_	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	_	2.218	-	_
Pot Cap-1 Maneuver	706	667	968	711	671	936	1501	-	_	1464	-	_
Stage 1	911	815	-	874	789	-	-	-	-	-	-	-
Stage 2	850	783	-	892	813	-	-	-	_	-	-	_
Platoon blocked, %								-	_		-	-
Mov Cap-1 Maneuver	668	662	968	680	666	936	1501	-	-	1464	-	-
Mov Cap-2 Maneuver	668	662	-	680	666	-	-	-	-	-	-	-
Stage 1	906	813	-	870	785	-	-	-	-	-	-	-
Stage 2	802	779	-	855	811	-	-	-	-	-	-	-
, and the second												
Approach	EB			WB			NB			SB		
HCM Control Delay, s	10.5			10.2			0.4			0.3		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NRR	EBLn1V	VRI n1	SBL	SBT	SBR			
Capacity (veh/h)		1501	-	-	715	751	1464	-	-			
HCM Lane V/C Ratio		0.004	_			0.074		_	_			
HCM Control Delay (s)		7.4	0	_	10.5	10.2	7.5	0				
HCM Lane LOS		Α.	A	_	В	В	7.5 A	A	_			
HCM 95th %tile Q(veh)	\	0	-	_	0.3	0.2	0	-	_			
HOW JOHN JUHO Q(VOII)		- 0			0.0	0.2	U					

Intersection													
Int Delay, s/veh	1.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	*	†		*	†			4			4		
Traffic Vol, veh/h	3	1764	38	71	1340	15	26	0	110	0	0	0	
Future Vol, veh/h	3	1764	38	71	1340	15	26	0	110	0	0	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-	
eh in Median Storage	,# -	0	-	-	0	-	-	1	-	-	1	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	
leavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
/lvmt Flow	3	1857	40	75	1411	16	27	0	116	0	0	0	
ajor/Minor N	//ajor1		ľ	Major2		ľ	Minor1		<u> </u>	Minor2			
Conflicting Flow All	1427	0	0	1897	0	0	2739	3460	949	2504	3472	714	
Stage 1	_	-	-	_	_	-	1883	1883	-	1569	1569	-	
Stage 2	_	-	-	-	-	-	856	1577	-	935	1903	-	
ritical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94	
itical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-	
itical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	_	
ollow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32	
ot Cap-1 Maneuver	*803	-	-	*544	-	-	*~ 9	*7	*363	*14	*6	*537	
Stage 1	-	-	-	-	-	-	*343	*300	-	*437	*397	-	
Stage 2	-	-	-	-	-	-	*506	*391	-	*343	*300	-	
latoon blocked, %	1	-	-	1	-	-			1			1	
lov Cap-1 Maneuver	*803	-	-	*544	-	-	*~ 8	*6	*363	*8	*5	*537	
lov Cap-2 Maneuver	-	-	-	-	-	-	*178	*147	-	*108	*126	-	
Stage 1	-	-	-	-	-	-	*341	*299	-	*435	*342	-	
Stage 2	-	-	-	-	-	-	*436	*337	-	*232	*299	-	
·													
pproach	EB			WB			NB			SB			
HCM Control Delay, s	0			0.6			27.1			0			
ICM LOS							D			Α			
/linor Lane/Major Mvm	t I	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1				
Capacity (veh/h)		303	* 803			* 544		-					
ICM Lane V/C Ratio			0.004	_		0.137	_	_	-				
ICM Control Delay (s)		27.1	9.5	_	_	12.7	-	-	0				
CM Lane LOS		D	A	_	_	В	_	_	A				
ICM 95th %tile Q(veh)		2.4	0	-	-	0.5	-	-	-				
· · ·													
lotes	9	Φ.	.1)O-	0		NI-1 D	. C	*. 41			
: Volume exceeds cap	acity	\$: De	elay exc	eeas 30	JUS	+: Com _l	outation	Not De	etined	": All	major v	olume II	n platoon

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		^	7	7	^					7	47>	7
Traffic Volume (veh/h)	0	1295	326	231	800	0	0	0	0	328	160	260
Future Volume (veh/h)	0	1295	326	231	800	0	0	0	0	328	160	260
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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1856	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1378	347	246	851	0				233	471	185
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	3	2	2	0				2	2	2
Cap, veh/h	0	3388	1043	378	2702	0				304	638	270
Arrive On Green	0.00	0.66	0.66	0.06	0.76	0.00				0.17	0.17	0.17
Sat Flow, veh/h	0	5274	1571	1781	3647	0				1781	3741	1585
Grp Volume(v), veh/h	0	1378	347	246	851	0				233	471	185
Grp Sat Flow(s),veh/h/ln	0	1702	1571	1781	1777	0				1781	1870	1585
Q Serve(g_s), s	0.0	16.2	12.4	5.4	9.8	0.0				16.2	15.5	14.2
Cycle Q Clear(g_c), s	0.0	16.2	12.4	5.4	9.8	0.0				16.2	15.5	14.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3388	1043	378	2702	0				304	638	270
V/C Ratio(X)	0.00	0.41	0.33	0.65	0.32	0.00				0.77	0.74	0.68
Avail Cap(c_a), veh/h	0	3388	1043	658	2702	0				445	935	396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	10.1	9.4	8.4	4.9	0.0				51.4	51.2	50.6
Incr Delay (d2), s/veh	0.0	0.1	0.2	1.9	0.3	0.0				4.7	1.7	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.9	4.2	2.0	3.3	0.0				7.7	7.4	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.2	9.6	10.3	5.2	0.0				56.2	52.9	53.7
LnGrp LOS	Α	В	Α	В	Α	Α				E	D	D
Approach Vol, veh/h		1725			1097						889	
Approach Delay, s/veh		10.1			6.4						53.9	
Approach LOS		В			A						D	
••				4		6						
Timer - Assigned Phs Phs Duration (G+Y+Rc), s		103.3		26.7	5 12.6	90.8						
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5						
Max Green Setting (Gmax), s		88.5		32.5	28.5	55.5						
				18.2		18.2						
Max Q Clear Time (g_c+I1), s		11.8			7.4							
Green Ext Time (p_c), s		7.6		3.9	0.7	15.9						
Intersection Summary			10 =									
HCM 6th Ctrl Delay			19.5									
HCM 6th LOS			В									
Notes												

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	0	30	0	0	44	0	0	0	0	0	0	0
Future Vol, veh/h	0	30	0	0	44	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	33	0	0	49	0	0	0	0	0	0	0
Major/Minor I	Major1		I	Major2			Minor1			Minor2		
Conflicting Flow All	49	0	0	33	0	0	82	82	33	82	82	49
Stage 1	-	-	-	-	-	-	33	33	-	49	49	-
Stage 2	_	-	-	-	-	-	49	49	-	33	33	-
Critical Hdwy	4.12	_	_	4.12	_	_	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	_	-	_	_	-	_	6.12	5.52	_	6.12	5.52	_
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1558	-	-	1579	-	-	905	808	1041	905	808	1020
Stage 1	-	-	-	-	-	-	983	868	-	964	854	-
Stage 2	_	-	-	-	-	-	964	854	-	983	868	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1558	-	-	1579	-	-	905	808	1041	905	808	1020
Mov Cap-2 Maneuver	-	-	-	-	-	-	905	808	-	905	808	-
Stage 1	-	-	-	-	-	-	983	868	-	964	854	-
Stage 2	-	-	-	-	-	-	964	854	-	983	868	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			0			0		
HCM LOS				•			A			A		
110111 200							, ,			, ,		
Minor Lane/Major Mvm	nt N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBI n1			
Capacity (veh/h)	<u> </u>	-	4	-		1579	-	-	-			
HCM Lane V/C Ratio		<u>-</u>	-	<u>-</u>	_	-	_	_	_			
HCM Control Delay (s)		0	0	_	_	0	_	_	0			
HCM Lane LOS		A	A	<u>-</u>	_	A	_	_	A			
HCM 95th %tile Q(veh))	-	0	_	_	0	_	_	-			

Intersection						
Int Delay, s/veh	0					
		14/55	NIST	Non	051	007
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		Þ			4
Traffic Vol, veh/h	0	0	74	0	0	94
Future Vol, veh/h	0	0	74	0	0	94
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	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	76	0	0	96
WWIIICTIOW	U	U	10	U	U	50
Major/Minor	Minor1	N	Major1		Major2	
Conflicting Flow All	172	76	0	0	76	0
Stage 1	76	-	-	-	-	-
Stage 2	96	-	_	_	-	-
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		_	_	2.218	_
Pot Cap-1 Maneuver	818	985	_	-	1523	_
Stage 1	947	303			1020	
	928		-	-	-	-
Stage 2	928	-	-	-	-	-
Platoon blocked, %	0.40	005	-	-	4500	-
Mov Cap-1 Maneuver	818	985	-	-	1523	-
Mov Cap-2 Maneuver	818	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	928	-	-	-	-	-
Annroach	WB		NID		CD	
Approach			NB		SB	
HCM Control Delay, s	0		0		0	
HCM LOS	Α					
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)			-		1523	-
HCM Lane V/C Ratio			_	_	-	_
HCM Control Delay (s)				0	0	
HCM Lane LOS		_	<u> </u>	A	A	_
		-	-	- A	0	
HCM 95th %tile Q(veh)		-	-	-	U	-

Intersection												_
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			7	ň				↑			^	
Traffic Vol, veh/h	0	0	50	439	0	0	0	Ö	0	0	852	58
Future Vol, veh/h	0	0	50	439	0	0	0	0	0	0	852	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Yield	Yield	Yield	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	4	2
Mvmt Flow	0	0	57	499	0	0	0	0	0	0	968	66
Major/Minor N	Minor2					N	Major1		<u> </u>	//ajor2		
Conflicting Flow All	-	-	517				-	0	-	-	-	0
Stage 1	-	-	-				-	-	-	-	-	-
Stage 2	-	-	-				-	-	-	-	-	-
Critical Hdwy	-	-	7.13				-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-				-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-				-	-	-	-	-	-
Follow-up Hdwy	-	-	3.919				-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	431				0	-	0	0	-	-
Stage 1	0	0	-				0	-	0	0	-	-
Stage 2	0	0	-				0	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	-	0	431				-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-				-	-	-	-	-	-
Stage 1	-	0	-				-	-	-	-	-	-
Stage 2	-	0	-				-	-	-	-	-	-
Approach	EB						NB			SB		
HCM Control Delay, s	14.6						0			0		
HCM LOS	В											
Minor Lane/Major Mvm	t	NBT I	EBLn1	SBT	SBR							
Capacity (veh/h)		-		-	-							
HCM Lane V/C Ratio		-	0.132	-	-							
HCM Control Delay (s)		-		-	-							
HCM Lane LOS		-	В	-	-							
HCM 95th %tile Q(veh)		-	0.5	-	-							

	۶	→	*	•	←	•	1	†	~	1	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		^	7	7	^					7	^	
Traffic Volume (veh/h)	0	206	360	195	1246	0	0	0	0	292	732	295
Future Volume (veh/h)	0	206	360	195	1246	0	0	0	0	292	732	295
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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1841	1870
Adj Flow Rate, veh/h	0	215	375	203	1298	0				304	762	307
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	0	2	2	2	2	0				2	4	2
Cap, veh/h	0	996	844	605	2304	0				455	902	360
Arrive On Green	0.00	0.89	0.89	0.07	0.65	0.00				0.26	0.26	0.26
Sat Flow, veh/h	0	1870	1585	1781	3647	0				1781	3529	1408
Grp Volume(v), veh/h	0	215	375	203	1298	0				304	723	346
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1781	1777	0				1781	1675	1587
Q Serve(g_s), s	0.0	1.9	5.2	5.9	24.3	0.0				18.4	24.6	24.9
Cycle Q Clear(g_c), s	0.0	1.9	5.2	5.9	24.3	0.0				18.4	24.6	24.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.89
Lane Grp Cap(c), veh/h	0	996	844	605	2304	0				455	857	406
V/C Ratio(X)	0.00	0.22	0.44	0.34	0.56	0.00				0.67	0.84	0.85
Avail Cap(c_a), veh/h	0	996	844	606	2304	0				527	991	470
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.99	0.99	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	3.2	3.4	10.1	11.7	0.0				40.1	42.4	42.5
Incr Delay (d2), s/veh	0.0	0.5	1.7	0.1	1.0	0.0				1.7	5.3	11.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.0	1.6	2.3	9.3	0.0				8.3	10.7	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	3.7	5.1	10.2	12.7	0.0				41.8	47.7	53.8
LnGrp LOS	A	A	A	В	В	A				D	D	<u>D</u>
Approach Vol, veh/h		590			1501						1373	
Approach Delay, s/veh		4.6			12.4						47.9	
Approach LOS		Α			В						D	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		83.8		36.2	13.9	69.9						
Change Period (Y+Rc), s		6.0		5.5	6.0	6.0						
Max Green Setting (Gmax), s		73.0		35.5	8.0	59.0						
Max Q Clear Time (g_c+I1), s		26.3		26.9	7.9	7.2						
Green Ext Time (p_c), s		8.5		3.8	0.0	1.5						
Intersection Summary												
HCM 6th Ctrl Delay			25.1									
HCM 6th LOS			С									

Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBR	,	٠	→	*	•	←	•	1	†	1	-	ţ	4	
Traffic Volume (veh/h) 29 522 10 56 1430 53 9 16 8 50 18 36 Flutre Volume (veh/h) 29 522 10 56 1430 53 9 16 8 50 18 36 Initial Q (Ob), veh 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Movement E	BL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Volume (veh/h) 29 522 10 56 1430 53 9 16 8 50 18 36 Initial Q (Qb), veh 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Lane Configurations	×	†		*	1			4			4		
Initial Q (Qb), veh	Traffic Volume (veh/h)	29		10	56	1430	53	9		8	50	18	36	
Ped-Bike Adji(A_pbT)	Future Volume (veh/h)	29	522	10	56	1430	53	9	16	8	50	18	36	
Parking Bus, Adj	Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0		
Work Zone On Approach	Ped-Bike Adj(A_pbT) 1.	.00		1.00				1.00						
Adj Sat Flow, veh/h/ln 1870 1856 1870 187	Parking Bus, Adj 1.	.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Adj Flow Rate, veh/h 30 538 10 58 1474 55 9 9 16 8 52 19 37 Peak Hour Factor 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97	• • • • • • • • • • • • • • • • • • • •													
Peak Hour Factor 0.97 0.														
Percent Heavy Veh, % 2 3 2 2 2 2 2 2 2 2														
Cap, veh/h Arive On Green ORE														
Arrive On Green 0.82 0.82 0.82 1.00 1.00 1.00 0.09 0.09 0.09 0.09 0.09														
Sat Flow, veh/h 340 3541 66 859 3494 130 279 1065 430 673 363 540 Grp Volume(v), veh/h 30 268 280 58 748 781 33 0 0 108 0 0 Grp Sat Flow(s), veh/h/ln 340 1763 1844 859 1777 1847 1775 0 0 1576 0 0 QServe(g_s), s 2.1 3.8 3.8 4.2 0.0<														
Grp Volume(v), veh/h 30 268 280 58 748 781 33 0 0 108 0 0 Grp Sat Flow(s),veh/h/ln 340 1763 1844 859 1777 1847 1775 0 0 1576 0 0 Q Serve(g_s), s 2.1 3.8 3.8 0.0 0.0 0.0 0.0 5.9 0.0 0.0 Cycle Q Clear(g_c), s 2.1 3.8 3.8 4.2 0.0 0.0 2.1 0.0														
Grp Sat Flow(s), veh/h/ln 340 1763 1844 859 1777 1847 1775 0 0 1576 0 0 0 Q Serve(g_s), s 2.1 3.8 3.8 0.3 0.0 0.0 0.0 0.0 0.0 5.9 0.0 0.0 Cycle Q Clear(g_c), s 2.1 3.8 3.8 4.2 0.0 0.0 2.1 0.0 0.0 8.0 0.0 0.0 0.0 Prop In Lane 1.00 0.04 1.00 0.07 0.27 0.24 0.48 0.34 Lane Grp Cap(c), veh/h 340 1451 1517 740 1462 1520 190 0 0 179 0 0 V/C Ratio(X) 0.09 0.18 0.18 0.08 0.51 0.51 0.17 0.00 0.00 0.60 0.00 0.00 Avail Cap(c_a), veh/h 340 1451 1517 740 1462 1520 190 0 0 347 0 0 Upstream Filter(I) 1.00 1.00 1.00 2.00 2.00 2.00 1.00 1.00					859	3494	130		1065	430	673	363	540	
Q Serve(g_s), s									0	0		0		
Cycle Q Clear(g_c), s 2.1 3.8 3.8 4.2 0.0 0.0 2.1 0.0	Grp Sat Flow(s), veh/h/ln 3	340	1763	1844	859	1777	1847	1775	0	0	1576	0		
Prop In Lane 1.00 0.04 1.00 0.07 0.27 0.24 0.48 0.34 Lane Grp Cap(c), veh/h 340 1451 1517 740 1462 1520 190 0 0 179 0 0 V/C Ratio(X) 0.09 0.18 0.18 0.08 0.51 0.51 0.17 0.00 0.00 0.60 0.00 0.00 Avail Cap(c_a), veh/h 340 1451 1517 740 1462 1520 369 0 0 347 0 0 HCM Platoon Ratio 1.00 1.00 1.00 2.00 2.00 2.00 1.00 1.00			3.8	3.8	0.3		0.0	0.0	0.0	0.0	5.9	0.0	0.0	
Lane Grp Cap(c), veh/h 340 1451 1517 740 1462 1520 190 0 0 179 0 0 V/C Ratio(X) 0.09 0.18 0.18 0.08 0.51 0.51 0.17 0.00 0.00 0.60 0.00 0.00 Avail Cap(c_a), veh/h 340 1451 1517 740 1462 1520 369 0 0 347 0 0 HCM Platoon Ratio 1.00 1.00 1.00 1.00 2.00 2.00 2.00 1.00 1	Cycle Q Clear(g_c), s	2.1	3.8	3.8	4.2	0.0	0.0	2.1	0.0	0.0	8.0	0.0	0.0	
V/C Ratio(X) 0.09 0.18 0.18 0.18 0.08 0.51 0.51 0.17 0.00 0.00 0.00 0.00 Avail Cap(c_a), veh/h 340 1451 1517 740 1462 1520 369 0 0 347 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 Upstream Filter(I) 1.00 1.00 0.79 0.79 0.79 1.00 0.00 0.00 0.00 1.00 1.00 0.00	Prop In Lane 1.	.00		0.04	1.00		0.07	0.27		0.24	0.48		0.34	
Avail Cap(c_a), veh/h 340 1451 1517 740 1462 1520 369 0 0 347 0 0 HCM Platoon Ratio 1.00 1.00 1.00 1.00 2.00 2.00 2.00 1.00 1	Lane Grp Cap(c), veh/h 3	340	1451	1517	740	1462	1520	190	0	0	179	0		
HCM Platoon Ratio	V/C Ratio(X) 0.	.09	0.18	0.18	80.0	0.51	0.51	0.17	0.00	0.00	0.60	0.00	0.00	
Upstream Filter(I) 1.00 1.00 1.00 0.79 0.79 0.79 0.79 1.00 0.00 0.00 1.00 0.00 0.00 Uniform Delay (d), s/veh 2.1 2.2 2.2 0.1 0.0 0.0 51.1 0.0 0.0 53.7 0.0 0.0 Incr Delay (d2), s/veh 0.5 0.3 0.3 0.2 1.0 1.0 0.2 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.	Avail Cap(c_a), veh/h 3	340	1451	1517	740	1462	1520	369	0	0	347	0	0	
Uniform Delay (d), s/veh 2.1 2.2 2.2 0.1 0.0 0.0 51.1 0.0 0.0 53.7 0.0 0.0 Incr Delay (d2), s/veh 0.5 0.3 0.3 0.2 1.0 1.0 0.2 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.	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	
Incr Delay (d2), s/veh	Upstream Filter(I) 1.	.00	1.00	1.00	0.79	0.79	0.79	1.00	0.00	0.00	1.00	0.00	0.00	
Initial Q Delay(d3),s/veh	Uniform Delay (d), s/veh 2	2.1	2.2	2.2	0.1	0.0	0.0	51.1	0.0	0.0	53.7	0.0	0.0	
%ile BackOfQ(50%), veh/lr0.1 1.1 1.1 0.0 0.4 0.4 0.9 0.0 0.0 3.3 0.0 0.0 Unsig. Movement Delay, s/veh LnGrp Delay(d), s/veh 2.6 2.5 2.5 0.2 1.0 1.0 51.3 0.0 0.0 54.9 0.0 0.0 LnGrp LOS A A A A A A A A A Approach Vol, veh/h 578 1587 33 108 Approach Delay, s/veh 2.5 1.0 51.3 54.9 Approach LOS A A D D Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 104.2 15.8 104.2 15.8 Change Period (Y+Rc), s 5.5 5.5 5.5 5.5 Max Green Setting (Gmax), s 85.5 23.5 85.5 23.5 Max Q Clear Time (g_c+l1), s 5.8 4.1 6.2 10.0 Green Ext Time (p_c), s 2.8 0.1 10.4 0.3 Intersection Summary </td <td>Incr Delay (d2), s/veh</td> <td>0.5</td> <td>0.3</td> <td>0.3</td> <td>0.2</td> <td>1.0</td> <td>1.0</td> <td>0.2</td> <td>0.0</td> <td>0.0</td> <td>1.2</td> <td>0.0</td> <td>0.0</td> <td></td>	Incr Delay (d2), s/veh	0.5	0.3	0.3	0.2	1.0	1.0	0.2	0.0	0.0	1.2	0.0	0.0	
Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh	Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0		
LnGrp Delay(d),s/veh 2.6 2.5 2.5 0.2 1.0 1.0 51.3 0.0 0.0 54.9 0.0 0.0 0.0 LnGrp LOS A </td <td>%ile BackOfQ(50%),veh/Inf</td> <td>0.1</td> <td>1.1</td> <td>1.1</td> <td>0.0</td> <td>0.4</td> <td>0.4</td> <td>0.9</td> <td>0.0</td> <td>0.0</td> <td>3.3</td> <td>0.0</td> <td>0.0</td> <td></td>	%ile BackOfQ(50%),veh/Inf	0.1	1.1	1.1	0.0	0.4	0.4	0.9	0.0	0.0	3.3	0.0	0.0	
LnGrp LOS A A A A A A A A A A A A A A A A A D A A Approach Delay, s/veh 2.5 1.0 51.3 54.9 Approach LOS A A D D Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 104.2 15.8 104.2 15.8 Change Period (Y+Rc), s 5.5 5.5 5.5 5.5 Max Green Setting (Gmax), s 85.5 23.5 85.5 23.5 Max Q Clear Time (g_c+l1), s 5.8 4.1 6.2 10.0 Green Ext Time (p_c), s 2.8 0.1 10.4 0.3 Intersection Summary HCM 6th Ctrl Delay 4.6	Unsig. Movement Delay, s.	/veh												
Approach Vol, veh/h 578 1587 33 108 Approach Delay, s/veh 2.5 1.0 51.3 54.9 Approach LOS A A D D Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 104.2 15.8 104.2 15.8 Change Period (Y+Rc), s 5.5 5.5 5.5 5.5 Max Green Setting (Gmax), s 85.5 23.5 85.5 23.5 Max Q Clear Time (g_c+l1), s 5.8 4.1 6.2 10.0 Green Ext Time (p_c), s 2.8 0.1 10.4 0.3 Intersection Summary HCM 6th Ctrl Delay 4.6	LnGrp Delay(d),s/veh	2.6	2.5	2.5	0.2	1.0	1.0	51.3	0.0	0.0	54.9	0.0	0.0	
Approach Delay, s/veh 2.5 1.0 51.3 54.9 Approach LOS A A D D D Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 104.2 15.8 104.2 15.8 Change Period (Y+Rc), s 5.5 5.5 5.5 Max Green Setting (Gmax), s 85.5 23.5 Max Q Clear Time (g_c+I1), s 5.8 4.1 6.2 10.0 Green Ext Time (p_c), s 2.8 0.1 10.4 0.3 Intersection Summary HCM 6th Ctrl Delay 4.6	LnGrp LOS	Α	Α	Α	Α	Α	Α	D	Α	Α	D	Α	Α	
Approach LOS A A D D Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 104.2 15.8 104.2 15.8 Change Period (Y+Rc), s 5.5 5.5 5.5 Max Green Setting (Gmax), s 85.5 23.5 85.5 23.5 Max Q Clear Time (g_c+I1), s 5.8 4.1 6.2 10.0 Green Ext Time (p_c), s 2.8 0.1 10.4 0.3 Intersection Summary HCM 6th Ctrl Delay 4.6	Approach Vol, veh/h		578			1587			33			108		
Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 104.2 15.8 104.2 15.8 Change Period (Y+Rc), s 5.5 5.5 5.5 Max Green Setting (Gmax), s 85.5 23.5 85.5 23.5 Max Q Clear Time (g_c+l1), s 5.8 4.1 6.2 10.0 Green Ext Time (p_c), s 2.8 0.1 10.4 0.3 Intersection Summary HCM 6th Ctrl Delay 4.6	Approach Delay, s/veh		2.5			1.0			51.3			54.9		
Phs Duration (G+Y+Rc), s 104.2 15.8 104.2 15.8 Change Period (Y+Rc), s 5.5 5.5 5.5 5.5 Max Green Setting (Gmax), s 85.5 23.5 85.5 23.5 Max Q Clear Time (g_c+I1), s 5.8 4.1 6.2 10.0 Green Ext Time (p_c), s 2.8 0.1 10.4 0.3 Intersection Summary HCM 6th Ctrl Delay 4.6	Approach LOS		Α			Α			D			D		
Phs Duration (G+Y+Rc), s 104.2 15.8 104.2 15.8 Change Period (Y+Rc), s 5.5 5.5 5.5 5.5 Max Green Setting (Gmax), s 85.5 23.5 85.5 23.5 Max Q Clear Time (g_c+I1), s 5.8 4.1 6.2 10.0 Green Ext Time (p_c), s 2.8 0.1 10.4 0.3 Intersection Summary HCM 6th Ctrl Delay 4.6	Timer - Assigned Phs		2		4		6		8					
Change Period (Y+Rc), s 5.5 5.5 5.5 Max Green Setting (Gmax), s 85.5 23.5 85.5 23.5 Max Q Clear Time (g_c+l1), s 5.8 4.1 6.2 10.0 Green Ext Time (p_c), s 2.8 0.1 10.4 0.3 Intersection Summary HCM 6th Ctrl Delay 4.6														
Max Green Setting (Gmax), s 85.5 23.5 85.5 23.5 Max Q Clear Time (g_c+l1), s 5.8 4.1 6.2 10.0 Green Ext Time (p_c), s 2.8 0.1 10.4 0.3 Intersection Summary HCM 6th Ctrl Delay 4.6														
Max Q Clear Time (g_c+I1), s 5.8 4.1 6.2 10.0 Green Ext Time (p_c), s 2.8 0.1 10.4 0.3 Intersection Summary HCM 6th Ctrl Delay 4.6), s												
Green Ext Time (p_c), s 2.8 0.1 10.4 0.3 Intersection Summary HCM 6th Ctrl Delay 4.6	0 \	, ,												
HCM 6th Ctrl Delay 4.6	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,, -												
HCM 6th Ctrl Delay 4.6	Intersection Summary													
, , , , , , , , , , , , , , , , , , ,				4.6										
	HCM 6th LOS			A										

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	4	4	2	34	13	17	9	69	29	11	83	18
Future Vol, veh/h	4	4	2	34	13	17	9	69	29	11	83	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	9	2	2	2	2	2	2	2
Mvmt Flow	5	5	2	41	16	21	11	84	35	13	101	22
Major/Minor I	Minor2			Minor1			Major1		l	Major2		
Conflicting Flow All	280	279	112	266	273	102	123	0	0	119	0	0
Stage 1	138	138	-	124	124	-	-	-	-	-	-	-
Stage 2	142	141	-	142	149	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.59	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.59	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.59	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.081	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	672	629	941	687	622	953	1464	-	-	1469	-	-
Stage 1	865	782	-	880	780	-	-	-	-	-	-	-
Stage 2	861	780	-	861	761	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	636	618	941	672	611	953	1464	-	-	1469	-	-
Mov Cap-2 Maneuver	636	618	-	672	611	-	-	-	-	-	-	-
Stage 1	858	774	-	873	774	-	-	-	-	-	-	-
Stage 2	818	774	-	845	753	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	10.5			10.7			0.6			0.7		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1464	-	-		713	1469	-	-			
HCM Lane V/C Ratio		0.007	-	_	0.018			_	_			
HCM Control Delay (s)		7.5	0	-	10.5	10.7	7.5	0	-			
HCM Lane LOS		Α	A	-	В	В	Α	A	-			
HCM 95th %tile Q(veh))	0	-	-	0.1	0.4	0	-	-			

Intersection													
Int Delay, s/veh	1												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	×	†		ĭ	†			4			4		
Traffic Vol, veh/h	1	1314	46	61	1905	8	39	1	77	2	0	0	
uture Vol, veh/h	1	1314	46	61	1905	8	39	1	77	2	0	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	_	_		_	_	None	_	_	None	_	_	None	
Storage Length	50	-	_	50	-	_	_	_	_	_	_	-	
Veh in Median Storage,		0	-	-	0	_	-	1	-	-	1	_	
Grade, %	_	0	_	_	0	_	_	0	_	-	0	_	
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	
Heavy Vehicles, %	2	3	2	2	2	2	3	2	2	2	2	2	
Nymt Flow	1	1369	48	64	1984	8	41	1	80	2	0	0	
VIVIIICT 10W		1005	70	04	1304	U	71		00		U	U	
Asiar/Minor	laior1			Majora			Minor1		N	Minor2			
	Major1			Major2	^			2545			2525	000	
Conflicting Flow All	1992	0	0	1417	0	0	2515	3515	709	2803	3535	996	
Stage 1	-	-	-	-	-	-	1395	1395	-	2116	2116	-	
Stage 2	-	-	-	-	-	-	1120	2120	-	687	1419	-	
Critical Hdwy	4.14	-	-	4.14	-	-	7.56	6.54	6.94	7.54	6.54	6.94	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.56	5.54	-	6.54	5.54	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.56	5.54	-	6.54	5.54	-	
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.53	4.02	3.32	3.52	4.02	3.32	
Pot Cap-1 Maneuver	*429	-	-	812	-	-	*~ 14	*6	*592	*8	*6	*287	
Stage 1	-	-	-	-	-	-	*512	*460	-	*271	*237	-	
Stage 2	-	-	-	-	-	-	*270	*237	-	*558	*440	-	
Platoon blocked, %	1	-	-	1	-	-			1			1	
Mov Cap-1 Maneuver	*429	-	-	812	-	-	*~ 13	*6	*592	*6	*6	*287	
Mov Cap-2 Maneuver	-	-	-	-	-	-	*158	*137	-	*152	*128	-	
Stage 1	-	-	-	-	-	-	*511	*459	-	*270	*218	-	
Stage 2	-	-	-	-	-	-	*249	*218	-	*480	*439	-	
· ·													
Approach	EB			WB			NB			SB			
HCM Control Delay, s	0			0.3			24.4			29			
HCM LOS	- 0			0.0			C C			D			
IOM EOO													
Minor Long/Maior Maren		NBLn1	EDI	EDT	EDD	WDI	WDT	MDD	2DI =4				
Minor Lane/Major Mvmt			EBL	EBT	EBR	WBL	WBT	WBR :					
Capacity (veh/h)		305	* 429	-	-	812	-	-	152				
ICM Lane V/C Ratio			0.002	-	-	0.078	-		0.014				
ICM Control Delay (s)		24.4	13.4	-	-	9.8	-	-	29				
ICM Lane LOS		С	В	-	-	Α	-	-	D				
HCM 95th %tile Q(veh)		1.8	0	-	-	0.3	-	-	0				
Notes													
: Volume exceeds cap	acity	\$: De	elay exc	eeds 30	00s	+: Com	outation	Not De	efined	*: All	major v	olume ii	n platoon
	,	,	, ,										

	٠	→	•	•	•	•	1	†	1	/	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		**	7	Y	^					×	473	7
Traffic Volume (veh/h)	0	734	391	179	1095	0	0	0	0	623	200	583
Future Volume (veh/h)	0	734	391	179	1095	0	0	0	0	623	200	583
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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1826	1870	1856	0				1856	1856	1870
Adj Flow Rate, veh/h	0	789	420	192	1177	0				742	0	703
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %	0	2	5	2	3	0				3	3	2
Cap, veh/h	0	2017	609	334	1807	0				1458	0	1962
Arrive On Green	0.00	0.39	0.39	0.08	0.51	0.00				0.41	0.00	0.41
Sat Flow, veh/h	0.00	5274	1541	1781	3618	0				3534	0	4755
Grp Volume(v), veh/h	0	789	420	192	1177	0				742	0	703
Grp Sat Flow(s), veh/h/ln	0	1702	1541	1781	1763	0				1767	0	1585
	0.0	13.3	27.2	7.4	29.3	0.0				18.7	0.0	12.2
Q Serve(g_s), s	0.0	13.3	27.2	7.4		0.0				18.7	0.0	12.2
Cycle Q Clear(g_c), s		13.3			29.3						0.0	
Prop In Lane	0.00	0047	1.00	1.00	4007	0.00				1.00	0	1.00
Lane Grp Cap(c), veh/h	0	2017	609	334	1807	0				1458	0	1962
V/C Ratio(X)	0.00	0.39	0.69	0.57	0.65	0.00				0.51	0.00	0.36
Avail Cap(c_a), veh/h	0	2017	609	422	1807	0				1458	0	1962
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	26.0	30.2	19.0	21.4	0.0				26.2	0.0	24.3
Incr Delay (d2), s/veh	0.0	0.6	6.3	1.6	1.8	0.0				1.3	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	0.0	5.3	10.8	3.1	11.9	0.0				8.1	0.0	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.6	36.5	20.6	23.2	0.0				27.5	0.0	24.8
LnGrp LOS	Α	С	D	С	С	Α				С	Α	С
Approach Vol, veh/h		1209			1369						1445	
Approach Delay, s/veh		30.0			22.9						26.2	
Approach LOS		С			С						С	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		66.0		54.0	14.1	51.9						
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5						
Max Green Setting (Gmax), s		61.5		49.5	15.5	41.5						
Max Q Clear Time (g_c+l1), s		31.3		20.7	9.4	29.2						
Green Ext Time (p_c), s		9.7		6.9	0.3	5.3						
Intersection Summary												
HCM 6th Ctrl Delay			26.2									
HCM 6th LOS			20.2 C									
Notes			-									

User approved volume balancing among the lanes for turning movement.

Int Delay, s/veh 5.5 Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR Lane Configurations
Lane Configurations & A A
Traffic Vol, veh/h 0 8 34 33 26 0 37 0 43 0 0 0
Future Vol, veh/h 0 8 34 33 26 0 37 0 43 0 0 0
Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 0 0
Sign Control Free Free Free Free Free Free Stop Stop Stop Stop Stop
RT Channelized None None None
Storage Length
Veh in Median Storage, # - 0 0 0 -
Grade, % - 0 0 0 -
Peak Hour Factor 82 82 82 82 82 82 82 82 82 82 82 82 82
Heavy Vehicles, % 2 2 0 0 4 2 0 2 0 2 2 2
Mvmt Flow 0 10 41 40 32 0 45 0 52 0 0 0
Major/Minor Major1 Major2 Minor1 Minor2
Conflicting Flow All 32 0 0 51 0 0 143 143 31 169 163 32
Stage 1 31 31 - 112 112 -
Stage 2 112 112 - 57 51 -
Critical Hdwy 4.12 4.1 7.1 6.52 6.2 7.12 6.52 6.22
Critical Hdwy Stg 1 6.1 5.52 - 6.12 5.52 -
Critical Hdwy Stg 2 6.1 5.52 - 6.12 5.52 -
Follow-up Hdwy 2.218 2.2 3.5 4.018 3.3 3.518 4.018 3.318
Pot Cap-1 Maneuver 1580 1568 831 748 1049 795 729 1042
Stage 1 991 869 - 893 803 -
Stage 2 898 803 - 955 852 -
Platoon blocked, %
Mov Cap-1 Maneuver 1580 1568 814 729 1049 740 710 1042
Mov Cap-2 Maneuver 814 729 - 740 710 -
Stage 1 991 869 - 893 782 -
Stage 2 875 782 - 907 852 -
51.5 1.52 501 502
Approach EB WB NB SB
HCM Control Delay, s 0 4.1 9.4 0
HCM LOS A A
TIOM LOS
Minor Lane/Major Mvmt NBLn1 EBL EBT EBR WBL WBT WBR SBLn1
,
Capacity (veh/h) 925 1580 1568
HCM Lane V/C Ratio 0.105 0.026
HCM Control Delay (s) 9.4 0 - 7.4 0 - 0
HCM Lane LOS A A A A - A
HCM 95th %tile Q(veh) 0.4 0 0.1

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		1			4
Traffic Vol, veh/h	27	37	62	33	34	59
Future Vol, veh/h	27	37	62	33	34	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	_	-	_	-
Veh in Median Storage,		-	0	_	_	0
Grade, %	0	_	0	_	_	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	2	0	0	2
Mymt Flow	28	38	64	34	35	61
IVIVIIIL I IUW	20	30	U 1	JH	55	UI
Major/Minor M	1inor1		Major1	N	Major2	
Conflicting Flow All	212	81	0	0	98	0
Stage 1	81	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	_
Pot Cap-1 Maneuver	781	985	_	-	1508	-
Stage 1	947	-	-	_	-	-
Stage 2	900	_	_	_	_	_
Platoon blocked, %	000		_	_		_
Mov Cap-1 Maneuver	762	985	_	_	1508	_
Mov Cap-2 Maneuver	762	-	_	_	1300	_
Stage 1	947		-	<u>-</u>		_
•	878	-	_	_	_	-
Stage 2	0/0	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	9.4		0		2.7	
	Α					
	$\overline{}$					
HCM LOS						
HCM LOS		NDT	NDDV	M/RI n1	ÇDI	CDT
HCM LOS Minor Lane/Major Mvmt		NBT		VBLn1	SBL	SBT
Minor Lane/Major Mvmt Capacity (veh/h)		-	-	877	1508	-
Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio		NBT - -	-	877 0.075	1508 0.023	-
Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s)		- - -	- - -	877 0.075 9.4	1508 0.023 7.4	- - 0
Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio		-	-	877 0.075	1508 0.023	-

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			7	*				↑			ተተኈ	02 .1
Traffic Vol, veh/h	0	0	65	154	0	0	0	0	0	0	781	88
Future Vol, veh/h	0	0	65	154	0	0	0	0	0	0	781	88
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Yield	Yield	Yield	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	_	None	-	_	None	_	-	None
Storage Length	-	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	_	0	-	-	0	-
Grade, %	-	0	-	-	0	-	_	0	-	-	0	_
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	3	2
Mvmt Flow	0	0	68	160	0	0	0	0	0	0	814	92
Major/Minor N	/linor2					N	/lajor1		N	Major2		
Conflicting Flow All	_	_	453				_	0	_	-	_	0
Stage 1	_	_	-				_	-	_	_	_	-
Stage 2	_	_	_				_	_	_	_	_	_
Critical Hdwy	-	-	7.13				-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-				-	_	_	-	-	-
Critical Hdwy Stg 2	-	-	-				_	-	-	-	-	-
Follow-up Hdwy	-	-	3.919				_	-	_	-	-	-
Pot Cap-1 Maneuver	0	0	474				0	-	0	0	-	-
Stage 1	0	0	-				0	-	0	0	-	-
Stage 2	0	0	-				0	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	-	0	474				-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-				-	-	-	-	-	-
Stage 1	-	0	-				-	-	-	-	-	-
Stage 2	-	0	-				-	-	-	-	-	-
Approach	EB						NB			SB		
HCM Control Delay, s	13.9						0			0		
HCM LOS	В											
Minor Lane/Major Mvmt		NBT I	EBLn1	SBT	SBR							
Capacity (veh/h)		-		-	-							
HCM Lane V/C Ratio		_	0.143	-	_							
HCM Control Delay (s)		_	13.9	-	_							
HCM Lane LOS		_	В	_	_							
HCM 95th %tile Q(veh)		_	0.5	-	_							

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	7	*	^					7	†††	
Traffic Volume (veh/h)	0	529	325	123	650	0	0	0	0	154	693	154
Future Volume (veh/h)	0	529	325	123	650	0	0	0	0	154	693	154
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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	545	335	127	670	0				159	714	159
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1151	975	517	2497	0				372	875	193
Arrive On Green	0.00	1.00	1.00	0.04	0.70	0.00				0.21	0.21	0.21
Sat Flow, veh/h	0	1870	1585	1781	3647	0				1781	4187	922
Grp Volume(v), veh/h	0	545	335	127	670	0				159	579	294
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1781	1777	0				1781	1702	1704
Q Serve(g_s), s	0.0	0.0	0.0	3.3	9.0	0.0				10.1	21.1	21.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.3	9.0	0.0				10.1	21.1	21.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.54
Lane Grp Cap(c), veh/h	0	1151	975	517	2497	0				372	711	356
V/C Ratio(X)	0.00	0.47	0.34	0.25	0.27	0.00				0.43	0.81	0.83
Avail Cap(c_a), veh/h	0	1151	975	635	2497	0				514	982	492
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.96	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	7.6	7.1	0.0				44.7	49.0	49.2
Incr Delay (d2), s/veh	0.0	1.3	0.9	0.1	0.3	0.0				0.3	2.6	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
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.3	1.2	3.3	0.0				4.5	9.2	9.7
Unsig. Movement Delay, s/veh										4= 0		
LnGrp Delay(d),s/veh	0.0	1.3	0.9	7.6	7.3	0.0				45.0	51.6	55.0
LnGrp LOS	Α	A	Α	Α	A	Α				D	D	<u>D</u>
Approach Vol, veh/h		880			797						1032	
Approach Delay, s/veh		1.2			7.4						51.6	
Approach LOS		Α			Α						D	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		97.3		32.7	11.4	86.0						
Change Period (Y+Rc), s		6.0		5.5	6.0	6.0						
Max Green Setting (Gmax), s		81.0		37.5	14.0	61.0						
Max Q Clear Time (g_c+I1), s		11.0		23.4	5.3	2.0						
Green Ext Time (p_c), s		3.4		3.7	0.1	3.1						
Intersection Summary												
HCM 6th Ctrl Delay			22.2									
HCM 6th LOS			С									

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Movement I	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	7	1		7	†			4			4		
Traffic Volume (veh/h)	69	777	46	85	645	92	9	37	44	60	74	54	
Future Volume (veh/h)	69	777	46	85	645	92	9	37	44	60	74	54	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No			No			No			No		
•	870	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870	1870	
Adj Flow Rate, veh/h	70	793	47	87	658	94	9	38	45	61	76	55	
	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	3	2	2	2	
	612	2667	158	524	2442	348	41	107	113	97	97	63	
	0.78	0.78	0.78	1.00	1.00	1.00	0.13	0.13	0.13	0.13	0.13	0.13	
Sat Flow, veh/h	711	3409	202	655	3122	445	79	807	849	453	727	474	
Grp Volume(v), veh/h	70	413	427	87	374	378	92	0	0	192	0	0	
Grp Sat Flow(s),veh/h/ln	711	1777	1834	655	1777	1790	1735	0	0	1653	0	0	
Q Serve(g_s), s	3.1	8.6	8.6	1.8	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	
Cycle Q Clear(g_c), s	3.1	8.6	8.6	10.3	0.0	0.0	6.4	0.0	0.0	14.7	0.0	0.0	
Prop In Lane	1.00		0.11	1.00		0.25	0.10		0.49	0.32		0.29	
Lane Grp Cap(c), veh/h	612	1390	1435	524	1390	1401	261	0	0	256	0	0	
V/C Ratio(X)	0.11	0.30	0.30	0.17	0.27	0.27	0.35	0.00	0.00	0.75	0.00	0.00	
Avail Cap(c_a), veh/h	612	1390	1435	524	1390	1401	454	0	0	441	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	1.00	1.00	0.97	0.97	0.97	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh	3.4	4.0	4.0	0.4	0.0	0.0	51.6	0.0	0.0	55.0	0.0	0.0	
Incr Delay (d2), s/veh	0.4	0.5	0.5	0.7	0.5	0.5	0.3	0.0	0.0	1.7	0.0	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/l	n0.4	2.9	3.0	0.1	0.2	0.2	2.8	0.0	0.0	6.3	0.0	0.0	
Unsig. Movement Delay,	s/veh												
LnGrp Delay(d),s/veh	3.8	4.6	4.5	1.1	0.5	0.5	51.9	0.0	0.0	56.7	0.0	0.0	
LnGrp LOS	Α	Α	Α	Α	Α	Α	D	Α	Α	Е	Α	Α	
Approach Vol, veh/h		910			839			92			192		
Approach Delay, s/veh		4.5			0.5			51.9			56.7		
Approach LOS		Α			Α			D			Е		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),	<u> </u>	107.2		22.8		107.2		22.8					
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5					
Max Green Setting (Gmax		86.5		32.5		86.5		32.5					
Max Q Clear Time (g_c+I	, .	10.6		8.4		12.3		16.7					
Green Ext Time (p_c), s	1), 3	4.3		0.4		4.1		0.6					
``		7.0		0.0		T. 1		0.0					
Intersection Summary			0.0										
HCM 6th Ctrl Delay			9.9										
HCM 6th LOS			Α										

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	23	19	12	33	21	35	6	139	48	14	122	6
Future Vol, veh/h	23	19	12	33	21	35	6	139	48	14	122	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	21	13	37	23	39	7	154	53	16	136	7
Major/Minor I	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	398	393	140	384	370	181	143	0	0	207	0	0
Stage 1	172	172	-	195	195	-	-	-	-	-	-	-
Stage 2	226	221	-	189	175	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	562	543	908	574	560	862	1440	-	-	1364	-	-
Stage 1	830	756	-	807	739	-	-	-	-	-	-	-
Stage 2	777	720	-	813	754	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	512	533	908	541	549	862	1440	-	-	1364	-	-
Mov Cap-2 Maneuver	512	533	-	541	549	-	-	-	-	-	-	-
Stage 1	825	746	-	802	735	-	-	-	-	-	-	-
Stage 2	714	716	-	768	744	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12			11.7			0.2			0.8		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1440	-	-	576	636	1364	-	_			
HCM Lane V/C Ratio		0.005	-	-	0.104			-	-			
HCM Control Delay (s)		7.5	0	-	12	11.7	7.7	0	-			
HCM Lane LOS		A	A	-	В	В	Α	A	-			
HCM 95th %tile Q(veh))	0	-	-	0.3	0.5	0	-	-			

Intersection													
Int Delay, s/veh	2.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ħ	† \$		*	†			4			4		
Traffic Vol, veh/h	3	1764	66	99	1340	15	49	0	143	0	0	0	
Future Vol, veh/h	3	1764	66	99	1340	15	49	0	143	0	0	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-	
eh in Median Storage,	# -	0	-	-	0	-	-	1	-	-	1	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
eak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	
leavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
1vmt Flow	3	1857	69	104	1411	16	52	0	151	0	0	0	
ajor/Minor M	ajor1		N	//ajor2		N	/linor1		N	Minor2			
	1427	0	0	1926	0	0	2812	3533	963	2562	3559	714	
Stage 1	-	-	-	-	-	-	1898	1898	-	1627	1627	-	
Stage 2	-	-	-	_	-	-	914	1635	-	935	1932	-	
ritical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94	
itical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-	
itical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-	
ollow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32	
	*803	-	-	*544	-	-	*~ 8	*6	*363	*13	*6	*537	
Stage 1	-	-	-	-	-	-	*343	*300	-	*374	*354	-	
Stage 2	-	-	-	-	-	-	*506	*348	-	*343	*300	-	
latoon blocked, %	1	-	-	1	-	-			1			1	
lov Cap-1 Maneuver	*803	-	-	*544	-	-	*~ 7	*5	*363	*6	*5	*537	
lov Cap-2 Maneuver	-	-	-	-	-	-	*172	*134	-	*71	*108	-	
Stage 1	-	-	-	-	-	-	*341	*299	-	*372	*286	-	
Stage 2	-	-	-	-	-	-	*409	*281	-	*200	*299	-	
oproach	EB			WB			NB			SB			
CM Control Delay, s	0			0.9			44.1			0			
ICM LOS							E			A			
linor Lane/Major Mvmt	N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	SRI n1				
Capacity (veh/h)		283	* 803	LDI		* 544	VVDI	WOIL	JULIII.				
ICM Lane V/C Ratio		0.714		-		0.192	-	-					
ICM Control Delay (s)		44.1	9.5	_	_	13.2			0				
ICM Lane LOS		44.1 E	9.5 A		_	13.2 B	_	-	A				
ICM 95th %tile Q(veh)		5	0		_	0.7			-				
· ´			- U			3.1							
lotes	.,	A -				+: Comp				4			
: Volume exceeds capa		C. D.	elay exc		111-	('	L - L :	MIST IN		×. All .			n platoon

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		**	7	×	^					×	413	7
Traffic Volume (veh/h)	0	1327	326	241	828	0	0	0	0	328	195	260
Future Volume (veh/h)	0	1327	326	241	828	0	0	0	0	328	195	260
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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1856	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	1412	347	256	881	0				233	508	185
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	3	2	2	0				2	2	2
Cap, veh/h	0	3343	1029	370	2681	0				314	660	279
Arrive On Green	0.00	0.65	0.65	0.07	0.75	0.00				0.18	0.18	0.18
Sat Flow, veh/h	0	5274	1571	1781	3647	0				1781	3741	1585
Grp Volume(v), veh/h	0	1412	347	256	881	0				233	508	185
Grp Sat Flow(s), veh/h/ln	0	1702	1571	1781	1777	0				1781	1870	1585
Q Serve(g_s), s	0.0	17.2	12.7	5.8	10.5	0.0				16.1	16.8	14.1
Cycle Q Clear(g_c), s	0.0	17.2	12.7	5.8	10.5	0.0				16.1	16.8	14.1
Prop In Lane	0.00	11.2	1.00	1.00	10.5	0.00				1.00	10.0	1.00
Lane Grp Cap(c), veh/h	0.00	3343	1029	370	2681	0.00				314	660	279
V/C Ratio(X)	0.00	0.42	0.34	0.69	0.33	0.00				0.74	0.77	0.66
Avail Cap(c_a), veh/h	0.00	3343	1029	645	2681	0.00				445	935	396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.00	10.7	9.9	9.6	5.2	0.00				50.7	51.0	49.9
Incr Delay (d2), s/veh	0.0	0.1	0.2	2.3	0.3	0.0				4.0	2.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.2	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.9	4.1	2.1	3.4	0.0				7.5	8.1	12.4
		5.9	4.1	۷.۱	3.4	0.0				7.5	0.1	12.4
Unsig. Movement Delay, s/veh		10.8	10.1	11.9	5.5	0.0				54.8	53.6	E0 6
LnGrp Delay(d),s/veh	0.0											52.6
LnGrp LOS	A	B	В	В	A	A				D	D	D
Approach Vol, veh/h		1759			1137						926	
Approach Delay, s/veh		10.7			7.0						53.7	
Approach LOS		В			Α						D	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		102.6		27.4	13.0	89.6						
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5						
Max Green Setting (Gmax), s		88.5		32.5	28.5	55.5						
Max Q Clear Time (g_c+l1), s		12.5		18.8	7.8	19.2						
Green Ext Time (p_c), s		7.1		4.1	0.7	14.9						
Intersection Summary												
HCM 6th Ctrl Delay			20.0									
HCM 6th LOS			В									
Notes												

User approved volume balancing among the lanes for turning movement.

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	0	30	46	44	44	0	39	0	48	0	0	0
Future Vol, veh/h	0	30	46	44	44	0	39	0	48	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	0	0	2	2	0	2	0	2	2	2
Mvmt Flow	0	33	51	49	49	0	43	0	53	0	0	0
Major/Minor I	Major1		1	Major2		1	Minor1		١	Minor2		
Conflicting Flow All	49	0	0	84	0	0	206	206	59	232	231	49
Stage 1	-	-	-	-	-	-	59	59	-	147	147	-
Stage 2	-	-	-	-	-	-	147	147	-	85	84	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1558	-	-	1526	-	-	756	691	1012	723	669	1020
Stage 1	-	-	-	-	-	-	958	846	-	856	775	-
Stage 2	-	-	-	-	-	-	860	775	-	923	825	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1558	-	-	1526	-	-	737	668	1012	667	647	1020
Mov Cap-2 Maneuver	-	-	-	-	-	-	737	668	-	667	647	-
Stage 1	-	-	-	-	-	-	958	846	-	856	749	-
Stage 2	-	-	-	-	-	-	832	749	-	874	825	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			3.7			9.7			0		
HCM LOS							Α			Α		
Minor Lane/Major Mvm	nt N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1			
Capacity (veh/h)		867	1558	-		1526	-	_	-			
HCM Lane V/C Ratio		0.111	-	-		0.032	_	_	_			
HCM Control Delay (s)		9.7	0	-	_	7.4	0	_	0			
HCM Lane LOS		A	A	-	-	Α	A	-	A			
HCM 95th %tile Q(veh))	0.4	0	-	-	0.1	-	-	-			
						-						

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	N.		Þ			4
Traffic Vol, veh/h	50	41	109	63	45	118
Future Vol, veh/h	50	41	109	63	45	118
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	98	98	98	98	98	98
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	51	42	111	64	46	120
minici ion	O.			O.	.0	0
Major/Minor I	Minor1		/lajor1	1	Major2	
Conflicting Flow All	355	143	0	0	175	0
Stage 1	143	-	-	-	-	-
Stage 2	212	-	-	-	-	-
Critical Hdwy	6.4	6.2	_	-	4.1	_
Critical Hdwy Stg 1	5.4	-	_	-	-	-
Critical Hdwy Stg 2	5.4	_	_	_	_	_
Follow-up Hdwy	3.5	3.3	_	_	2.2	_
Pot Cap-1 Maneuver	647	910	_	_	1414	_
Stage 1	889	-	_	_	-	_
Stage 2	828	_				_
Platoon blocked, %	020				_	_
	604	910	-	-	1414	
Mov Cap-1 Maneuver	624		-	-		-
Mov Cap-2 Maneuver	624	-	-	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	10.7		0		2.1	
HCM LOS	10.7		0		۷.۱	
I IOIVI LOG	D					
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)			-	727	1414	-
HCM Lane V/C Ratio		_	_	0.128		_
HCM Control Delay (s)		_	_	10.7	7.6	0
HCM Lane LOS		-	_	В	A	A
HCM 95th %tile Q(veh)				0.4	0.1	-
HOW Jour Joure Q(Veri)				0.4	0.1	_