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8365 Keystone Crossing, Suite 201
Indianapolis, IN 46240
Phone: (317) 202-0864 Fax: (317) 202-0908

TRAFFIC IMPACT STUDY

PROPOSED "SOUTH OF I-70" DEVELOPMENT

PLAINFIELD, INDIANA

PREPARED FOR

ROCK CREEK PARTNERS, LLC

MARCH 2024

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CERTIFICATION

I certify that this **TRAFFIC IMPACT STUDY** has been prepared by me and under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering.

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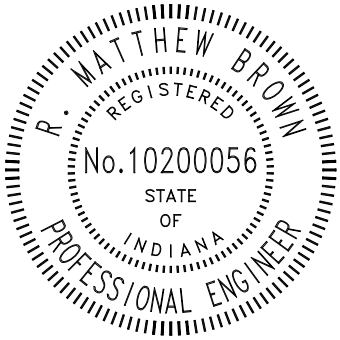

March 12, 2024
R. Matt Brown, P.E.
Indiana Registration 10200056

Trevor Reich, E.I.
Traffic Engineer

INTRODUCTION

This **TRAFFIC IMPACT STUDY**, prepared at the request of the Town of Plainfield and Rock Creek Partners, LLC, is for the proposed "South of I-70" development, that will be located in the area bounded by Quaker Boulevard to the west, I-70 to the north, East Fork White Lick Creek to the east, and Camby Road to the south with the exception of 60-acres of the development in the southeast quadrant of Cambry Road & Quaker Avenue in Plainfield, Indiana.

PURPOSE

The purpose of this analysis is to determine what impact the traffic generated by the proposed development will have on the adjacent roadway system. This analysis will identify any existing roadway deficiencies or ones that may occur when this site is developed.

Conclusions will be reached that will determine if the roadway system can accommodate the anticipated traffic volumes or will determine the modifications that will be required to the system if there are identified deficiencies.

Recommendations will be made that will address the conclusions resulting from this analysis. These recommendations will address feasible roadway system improvements to provide safe ingress and egress, to and from the proposed development, with minimal interference to traffic on the public street system.

SCOPE OF WORK

The scope of work for this analysis is as follows:

First, obtain weekday AM and PM peak hour turning movement traffic volume counts at the following existing study intersections:

- Quaker Boulevard & Westbound I-70 Ramps
- Quaker Boulevard & Eastbound I-70 Ramps
- Quaker Boulevard & Camby Road
- Camby Road & Clarks Creek Road
- Camby Road & CR 975 E
- Camby Road & CR 1050 E
- Ameriplex Parkway & Stansted Road
- Ameriplex Parkway & Flynn Road

Second, obtain 24-hour weekday roadway segment counts along Camby Road between Quaker Boulevard & CR 875 E, CR 875 E & CR 975 E, CR 975 E & CR 1050 E, and CR 1050 E & Kentucky Avenue.

Third, obtain weekday peak hour roadway segment counts throughout the study area to determine the existing percentage of heavy vehicles along various roadways in the study area.

Fourth, estimate year 2043 background traffic volumes applying a 1.01% per year annual growth rate to the existing traffic volumes and adding generated traffic volumes from near-by future mixed-use and public nature park developments.

Fifth, estimate the number of peak hour trips and 24-hour trips that will be generated by the proposed development.

Sixth, assign and distribute the generated traffic from the proposed development to the study intersections.

Seventh, prepare a capacity analysis, level of service analysis, and turn lane analysis at the study intersections for each of the following scenarios:

Scenario 1: Existing Traffic Volumes – Based on existing peak hour traffic volumes.

Scenario 2: Year 2043 Background Traffic Volumes – Based on applying a 1.01% per year annual growth rate to the existing traffic volumes and adding generated traffic volumes from near-by future mixed-use and public nature park developments.

Scenario 3: Year 2043 Total Development Traffic Volumes – Based on the sum of year 2043 background traffic volumes and generated traffic volumes from the proposed development.

Eighth, prepare recommendations for the roadway cross-sections and the intersection geometrics that will be needed to accommodate the total traffic volumes once the proposed development is constructed including access management recommendations on Camby Road between Quaker Boulevard and the proposed Clarks Creek Road.

Finally, prepare a **TRAFFIC IMPACT STUDY** report documenting all data, analyses, conclusions, and recommendations to provide for the safe and efficient movement of traffic through the study area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

The subject site is located in the area bounded by Quaker Boulevard to the west, Camby Road to the south, I-70 to the North, and East Fork White Lick Creek to the east in Plainfield, Indiana. The proposed development could consist of approximately 370k square feet of general retail, 150k square feet of general office, a 450-room hotel, and 9.7 million square feet of industrial/warehousing land uses. As proposed, Camby Road will be realigned and serve as the main roadway for the development to access Quaker Boulevard. Clarks Creek Road will be

constructed along I-70 to connect Orly Road to CR 875 E and continue south to connect to CR 750 S. Bottema Road will be constructed as a north/south internal roadway connecting Orly Road to Camby Road. **Figure 1** is an area map showing the location and general layout of the site. A figure showing the proposed access drive locations is included in the **Appendix**.

STUDY AREA

The study area for this analysis has been defined to include the following intersections:

- Quaker Boulevard & I-70 Westbound Ramps
- Quaker Boulevard & I-70 Eastbound Ramps
- Quaker Boulevard & Camby Road
- Camby Road & Clarks Creek Road
- Camby Road & CR 975 E
- Camby Road & CR 1050 E
- Ameriplex Parkway & Stansted Road
- Ameriplex Parkway & Flynn Road
- Camby Road & RI/RO Access Drive
- Camby Road & Bottema Road
- Orly Road/Clarks Creek Road & Bottema Road

Figure 2A and **Figure 2B** show the existing intersection geometrics at each of the existing study intersections.

DESCRIPTION OF ABUTTING STREET SYSTEM

The proposed development will be primarily served by the public roadway system that includes I-70, Quaker Boulevard, Ameriplex Parkway, CR 1050 E, Camby Road, Stansted Road, Flynn Road, Orly Road, and CR 975 E.

TABLE 1 – DESCRIPTION OF THE ABUTTING STREET SYSTEM

STREET NAME	NUMBER OF LANES	SPEED LIMIT (MPH)	FUNCTIONAL CLASSIFICATION
I-70	4/6	65/70	Interstate
Quaker Boulevard	2/4	45	Principal Arterial
Ameriplex Parkway	4	40	Principal Arterial
CR 1050 E	2	40	Minor Collector
Camby Road	2	40	Local Road
Stansted Road	2	35	Local Road
Flynn Road	2	40	Local Road
Orly Road	2	Not Posted	Local Road
CR 975 E	2	40	Local Road

As part of this development, Camby Road will be reconstructed/straightened to remove the curvature between Quaker Boulevard and CR 975 E. It should be noted that this report does not include the proposed SR 67 connector road or the possible future connection of Camby Road to Stansted Road.

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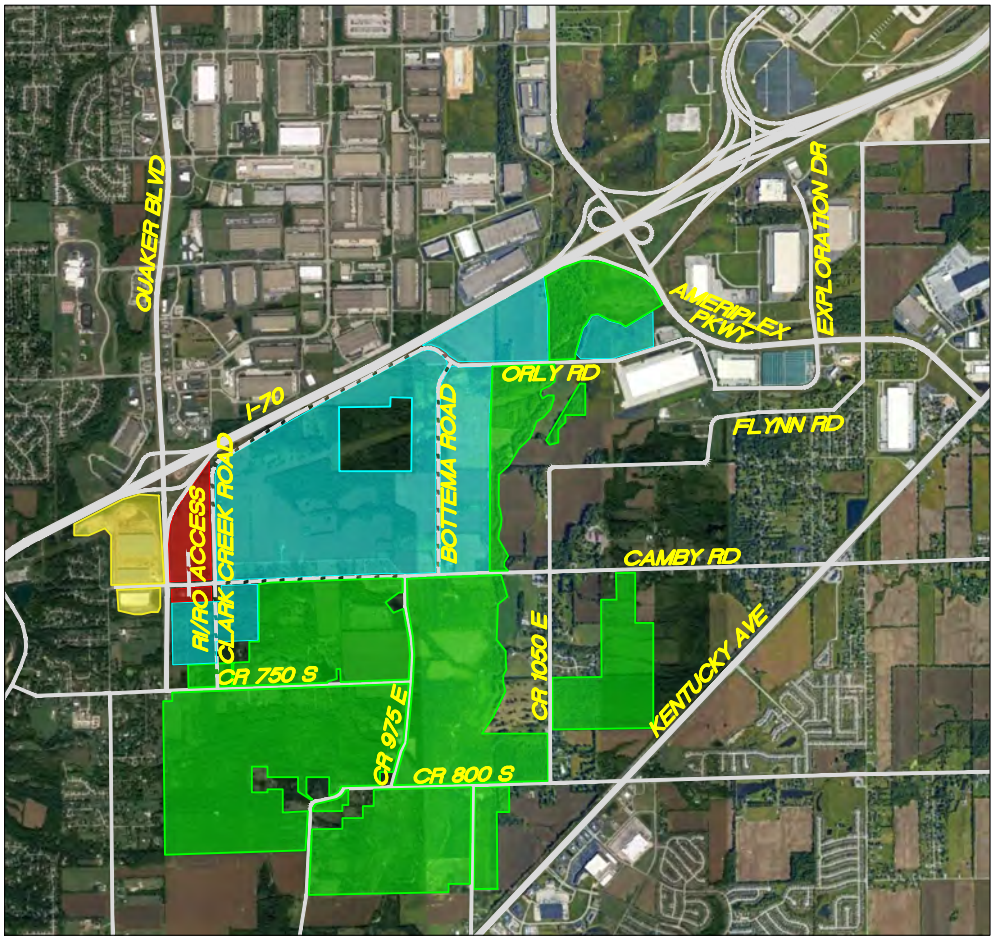

LEGEND
- COMMERCIAL
- INDUSTRIAL
- NEAR-BY INDUSTRIAL
- NEAR-BY NATURE PARK
- ACCESS LOCATION

FIGURE 1

AREA MAP

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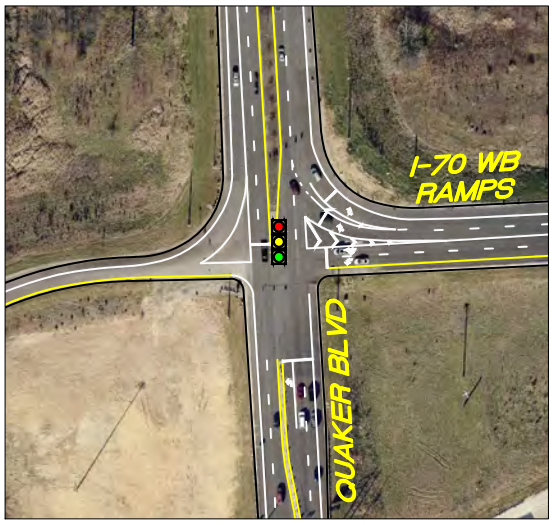
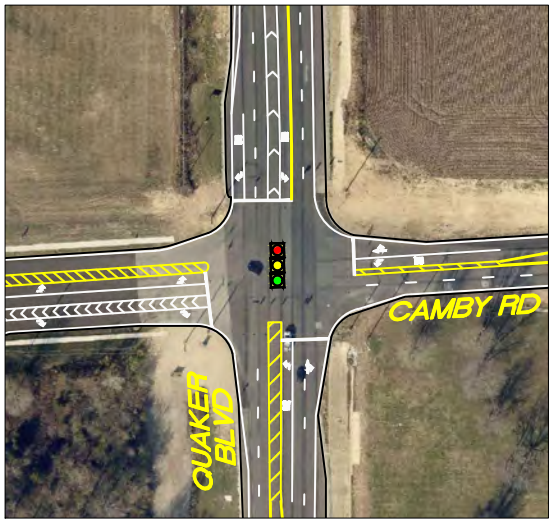
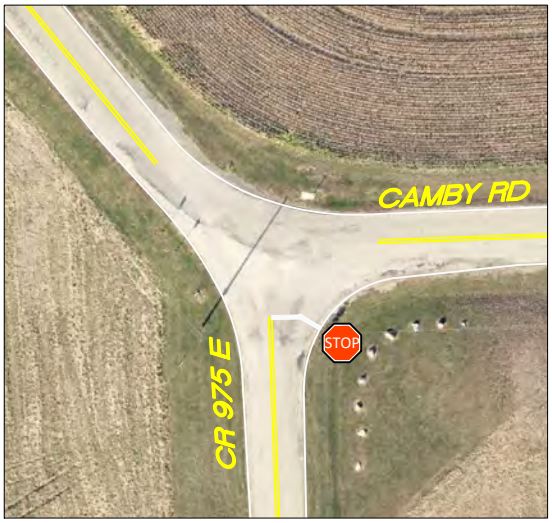


QUAKER BLVD & I-70 WB RAMPS

QUAKER BLVD & I-70 EB RAMPS



QUAKER BLVD & CAMBY RD



CAMBY RD & CR 975 E

FIGURE 2A

EXISTING INTERSECTION GEOMETRICS

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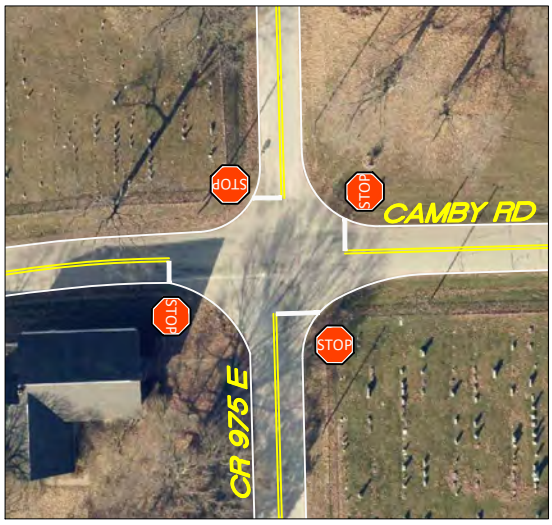
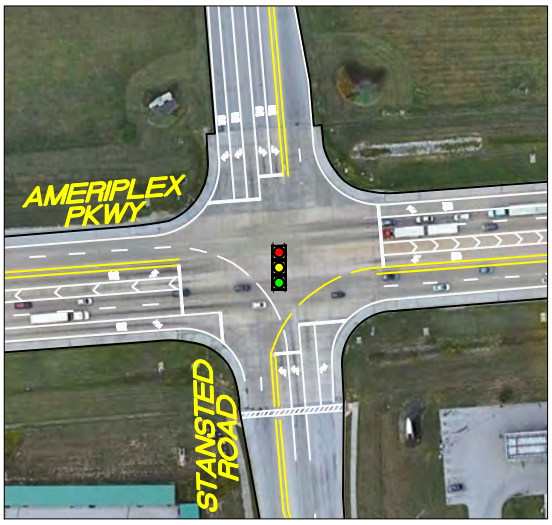
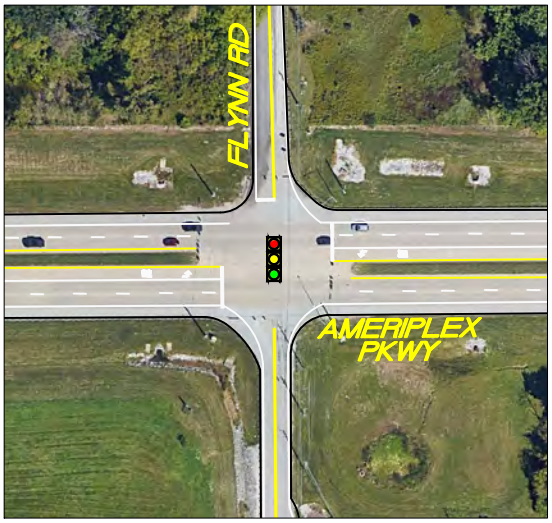


CAMBY RD & CR 1050 E



AMERIPLEX PKWY & STANSTED RD



AMERIPLEX PKWY & FLYNN RD

FIGURE 2B

EXISTING INTERSECTION GEOMETRICS

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EXISTING TRAFFIC VOLUMES & PEAK HOURS

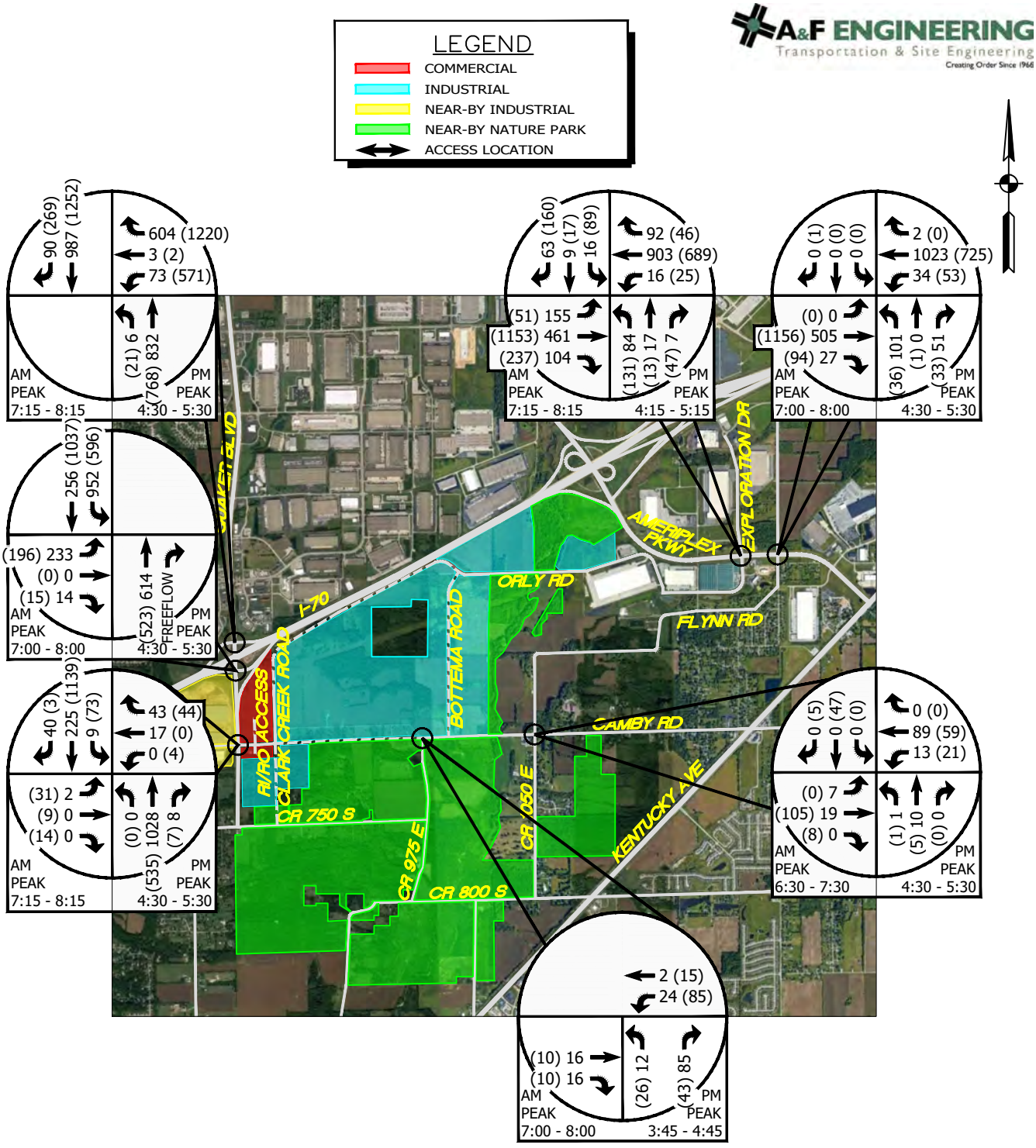
Weekday AM and PM peak hour turning movement traffic volume counts were obtained by A&F Engineering at several of the existing study intersections using Streetlight data. In addition, Miovision cameras were used to collect weekday AM and PM peak hour turning movement traffic volume counts at the intersections of Ameriplex Parkway & Flynn Road and Camby Road & CR 975 E. The AM and PM peak hours at each intersection vary slightly. Therefore, the peak hours for each intersection were considered in order to create a worse-case traffic volume scenario. The existing traffic volumes are shown on **Figure 3** and the intersection count output summary sheets are included in the **Appendix.**

Additionally, 24-hour weekday roadway segment counts along Camby Road between Quaker Boulevard & CR 875 E, CR 875 E & CR 975 E, CR 975 E & CR 1050 E, and CR 1050 E & Kentucky Avenue. The count output summary sheets are included in the **Appendix**.

YEAR 2043 BACKGROUND TRAFFIC VOLUMES

In order to account for the annual growth in traffic that would occur due to future development outside of the study area, an annual growth rate was applied to the existing traffic volumes. A 1.01% per year non-compounded growth rate was assumed for this study. Therefore, a growth rate factor of 1.202 was applied to the existing traffic volumes.

Additionally, the Town of Plainfield identified two near-by future developments to be included in this analysis. The first is the mixed-use development located along Camby Road to the west of Quaker Boulevard. The development is partially constructed with the majority of the industrial/ warehousing portion of the development constructed and operational. A traffic study has been completed for this development and the generated traffic volumes in this study were assigned and distributed to the study intersections assuming a 40% reduction in the generated trips to account for the constructed portion of the development. The second proposed near-by future development is the proposed public nature park located primarily to the south of the proposed “Rock Creek” development with some areas to the east. Generated traffic volumes from the public nature park were provided by BF&S. These generated traffic volumes from the park development were assigned and distributed to the study intersections and added to the grown traffic volumes and the near-by mixed-use traffic volumes to yield the total year 2043 background traffic volume estimates shown in **Figure 4**. The total generated traffic volumes from the near-by future developments are included in the **Appendix**.



LEGEND

XX = A.M. PEAK HOUR

(XX) = P.M. PEAK HOUR

* = NEGLIGIBLE

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FIGURE 3

EXISTING PEAK HOUR TRAFFIC VOLUMES

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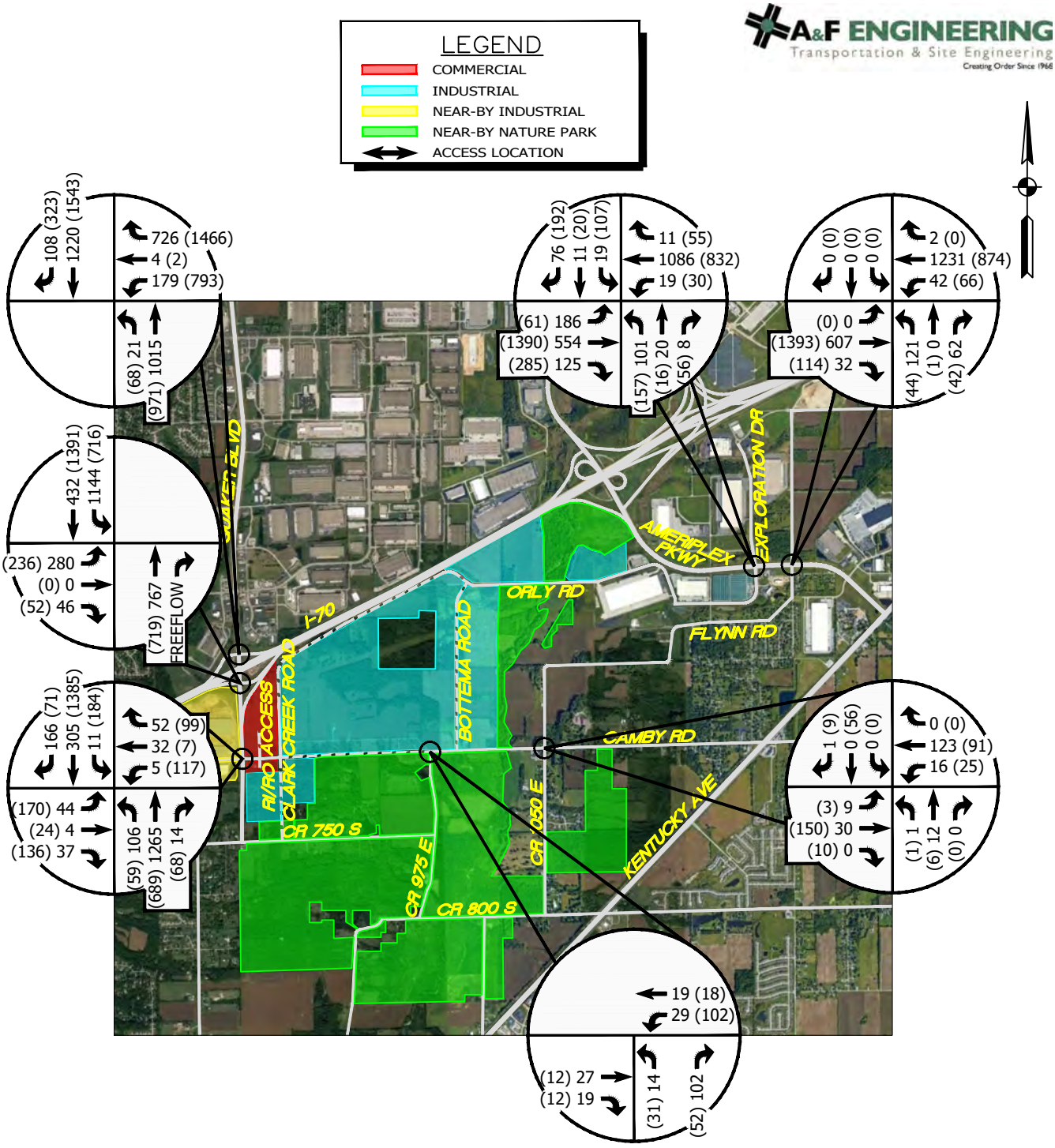

LEGEND

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FIGURE 4

YEAR 2043 BACKGROUND TRAFFIC VOLUMES

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GENERATED TRAFFIC VOLUMES FOR PROPOSED DEVELOPMENT

The estimate of newly generated traffic is a function of the development size and of the character of the land use. For the retail, office and hotel land uses, the ITE *Trip Generation Manual*[1] was used to calculate the number of trips that will be generated. However, for the industrial/warehousing portion of the development, trip generation rates of 0.3 AM and PM peak hour trips and 3.0 24-hour trips per 1000 square feet were assumed based on the trip generation rates for similar land uses in the ITE *Trip Generation Manual*. Additionally, the rate of semi-truck trips generated by the industrial/warehousing portion of the development was assumed to be 10% based on the truck trip rates of similar land uses in the ITE *Trip Generation Manual*. **Table 2** is a summary of the total trips that will be generated by the proposed development.

TABLE 2 – TOTAL GENERATED TRIPS FOR PROPOSED DEVELOPMENT

DEVELOPMENT INFORMATION			GENERATED TRIPS					
LAND USE	SIZE	TRIP TYPE	AM PEAK HOUR		PM PEAK HOUR		24 HOUR	
			ENTER	EXIT	ENTER	EXIT	ENTER	EXIT
Industrial /Warehousing	9.7 million SF	Passenger Vehicle	2093	522	783	1837	13097	13097
		Semi-Truck	235	60	90	200	1457	1457
General Retail	370k SF	Passenger Vehicle	218	134	695	753	7762	7762
General Office	150k SF	Passenger Vehicle	209	28	39	193	826	825
Hotel	450 Rooms	Passenger Vehicle	122	96	156	149	2227	2227
Total Trips			**2877**	**840**	**1763**	**3132**	**25369**	**25368**

PASS-BY TRIPS, INTERNAL TRIPS, & SEMI-TRUCK TRIPS

Pass-by trips are trips that are already in the existing traffic stream along the adjacent public roadway system that enter a site, utilize the site, and then return back to the existing traffic stream. The retail portion of the proposed development will generate a significant number of pass-by trips. Therefore, the pass-by trip procedures outlined within the ITE *Trip Generation Handbook*[2] were used to estimate the pass-by trips.

An internal trip results when a trip is made between two or more land uses without traversing the external public roadway system. The proposed development will likely generate some internal trips. However, in order to create a worse-case traffic volume scenario, internal trip reductions were not considered in this study. A summary of the pass-by and heavy vehicle trip reductions for the proposed development is shown in **Table 3**.

[1] *Trip Generation Manual*, Institute of Transportation Engineers, Eleventh Edition, 2021.
[2] *Trip Generation Handbook 3rd Edition*, Institute of Transportation Engineers, 2017.

TABLE 3 – PASS-BY AND TRUCK TRIPS FOR PROPOSED DEVELOPMENT

DEVELOPMENT INFORMATION			GENERATED TRIPS					
LAND USE	ITE CODE	SIZE	AM PEAK		PM PEAK		24 HOUR	
			ENTER	EXIT	ENTER	EXIT	ENTER	EXIT
Industrial /Warehousing	**NA**	**9.7 million SF**	**2328**	**582**	**873**	**2037**	**14554**	**14554**
Passenger Vehicle Trips			2093	522	783	1837	13097	13097
Truck Trips			235	60	90	200	1457	1457
General Retail	**820**	**370k SF**	**218**	**134**	**695**	**753**	**7762**	**7762**
Pass-By Trips			29	29	153	153	1708	1708
Non-Pass-By Trips			189	105	542	600	6054	6054
General Office	**710**	**150k SF**	**209**	**28**	**39**	**193**	**826**	**825**
Non-Pass-By Trips			209	28	39	193	826	825
Hotel	**310**	**450 Rooms**	**122**	**96**	**156**	**149**	**2227**	**2227**
Non-Pass-By Trips			122	96	156	149	2227	2227
Total Trips			**2877**	**840**	**1763**	**3132**	**25369**	**25368**
Total Truck Trips			**235**	**60**	**90**	**200**	**1457**	**1457**
Total Pass-By Trips			**29**	**29**	**153**	**153**	**1708**	**1708**
Total Non-Pass-By Trips			**2613**	**751**	**1520**	**2779**	**22204**	**22203**

ASSIGNMENT AND DISTRIBUTION OF GENERATED TRIPS

The study methodology used to determine the traffic volumes from the site that will be added to the street system is defined as follows:

1. The volume of traffic that will enter and exit the proposed development must be assigned to the access points and to the public street system. Using the traffic volume data collected for this analysis, traffic to and from the site has been assigned to the proposed driveways and to the public street system that will be serving the site.
2. To determine the volumes of traffic that will be added to the public roadway system, the generated traffic must be distributed by direction to the public roadways at their intersection with the driveways. For the proposed development, the trip distribution was based on the location of the development, the existing traffic patterns, and the assignment of generated traffic.

Figures summarizing the network gate percentages used to formulate the assignment and distribution of generated trips from the proposed development are included in the Appendix. These gate percentages were input into the computer program PTV Vistro 2022[3], in order to conduct the assignment and distribution of the generated trips using the methodology above.

[3] *PTV Vistro, Planung Transport Verkehr, 2022*

GENERATED TRIPS ADDED TO THE STREET SYSTEM

The generated traffic volumes that can be expected from the proposed development have been assigned to each of the study intersections. These volumes were determined based on the previously discussed trip generation data, assignment of generated traffic and distribution of generated traffic. The total peak hour generated traffic volumes from the proposed development are shown in **Figure 5**. **Figure 6** shows the sum of year 2043 background traffic volumes and generated traffic volumes from the proposed development. The following table is a summary of the expected average daily traffic volumes (ADT) along Camby Road once the development is completed.

TABLE 4 – CAMBY ROAD AVERAGE DAILY TRAFFIC VOLUMES (ADT) SUMMARY

	Between Quaker Blvd & RI/RO Access	Between RI/RO Access & Clarks Creek Rd	Between Clarks Creek Rd & CR 975 E	Between CR 975 E & Bottema Rd	Between Bottema Rd & CR 1050 E
Existing ADT	1,900	1,900	1,900	1,927	1,927
Year 2043 Background ADT	2,884	2,884	2,884	2,916	2,916
Generated Traffic Volumes	29,864	26,261	13,036	10,810	7,052
Total Year 2043 ADT	32,748	29,145	15,920	13,726	9,968

CAPACITY ANALYSIS

The "efficiency" of an intersection is based on its ability to accommodate the traffic volumes that approach the intersection. It is defined by the Level-of-Service (LOS) of the intersection. The LOS is determined by a series of calculations commonly called a "capacity analysis". Input data into a capacity analysis include traffic volumes, intersection geometry, and number and use of lanes. To determine the LOS at each of the study intersections, a capacity analysis has been made using the recognized computer program *Synchro/SimTraffic*[4].This program allows intersections to be analyzed and optimized using the capacity calculation methods outlined within the *Highway Capacity Manual (HCM 6th Edition)*[5]. The following list shows the delays related to the levels of service for unsignalized intersections:

[4] *Synchro/SimTraffic 11*, Trafficware, 2020.
[5] *Highway Capacity Manual (HCM), 6th Edition* Transportation Research Board, National Research Council, Washington, DC, 2016.

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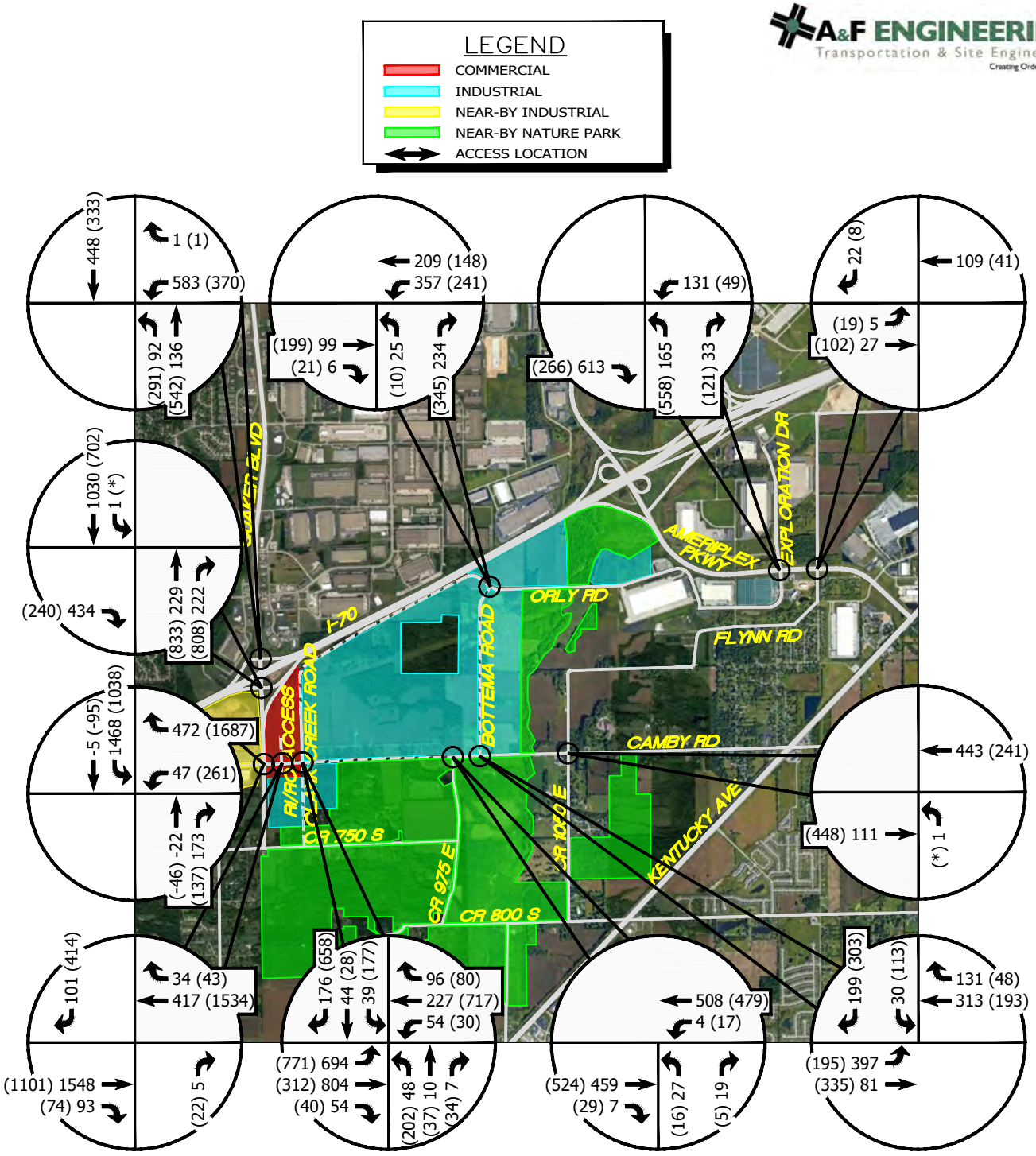

LEGEND
XX = A.M. PEAK HOUR
(XX) = P.M. PEAK HOUR
* = NEGLIGIBLE

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FIGURE 5

TOTAL GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENT

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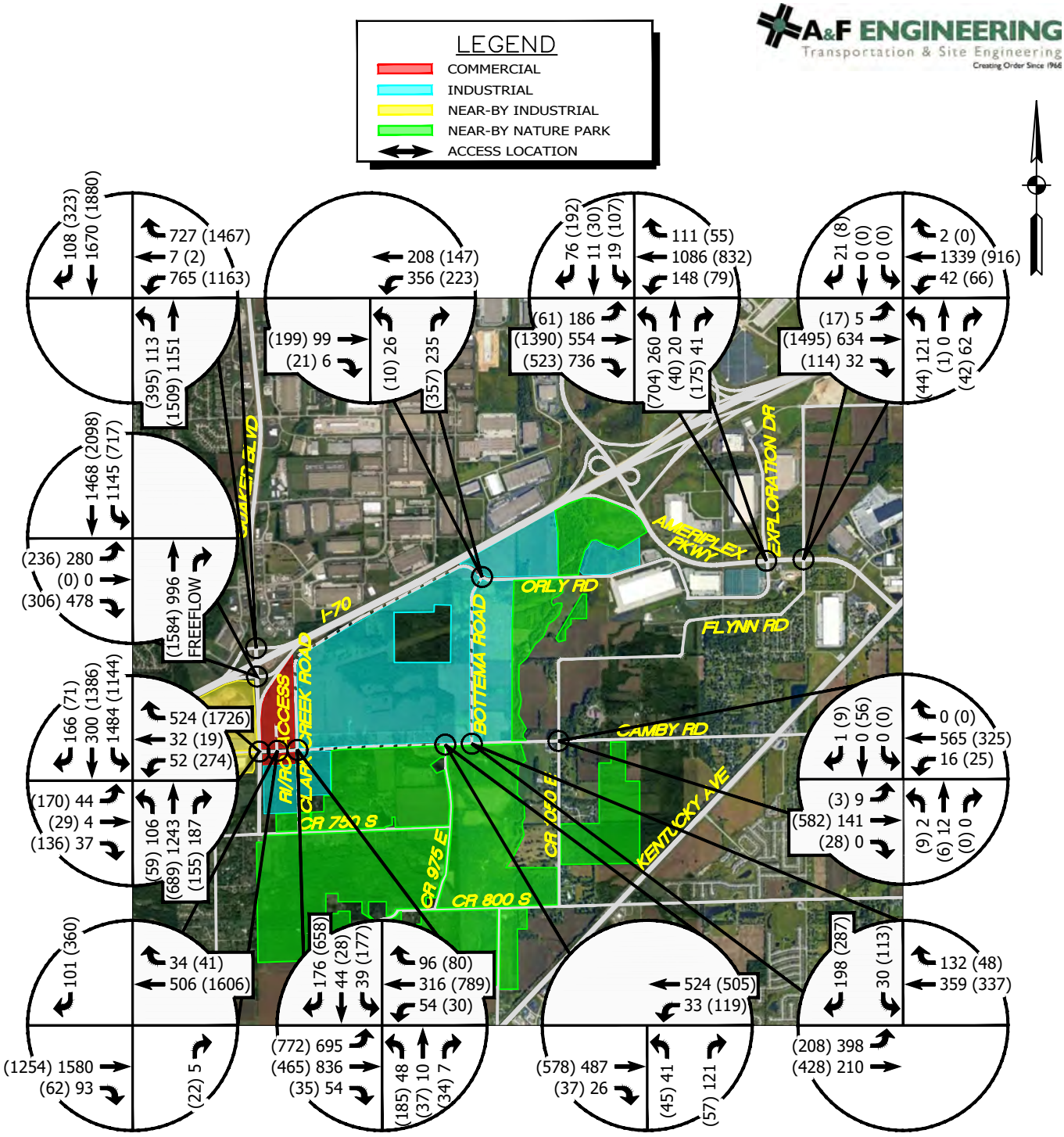

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FIGURE 6

SUM OF YEAR 2043 BACKGROUND TRAFFIC VOLUMES & GENERATED TRAFFIC VOLUMES FROM PROPOSED DEVELOPMENT

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Level of Service	Control Delay (seconds/vehicle)	
	UNSIGNALIZED	SIGNALIZED
A	Less than or equal to 10	Less than or equal to 10
B	Between 10.1 and 15	Between 10.1 and 20
C	Between 15.1 and 25	Between 20.1 and 35
D	Between 25.1 and 35	Between 35.1 and 55
E	Between 35.1 and 50	Between 55.1 and 80
F	greater than 50	greater than 80

CAPACITY ANALYSIS SCENARIOS

To evaluate the proposed development's effect on the public street system, a series of traffic volume scenarios were analyzed to determine the adequacy of the existing roadway network. From this analysis, necessary recommendations can be made to improve the public street system so it will accommodate the future traffic volumes. An analysis has been made for the peak hours at each of the study intersections for the following traffic volume scenarios:

Scenario 1: Existing Traffic Volumes – Based on existing peak hour traffic volumes. **Figure 3** is a summary of these traffic volumes.

Scenario 2: Year 2043 Background Traffic Volumes – Based on applying a 1.01% per year annual growth rate to the existing traffic volumes and adding generated traffic volumes from near-by future mixed-use and public nature park developments. **Figure 4** is a summary of these traffic volumes.

Scenario 3: Year 2043 Total Development Traffic Volumes – Based on the sum of year 2043 background traffic volumes and generated traffic volumes from the proposed development. **Figure 7** is a summary of these traffic volumes.

The following tables summarize the level of service results at each study intersection. The *Synchro* (*HCM 6th Edition*) intersection reports illustrating the capacity analysis results are included in the **Appendix**.

TABLE 5 – LEVEL OF SERVICE/DELAY SUMMARY: QUAKER BOULEVARD & I-70 WESTBOUND RAMPS

APPROACH	AM PEAK				PM PEAK			
	Scenarios				Scenarios			
	1A	2A	3A	3B	1A	2A	3A	3B
Northbound Approach	A/7.4	B/10.4	B/17.6	B/11.7	B/16.8	C/280.0	F/86.6	E/53.8
Southbound Approach	B/12.9	C/21.1	D/51.8	C/29.5	D/38.9	F/102.6	F/236.0	F/84.7
Westbound Approach	C/23.6	C/31.9	E/70.8	D/37.3	D/44.5	F/86.7	F/152.3	F/100.2
Intersection	**B/14.0**	**C/20.7**	**D/48.5**	**C/27.1**	**D/37.0**	**E/79.1**	**F/157.3**	**F/81.9**

X/YY.Y denotes Level of Service/Average Delay (seconds/vehicle)
Scenario A considers existing intersection geometrics shown in **Figure 7A**.
Scenario B considers the proposed intersection geometrics shown in **Figure 7A**.

TABLE 6 – LEVEL OF SERVICE/DELAY SUMMARY: QUAKER BOULEVARD & I-70 EASTBOUND RAMPS

APPROACH	AM PEAK				PM PEAK			
	Scenarios				Scenarios			
	1A	2A	3A	3B	1A	2A	3A	3B
Northbound Approach	C/29.8	E/73.1	F/182.0	D/50.0	C/27.6	E/65.7	F/250.3	C/26.5
Southbound Approach	C/23.7	C/34.2	F/182.7	B/18.7	C/21.2	C/30.8	F/163.2	B/14.8
Eastbound Approach	C/34.7	E/57.1	F/270.5	E/68.7	C/27.7	D/44.8	F/276.2	C/31.7
Intersection	**C/26.8**	**D/48.2**	**F/197.4**	**C/34.5**	**C/23.2**	**D/40.1**	**F/203.5**	**C/20.4**

X/YY.Y denotes Level of Service/Average Delay (seconds/vehicle)
Scenario A considers existing intersection geometrics shown in **Figure 7A**.
Scenario B considers the proposed intersection geometrics shown in **Figure 7A**.

TABLE 7 – LEVEL OF SERVICE/DELAY SUMMARY: QUAKER BOULEVARD & CAMBY ROAD

APPROACH	AM PEAK				PM PEAK			
	Scenarios				Scenarios			
	1A	2A	3A	3B	1A	2A	3A	3B
Northbound Approach	B/12.5	C/21.9	F/287.0	F/104.4	B/14.5	B/17.3	F/306.8	D/51.3
Southbound Approach	A/5.3	B/13.8	F/335.3	F/91.6	B/10.2	C/26.6	F/265.4	C/25.3
Eastbound Approach	B/14.3	B/16.0	E/57.7	E/58.8	B/11.6	C/21.3	F/109.7	D/44.7
Westbound Approach	B/17.2	C/22.2	F/1547.2	C/28.3	B/16.0	C/30.6	F/1009.1	F/146.1
Intersection	**B/11.3**	**B/19.7**	**F/488.0**	**F/86.4**	**B/11.7**	**C/23.8**	**F/519.2**	**E/72.0**

X/YY.Y denotes Level of Service/Average Delay (seconds/vehicle)
Scenario A considers existing intersection geometrics shown in **Figure 7A**.
Scenario B considers the proposed intersection geometrics shown on **Figure 7A**.

TABLE 8 – LEVEL OF SERVICE/DELAY SUMMARY: CAMBY ROAD & CLARKS CREEK ROAD

APPROACH	AM PEAK		PM PEAK	
	Scenarios		Scenarios	
	3A	3B	3A	3B
Northbound Approach	F/*	C/28.0	F/*	F/80.8
Southbound Approach	F/*	B/19.4	F/*	D/35.6
Eastbound Approach	C/16.5	C/28.0	F/143.1	D/47.1
Westbound Approach	B/11.0	C/30.4	A/8.8	E/76.3
Intersection	**---**	**C/27.4**	**---**	**D/54.7**

*Note: Volume exceeds capacity.
X/YY.Y denotes Level of Service/Average Delay (seconds/vehicle)
Scenario A considers a two-way stop control with the proposed geometrics shown on **Figure 7A**.
Scenario B considers the intersection as signalized with the proposed geometrics shown on **Figure 7A**.

TABLE 9 – LEVEL OF SERVICE/DELAY SUMMARY: CAMBY ROAD & CR 975 E

APPROACH	AM PEAK				PM PEAK			
	Scenarios				Scenarios			
	1A	2A	3A	3B	1A	2A	3A	3B
Northbound Approach	A/9.0	A/9.3	F/65.9	D/28.0	A/9.4	A/9.6	F/51.1	D/33.9
Westbound Left-Turn	A/7.4	A/7.5	A/9.4	A/9.4	A/7.4	A/7.4	A/9.8	A/9.8

X/YY.Y denotes Level of Service/Average Delay (seconds/vehicle)
Scenario A considers existing intersection geometrics shown in **Figure 7B**.
Scenario B considers the proposed intersection geometrics shown on **Figure 7B**.

TABLE 10 – LEVEL OF SERVICE/DELAY SUMMARY: CAMBY ROAD & CR 1050 E

APPROACH	AM PEAK			PM PEAK		
	Scenarios			Scenarios		
	1	2	3	1	2	3
Northbound Approach	A/7.3	A/7.5	A/8.9	A/7.5	A/7.7	A/9.8
Southbound Approach	A/0.0	A/6.8	A/8.1	A/7.6	A/7.9	A/10.0
Eastbound Approach	A/7.2	A/7.4	A/8.9	A/7.8	A/8.3	D/26.0
Westbound Approach	A/7.6	A/7.9	C/18.9	A/7.7	A/8.0	B/12.9
Intersection	**A/7.5**	**A/7.8**	**C/16.7**	**A/7.7**	**A/8.1**	**C/20.4**

X/YY.Y denotes Level of Service/Average Delay (seconds/vehicle)
Analysis considers existing intersection geometrics shown in **Figure 7B**.

TABLE 11 – LEVEL OF SERVICE/DELAY SUMMARY: AMERIPLEX PARKWAY & STANSTED ROAD

APPROACH	AM PEAK				PM PEAK			
	Scenarios				Scenarios			
	1A	2A	3A	3B	1A	2A	3A	3B
Northbound Approach	C/26.3	C/32.3	D/41.7	D/45.1	C/26.8	C/30.8	E/62.7	E/62.7
Southbound Approach	C/20.1	C/23.7	C/27.1	C/24.4	C/23.7	C/27.1	D/44.7	D/44.7
Eastbound Approach	C/20.5	C/21.7	F/108.2	D/36.6	C/21.7	C/28.2	D/45.7	D/45.0
Westbound Approach	C/27.2	C/34.2	C/33.2	C/26.2	B/16.5	B/16.9	C/27.8	C/27.8
Intersection	**C/24.3**	**C/28.9**	**E/67.9**	**C/32.8**	**C/20.8**	**C/25.1**	**D/45.2**	**D/44.9**

X/YY.Y denotes Level of Service/Average Delay (seconds/vehicle)
Scenario A considers existing intersection geometrics shown in **Figure 7B**.
Scenario B considers the proposed intersection geometrics shown on **Figure 7B**.

TABLE 12 – LEVEL OF SERVICE/DELAY SUMMARY: AMERIPLEX PARKWAY & FLYNN ROAD

APPROACH	AM PEAK			PM PEAK		
	Scenarios			Scenarios		
	1	2	3	1	2	3
Northbound Approach	B/12.3	B/14.5	C/21.7	B/17.7	C/21.6	C/24.1
Southbound Approach	A/0.0	A/0.0	B/17.1	B/16.7	C/20.0	C/22.5
Eastbound Approach	B/12.0	B/12.6	B/13.9	B/13.7	B/19.2	C/20.6
Westbound Approach	A/8.8	B/11.6	C/33.7	A/4.4	A/4.9	A/7.7
Intersection	**B/10.1**	**B/12.1**	**C/26.7**	**B/10.4**	**B/14.0**	**B/16.0**

X/YY.Y denotes Level of Service/Average Delay (seconds/vehicle)
Analysis considers existing intersection geometrics shown in **Figure 7B**.

TABLE 13 – LEVEL OF SERVICE/DELAY SUMMARY: CAMBY ROAD & RI/RO ACCESS DRIVE

APPROACH	AM PEAK	PM PEAK
	Scenario 3	Scenario 3
Northbound Approach	C/19.0	C/15.9
Southbound Approach	B/10.9	F/83.6

X/YY.Y denotes Level of Service/Average Delay (seconds/vehicle)
Analysis considers the intersection as two-way stop controlled with the proposed geometrics shown on **Figure 7C**.

TABLE 14 – LEVEL OF SERVICE/DELAY SUMMARY: CAMBY ROAD & BOTTEMA ROAD

APPROACH	AM PEAK	PM PEAK
	Scenario 3	Scenario 3
Southbound Approach	C/22.9	E/41.8
Eastbound Left-Turn	B/11.4	A/9.1

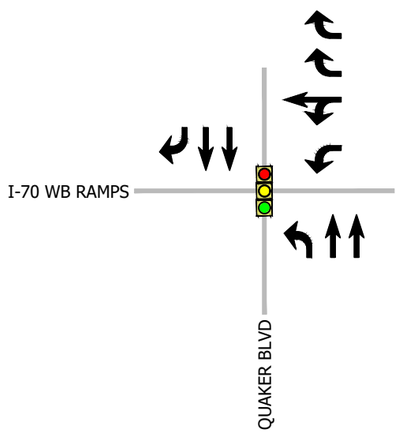
X/YY.Y denotes Level of Service/Average Delay (seconds/vehicle)
Analysis considers the intersection as two-way stop controlled with the proposed geometrics shown on **Figure 7C**.

TABLE 15 – LEVEL OF SERVICE/DELAY SUMMARY: ORLY ROAD/CLARKS CREEK ROAD & BOTTEMA ROAD

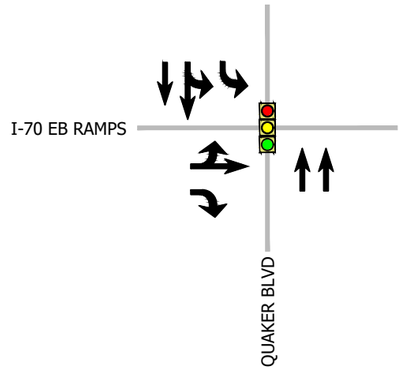
APPROACH	AM PEAK	PM PEAK
	Scenario 3	Scenario 3
Northbound Approach	C/15.8	C/15.2
Westbound Approach	A/8.5	A/8.5

X/YY.Y denotes Level of Service/Average Delay (seconds/vehicle)
Analysis considers the intersection as two-way stop controlled with the proposed geometrics shown on **Figure 7C**.

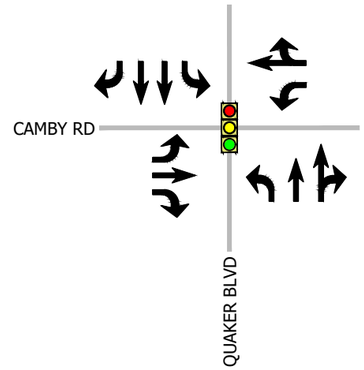
QUAKER BLVD & I-70 WB RAMPS
EXISTING (SCENARIO A) GEOMETRICS



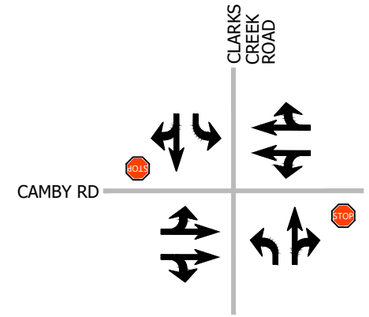
QUAKER BLVD & I-70 EB RAMPS
EXISTING (SCENARIO A) GEOMETRICS



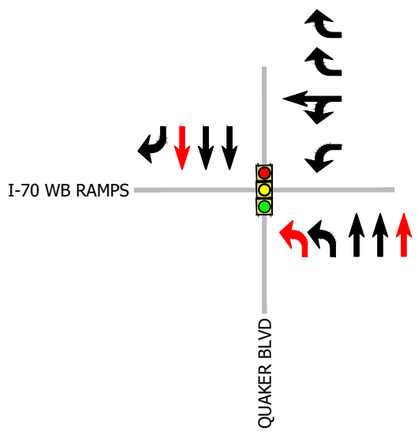
QUAKER BLVD & CAMBY RD
EXISTING (SCENARIO A) GEOMETRICS



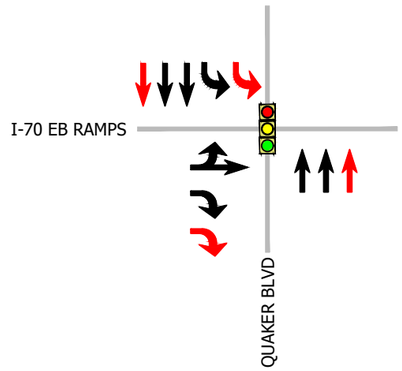
CAMBY RD & CLARKS CREEK ROAD
TWO-WAY STOP CONTROL
(SCENARIO A) GEOMETRICS



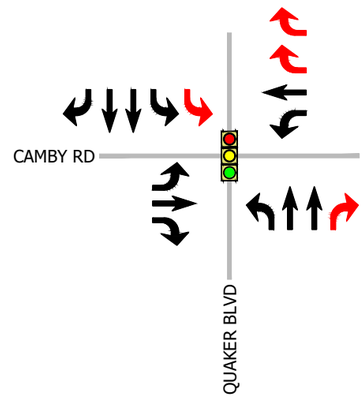
QUAKER BLVD & I-70 WB RAMPS
PROPOSED (SCENARIO B) GEOMETRICS



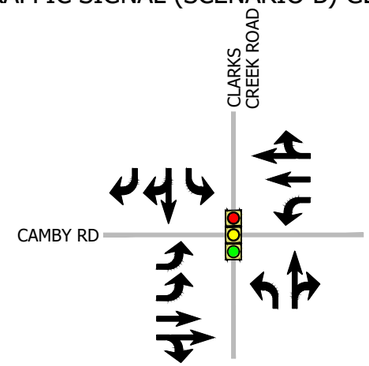
QUAKER BLVD & I-70 EB RAMPS
PROPOSED (SCENARIO B) GEOMETRICS



QUAKER BLVD & CAMBY RD
PROPOSED (SCENARIO B) GEOMETRICS



CAMBY RD & CLARKS CREEK ROAD
TRAFFIC SIGNAL (SCENARIO B) GEOMETRICS



TRAFFIC IMPACT STUDY
AMBROSE
PLAINFIELD, IN

Proposed added lanes shown in red.

FIGURE 7A

RECOMMENDED INTERSECTION IMPROVEMENTS

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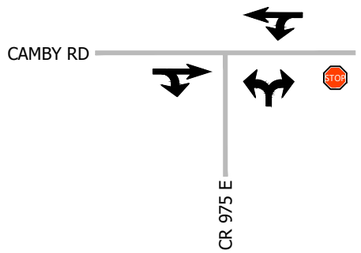
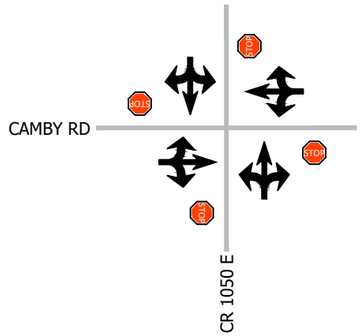
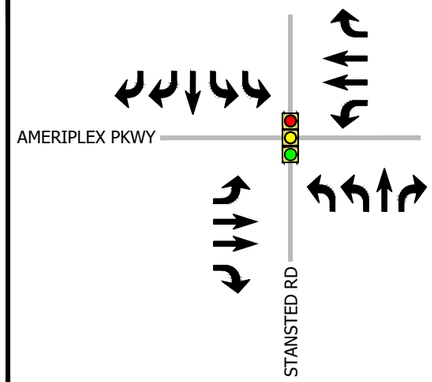
CAMBY RD & CR 975 E
EXISTING (SCENARIO A) GEOMETRICS



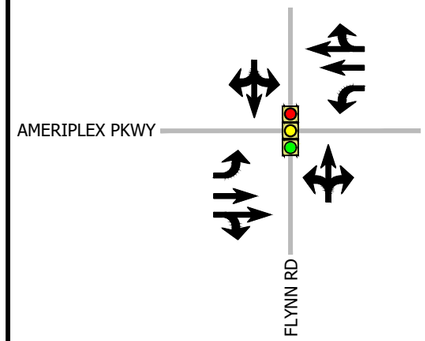
CAMBY RD & CR 1050 E
EXISTING (SCENARIO A) GEOMETRICS



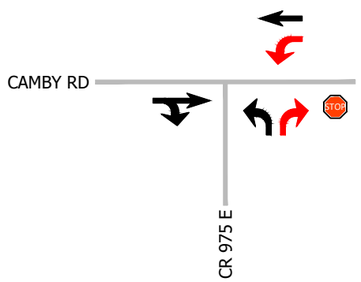
AMERIPLEX PKWY & STANSTED RD
EXISTING (SCENARIO A) GEOMETRICS



AMERIPLEX PKWY & FLYNN RD
EXISTING (SCENARIO A) GEOMETRICS



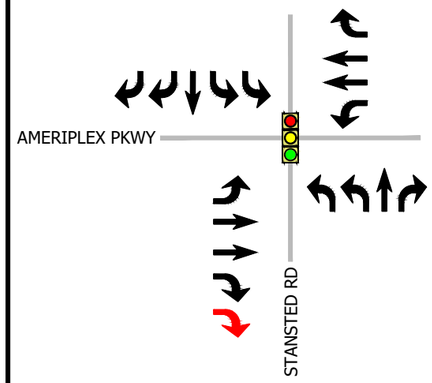
CAMBY RD & CR 975 E
PROPOSED (SCENARIO B) GEOMETRICS



CAMBY RD & CR 1050 E
PROPOSED (SCENARIO B) GEOMETRICS

NO RECOMMENDED IMPROVEMENTS

AMERIPLEX PKWY & STANSTED RD
PROPOSED (SCENARIO B) GEOMETRICS



AMERIPLEX PKWY & FLYNN RD
PROPOSED (SCENARIO B) GEOMETRICS

NO RECOMMENDED IMPROVEMENTS

TRAFFIC IMPACT STUDY
AMBROSE
PLAINFIELD, IN

Proposed added lanes shown in red.

FIGURE 7B

RECOMMENDED INTERSECTION IMPROVEMENTS

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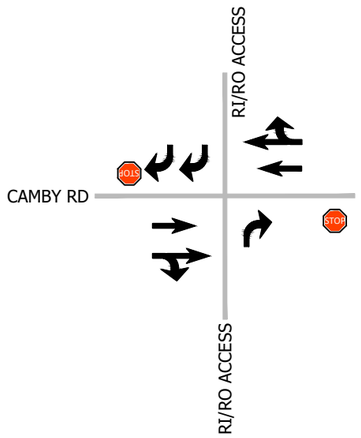
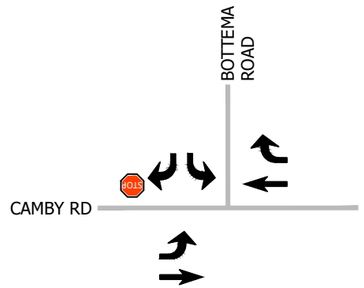
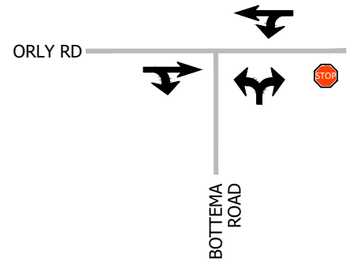
CAMBY RD & PROPOSED RI/RO ACCESS DR EXISTING GEOMETRICS	CAMBY RD & BOTTEMA ROAD EXISTING GEOMETRICS	ORLY RD & BOTTEMA ROAD EXISTING GEOMETRICS
NO EXISTING GEOMETRICS	NO EXISTING GEOMETRICS	NO EXISTING GEOMETRICS
CAMBY RD & PROPOSED RI/RO ACCESS DR TWO-WAY STOP CONTROL GEOMETRICS	CAMBY RD & BOTTEMA ROAD PROPOSED GEOMETRICS	ORLY RD & BOTTEMA ROAD PROPOSED GEOMETRICS
		

TRAFFIC IMPACT STUDY
AMBROSE
PLAINFIELD, IN

Proposed added lanes shown in red.

FIGURE 7C

RECOMMENDED INTERSECTION IMPROVEMENTS

RECOMMENDATIONS

Based on the analysis and the resulting conclusions of this study, the following recommendations are formulated to ensure that the roadway system best will accommodate the future traffic volumes.

CAMBY ROAD

Based on the projected average daily traffic volumes along Camby Road and the anticipated intersection geometrics at the study intersections, it is recommended that the following cross-section be constructed:

- Two through lanes in each direction with recommended turn lanes as depicted on **Figures 7A**, **7B**, and **7C** between Quaker Boulevard and Clarks Creek Road
- One through lane in each direction with a center turn lane between Orly Road and Bottema Road
- Existing one lane in each direction east of Bottema Road

Additionally, it is recommended that no full access be permitted along Camby Road within 900 feet of Quaker Boulevard.

QUAKER BOULEVARD & I-70 WESTBOUND RAMPS

It is recommended that the following lanes be added to the intersection:

- Exclusive Northbound Left-Turn Lane
- Northbound Through Lane
- Southbound Through Lane

QUAKER BOULEVARD & I-70 EASTBOUND RAMPS

It is recommended that the following lanes be added to the intersection:

- Exclusive Southbound Left-Turn Lane
- Southbound Thru Lane
- Northbound Through Lane
- Exclusive Eastbound Right-Turn Lane

QUAKER BOULEVARD & CAMBY ROAD

It is recommended that the following lanes be added to the intersection:

- Exclusive Northbound Right-Turn Lane
- Exclusive Southbound Left-Turn Lane
- Dual Westbound Right-Turn Lanes

CAMBY ROAD & CLARKS CREEK ROAD

It is recommended that the intersection be constructed as follows:

- Construction of the intersection with the Scenario B geometrics shown on **Figure 7A**.
- The intersection should be controlled with a traffic signal.

The intersection should be monitored as the proposed site is developed to determine when the new total traffic volumes warrant a traffic signal.

CAMBY ROAD & CR 975 E

It is recommended that the following lanes be added to the intersection:

- Exclusive Northbound Right-Turn Lane
- Exclusive Westbound Left-Turn Lane

CAMBY ROAD & CR 1050 E

No improvements are recommended at this location.

AMERIPLEX PARKWAY & STANSTED ROAD

It is recommended that the following lanes be added to the intersection:

- Exclusive Eastbound right-turn lane

The intersection should be monitored as the proposed site is developed in order to determine when traffic volumes create the need for an additional of an eastbound right-turn lane.

AMERIPLEX PARKWAY & FLYNN ROAD

No improvements are recommended at this location.

CAMBY ROAD & RI/RO ACCESS DRIVE

It is recommended that the intersection be constructed as follows:

- Construction of the intersection with the proposed geometrics shown on **Figure 7C**.
- The intersection should be stop-controlled with the access drive stopping for Camby Road.

CAMBY ROAD & BOTTEMA ROAD

It is recommended that the intersection be constructed as follows:

- Construction of the intersection with the proposed geometrics shown on **Figure 7C**.
- The intersection should be stop-controlled with the access drive stopping for Camby Road.

ORLY ROAD/CLARKS CREEK ROAD & BOTTEMA ROAD

It is recommended that the intersection be constructed as follows:

- Construction of the intersection with the proposed geometrics shown on **Figure 7C**.
- The intersection should be stop-controlled with Bottema Road stopping for Clarks Creek Road.

TRAFFIC IMPACT STUDY

APPENDIX

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ADDITIONAL FIGURES

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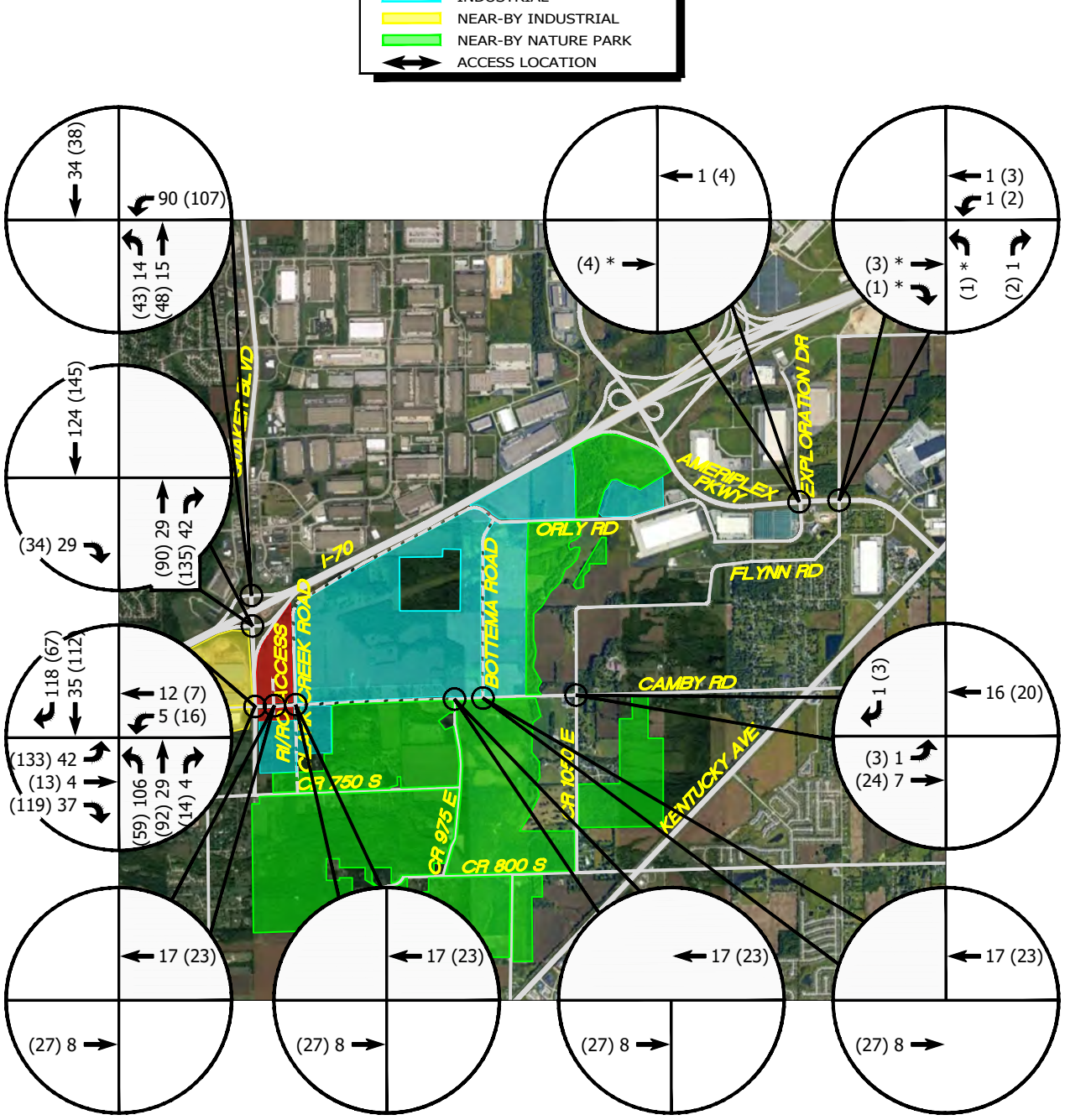

LEGEND
XX = A.M. PEAK HOUR
(XX) = P.M. PEAK HOUR
* = NEGLIGIBLE

TRAFFIC IMPACT STUDY
AMBROSE PROPERTY GROUP
PLAINFIELD, INDIANA

FIGURE A

GENERATED TRAFFIC VOLUMES FROM FUTURE NEAR-BY DEVELOPMENTS

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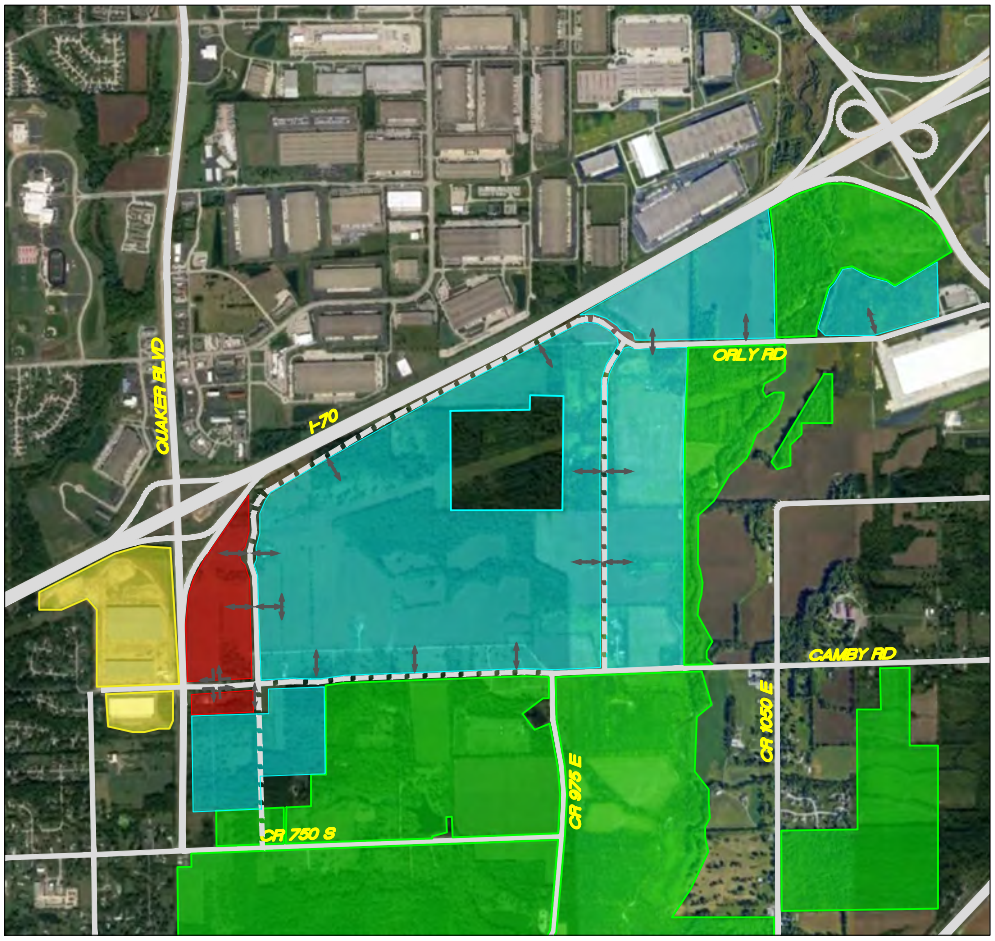

LEGEND
- COMMERCIAL
- INDUSTRIAL
- NEAR-BY INDUSTRIAL
- NEAR-BY NATURE PARK
- ACCESS LOCATION

FIGURE B

ACCESS LOCATIONS

TRAFFIC IMPACT STUDY
AMBROSE PROPERTY GROUP
PLAINFIELD, INDIANA

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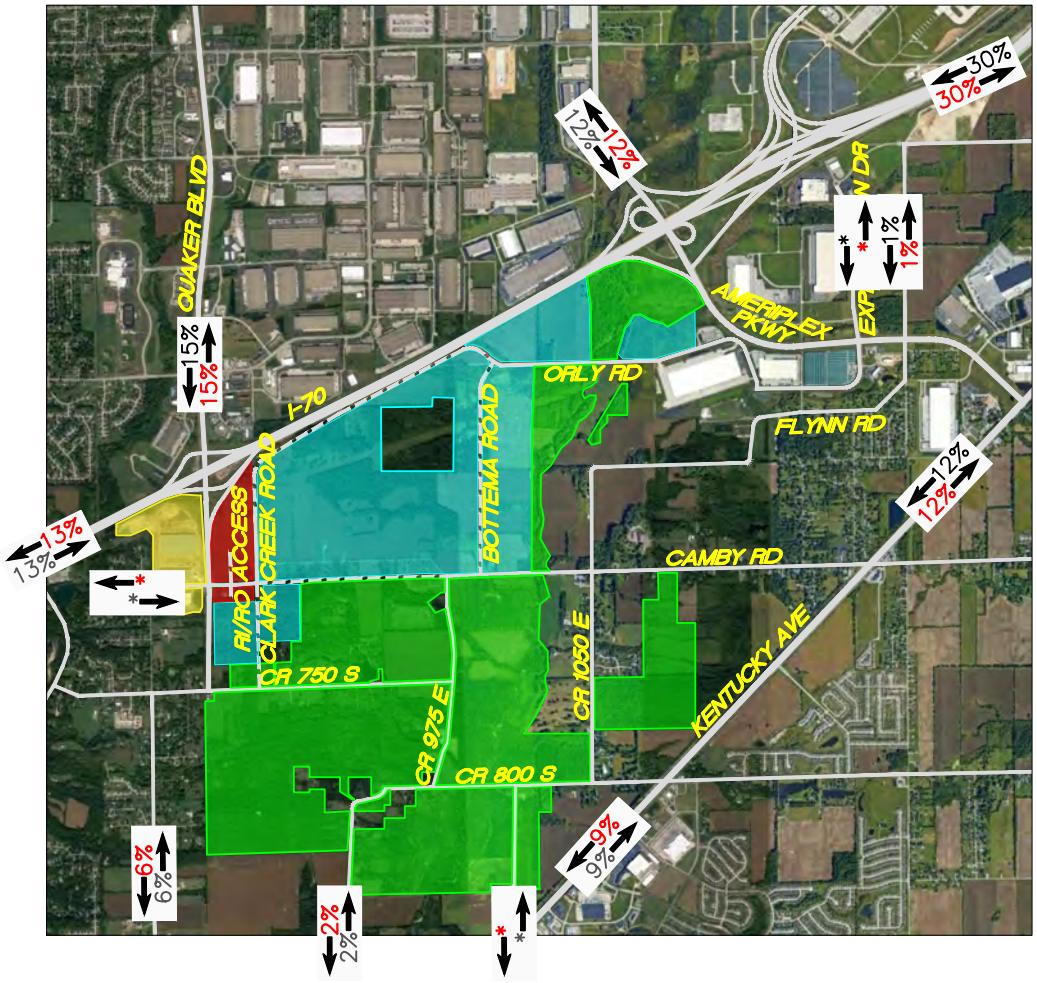
LEGEND
- COMMERCIAL
- INDUSTRIAL
- NEAR-BY INDUSTRIAL
- NEAR-BY NATURE PARK
- ACCESS LOCATION



LEGEND
XX = INBOUND TRAFFIC
XX = OUTBOUND TRAFFIC
* = NEGLIGIBLE

TRAFFIC IMPACT STUDY
AMBROSE PROPERTY GROUP
PLAINFIELD, INDIANA

FIGURE C
INDUSTRIAL/WAREHOUSING
PASSENGER VEHICLE
GATE PERCENTAGES

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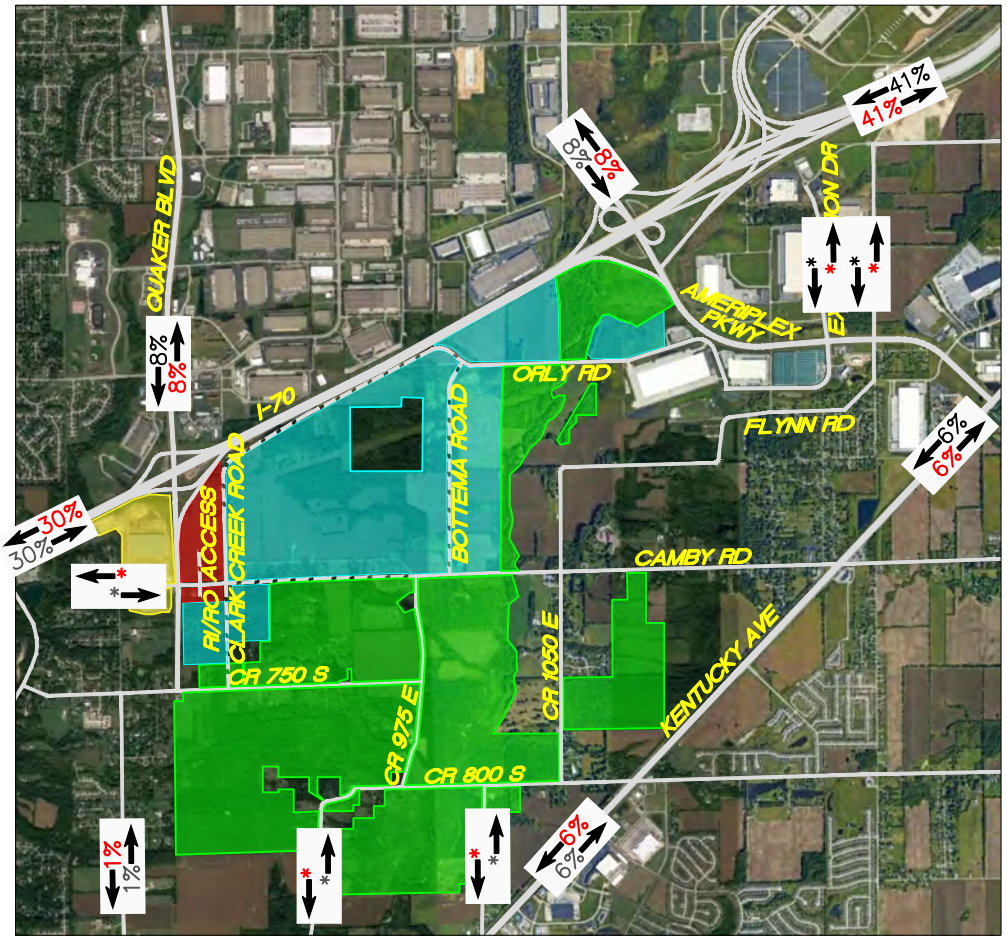
LEGEND
COMMERCIAL
INDUSTRIAL
NEAR-BY INDUSTRIAL
NEAR-BY NATURE PARK
ACCESS LOCATION



LEGEND
XX = INBOUND TRAFFIC
XX = OUTBOUND TRAFFIC
* = NEGLIGIBLE

TRAFFIC IMPACT STUDY
AMBROSE PROPERTY GROUP
PLAINFIELD, INDIANA

FIGURE D
INDUSTRIAL/WAREHOUSING
TRUCK
GATE PERCENTAGES

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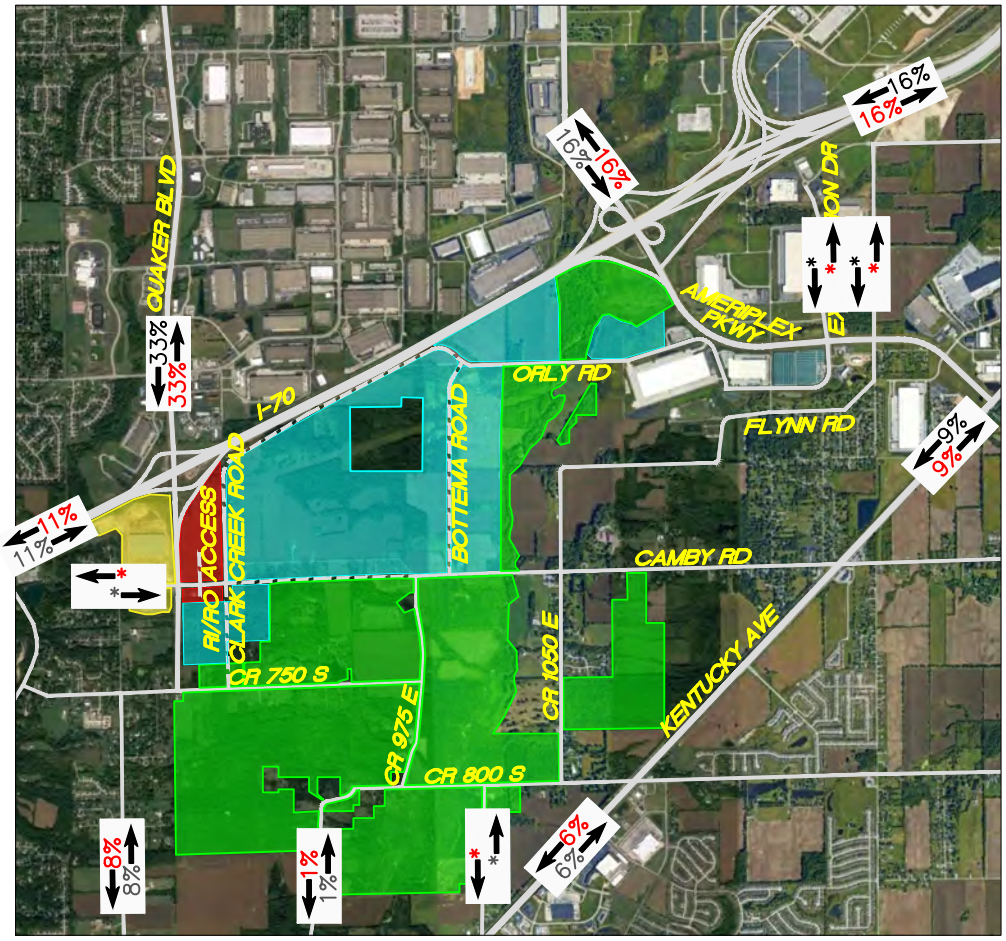
LEGEND
- COMMERCIAL
- INDUSTRIAL
- NEAR-BY INDUSTRIAL
- NEAR-BY NATURE PARK
- ACCESS LOCATION



LEGEND
XX = INBOUND TRAFFIC
XX = OUTBOUND TRAFFIC
* = NEGLIGIBLE

TRAFFIC IMPACT STUDY
AMBROSE PROPERTY GROUP
PLAINFIELD, INDIANA

FIGURE E
RETAIL NON-PASS-BY
PASSENGER VEHICLE
GATE PERCENTAGES

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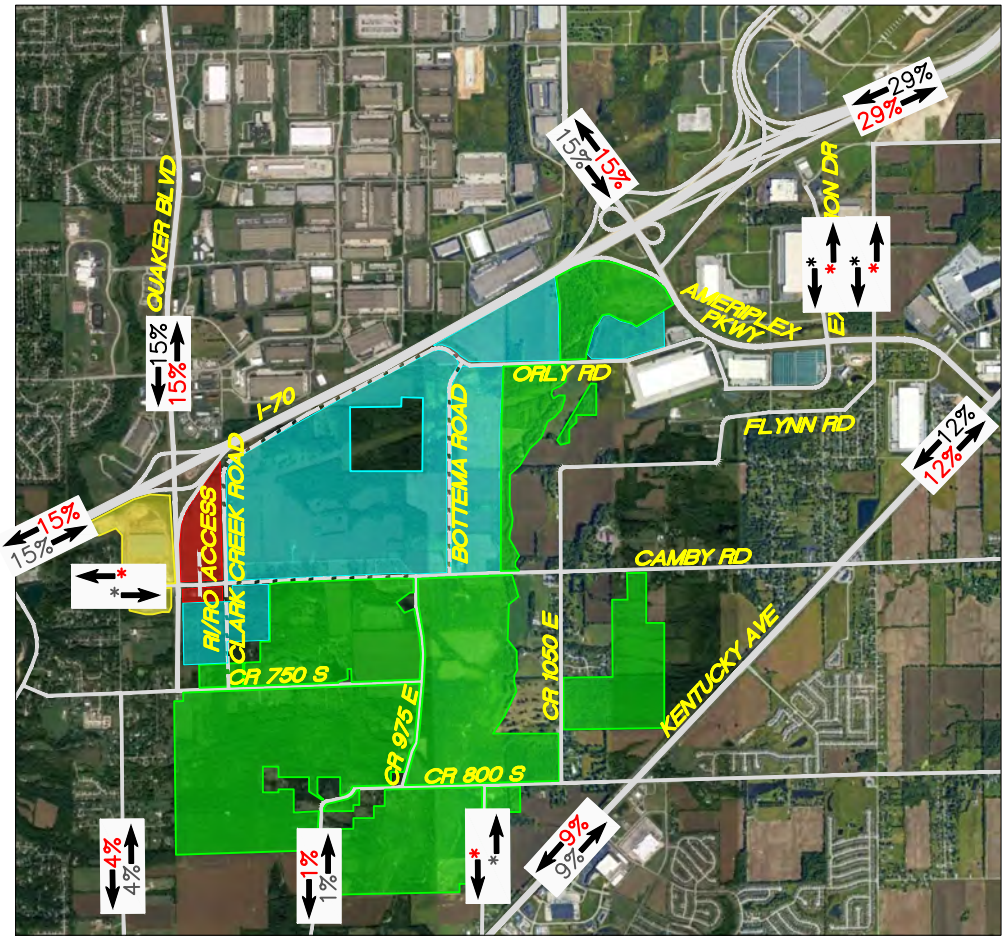
LEGEND
COMMERCIAL
INDUSTRIAL
NEAR-BY INDUSTRIAL
NEAR-BY NATURE PARK
ACCESS LOCATION



LEGEND
XX = INBOUND TRAFFIC
XX = OUTBOUND TRAFFIC
* = NEGLIGIBLE

TRAFFIC IMPACT STUDY
AMBROSE PROPERTY GROUP
PLAINFIELD, INDIANA

FIGURE F
OFFICE
PASSENGER VEHICLE
GATE PERCENTAGES

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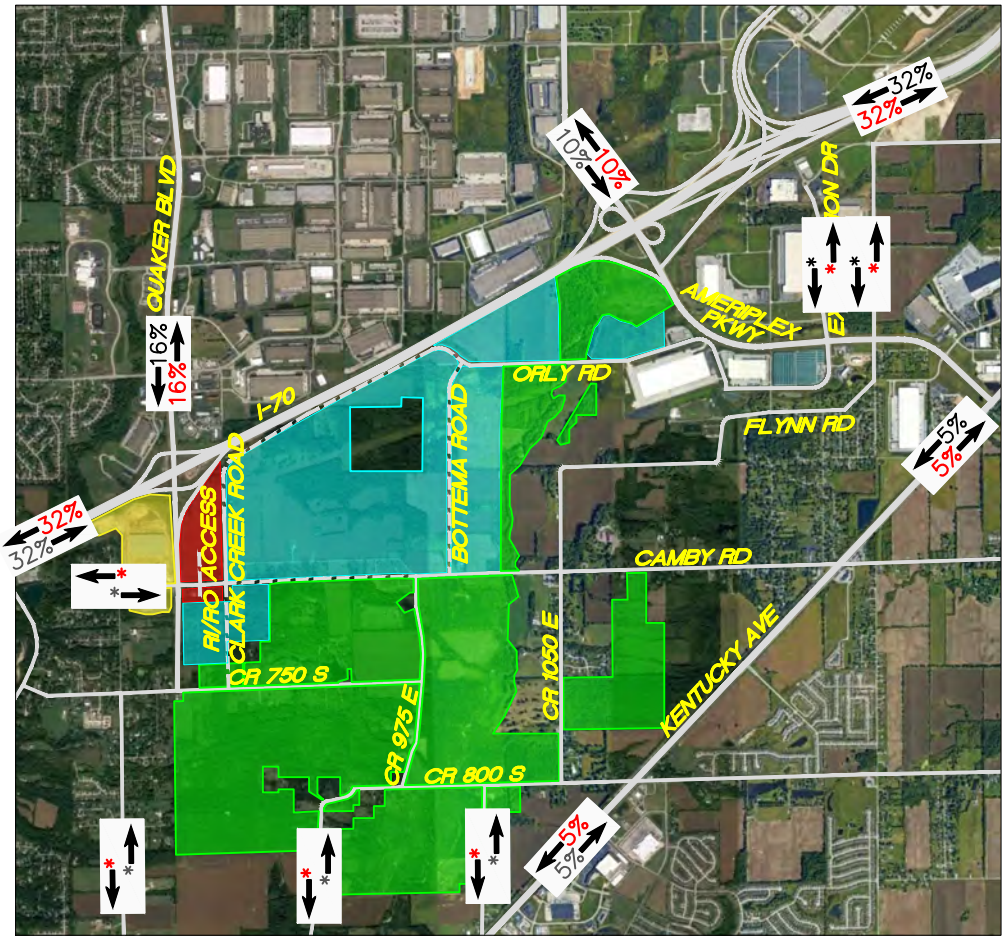
LEGEND
- COMMERCIAL
- INDUSTRIAL
- NEAR-BY INDUSTRIAL
- NEAR-BY NATURE PARK
- ACCESS LOCATION



LEGEND
XX = INBOUND TRAFFIC
XX = OUTBOUND TRAFFIC
* = NEGLIGIBLE

TRAFFIC IMPACT STUDY
AMBROSE PROPERTY GROUP
PLAINFIELD, INDIANA

FIGURE G
HOTEL
PASSENGER VEHICLE
GATE PERCENTAGES

Z:\2023\23031S-Ambrose, TIS, Plainfield\23031S-EXH.dwg 1=1 2024-02-20 TR

CAMBY ROAD

DAILY TRAFFIC VOLUME COUNTS

Basic Axle Classification Report: ON CAMBY BT

Station ID : ON CAMBY BT QUAKER & CR 875 E

Info Line 1 :

Info Line 2 :

GPS Lat/Lon :

DB File : ON CAMBY BT QUAKER & CR 875 E.DB

Last Connected Device Type : OmegaX3

Version Number : 2.07

Serial Number : XA46355

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.		East	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Basic Axle Classification Data From: 00:00 - 07/18/2023 To: 00:14 - 07/20/2023

Date	(DEFAULTC) Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/18/23	00:00	1	2	0	0	0	0	0	0	0	0	0	0	0	3
Tue	00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	00:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	00:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	03:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	05:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	06:30	0	1	3	0	0	0	0	0	0	0	0	0	0	4
	06:45	0	3	4	0	0	0	0	0	0	0	0	0	0	7
	07:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	07:15	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	07:30	0	5	4	0	0	0	0	0	0	0	0	0	0	9
	07:45	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	08:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	08:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	08:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/18/23	08:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Tue	09:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	09:15	0	3	3	0	0	0	0	0	1	0	0	0	0	7
	09:30	0	3	2	0	1	0	0	0	0	0	0	0	0	6
	09:45	0	2	4	0	0	0	0	0	0	0	0	0	0	6
	10:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	10:15	0	7	8	0	1	0	0	0	1	0	0	0	0	17
	10:30	0	3	4	0	0	0	0	0	0	0	0	0	0	7
	10:45	0	7	4	0	1	0	0	0	0	0	0	0	0	12
	11:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	11:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	11:30	0	4	2	0	1	0	0	0	0	0	0	0	0	7
	11:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	12:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	12:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	12:30	0	3	0	0	0	1	0	0	0	0	0	0	0	4
	12:45	0	11	4	0	0	0	0	0	0	0	0	0	0	15
	13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	13:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	13:30	0	8	8	0	0	0	0	0	0	0	0	0	0	16
	13:45	0	12	6	0	0	0	0	0	0	0	0	0	0	18
	14:00	0	15	7	0	0	0	0	0	0	0	0	0	0	22
	14:15	0	15	4	0	0	0	1	0	0	0	0	0	0	20
	14:30	0	10	6	0	0	0	0	0	0	0	0	0	0	16
	14:45	1	16	2	0	0	0	0	0	0	0	0	0	0	19
	15:00	0	16	9	0	0	0	0	0	0	0	0	0	0	25
	15:15	0	18	9	0	0	0	0	0	0	0	0	0	0	27
	15:30	0	19	13	0	0	0	0	1	0	0	0	0	0	33
	15:45	0	10	5	0	0	0	0	0	0	0	0	0	0	15
	16:00	0	13	9	0	0	0	0	0	0	0	0	0	0	22
	16:15	1	10	10	0	0	0	0	0	0	0	0	0	0	21
	16:30	0	31	9	0	0	0	0	0	0	0	0	0	0	40
	16:45	0	15	7	0	1	0	0	0	0	0	0	0	0	23
	17:00	1	19	10	0	0	0	0	0	0	0	0	0	0	30
	17:15	0	9	8	0	0	0	0	0	0	0	0	0	0	17
	17:30	1	21	2	0	0	0	0	0	0	0	0	0	0	24
	17:45	1	15	7	0	0	0	0	0	0	0	0	0	0	23
	18:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
	18:15	1	14	6	0	0	0	0	0	0	0	0	0	0	21
	18:30	0	9	1	0	0	0	1	1	0	0	0	0	0	12
	18:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	19:00	0	11	2	0	1	0	0	0	0	0	0	0	0	14
	19:15	0	4	2	0	1	0	0	0	0	0	0	0	0	7
	19:30	0	3	5	0	0	0	0	0	0	0	0	0	0	8
	19:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	20:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	20:15	0	10	4	0	0	0	0	0	0	0	0	0	0	14
	20:30	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	20:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	21:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	21:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/18/23	21:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Tue	21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	22:15	0	4	2	0	1	0	0	0	0	0	0	0	0	7
	22:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	23:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	23:45	1	1	1	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		8	559	247	0	8	1	2	2	2	0	0	0	0	829
	Percent :	1%	67%	30%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
	Average :	0	6	3	0	0	0	0	0	0	0	0	0	0	9

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/19/23	00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Wed	00:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	05:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	05:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	06:15	0	1	3	0	0	0	0	0	0	0	0	0	0	4
	06:30	0	4	4	0	0	0	0	0	0	0	0	0	0	8
	06:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	07:00	0	2	3	0	0	0	0	1	0	0	0	0	0	6
	07:15	0	4	4	0	0	0	0	0	1	0	0	0	0	9
	07:30	0	11	3	0	0	0	0	0	0	0	0	0	0	14
	07:45	0	4	1	0	0	0	0	1	0	0	0	0	0	6
	08:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	08:15	0	5	4	0	0	0	0	0	0	0	0	0	0	9
	08:30	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	08:45	0	3	1	0	0	0	0	1	0	0	0	0	0	5
	09:00	0	1	6	0	0	0	0	0	0	0	0	0	0	7
	09:15	0	3	4	0	0	0	0	0	0	0	0	0	0	7
	09:30	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	09:45	0	5	7	0	0	0	0	0	0	0	0	0	0	12
	10:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	10:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	10:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	10:45	0	3	4	0	0	0	0	0	0	0	0	0	0	7
	11:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	11:15	0	13	5	0	0	0	0	0	0	0	0	0	0	18
	11:30	0	2	3	0	0	0	0	0	0	0	0	0	0	5
	11:45	0	6	3	0	0	0	0	1	0	0	0	0	0	10
	12:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	12:15	0	13	4	0	0	0	0	0	0	0	0	0	0	17
	12:30	0	7	3	0	0	0	0	0	0	0	0	0	0	10

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/19/23	12:45	0	4	5	0	0	1	0	0	0	0	0	0	0	10
Wed	13:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
	13:15	0	6	8	0	1	0	0	0	0	0	0	0	0	15
	13:30	0	9	4	0	1	0	0	0	0	0	0	0	0	14
	13:45	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	14:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
	14:15	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	14:30	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	14:45	0	10	5	0	0	0	0	0	0	0	0	0	0	15
	15:00	0	18	6	0	0	0	0	0	0	0	0	0	0	24
	15:15	0	12	8	0	0	0	0	0	0	0	0	0	0	20
	15:30	0	22	5	0	0	0	0	0	0	0	0	0	0	27
	15:45	0	13	12	0	0	0	0	0	1	0	0	0	0	26
	16:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
	16:15	0	16	10	0	0	0	0	0	0	0	0	0	0	26
	16:30	0	21	9	0	0	0	0	0	1	0	0	0	0	31
	16:45	0	25	12	0	0	0	0	0	0	0	0	0	0	37
	17:00	0	18	8	0	0	0	0	1	0	0	0	0	0	27
	17:15	2	18	11	0	0	0	0	0	0	0	0	0	0	31
	17:30	0	21	9	0	0	0	0	0	0	0	0	0	0	30
	17:45	0	15	6	0	0	0	0	0	0	0	0	0	0	21
	18:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
	18:15	0	22	2	0	0	0	0	0	0	0	0	0	0	24
	18:30	0	17	4	0	1	0	0	0	0	0	0	0	0	22
	18:45	0	4	3	0	1	0	0	0	0	0	0	0	0	8
	19:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	19:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	19:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	19:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	20:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	20:15	0	10	4	0	0	0	0	0	0	0	0	0	0	14
	20:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	20:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8
	21:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	21:15	0	8	4	0	0	0	0	1	0	0	0	0	0	13
	21:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	21:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	22:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
	22:15	0	7	4	0	0	0	0	0	0	0	0	0	0	11
	22:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	22:45	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	23:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	23:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		2	593	274	0	4	1	0	6	3	0	0	0	0	883
Percent :		0%	67%	31%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	
Average :		0	6	3	0	0	0	0	0	0	0	0	0	0	9

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.		West	Ax-Ax	4.0 ft	6.0 ft	

Lane #2 Basic Axle Classification Data From: 00:00 - 07/18/2023 To: 00:14 - 07/20/2023

Date	Time	(DEFAULTC) Cycle	#1 Cars	#2 2A-4T	#3 Buses	#4 2A-SU	#5 3A-SU	#6 4A-SU	#7 4A-ST	#8 5A-ST	#9 6A-ST	#10 5A-MT	#11 6A-MT	#12 Other	#13 Total
07/18/23	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Tue	00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	00:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	1	0	0	1	0	0	0	0	0	0	0	0	2
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	04:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	04:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11
	05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	05:15	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	05:30	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	05:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	06:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	06:15	0	11	1	0	0	0	0	0	0	0	0	0	0	12
	06:30	0	16	4	0	0	0	0	0	0	0	0	0	0	20
	06:45	0	23	8	0	0	0	0	0	0	0	0	0	0	31
	07:00	1	19	7	0	0	0	0	0	0	0	0	0	0	27
	07:15	1	15	4	0	0	0	0	0	0	0	0	0	0	20
	07:30	0	19	4	0	0	0	0	0	0	0	0	0	0	23
	07:45	0	30	8	0	1	0	0	0	0	0	0	0	0	39
	08:00	0	12	3	0	0	1	0	0	0	0	0	0	0	16
	08:15	0	13	3	0	0	0	0	0	0	0	0	0	0	16
	08:30	0	16	7	0	0	1	0	0	0	0	0	0	0	24
	08:45	0	13	7	0	0	0	0	0	0	0	0	0	0	20
	09:00	0	16	5	0	0	0	0	0	0	0	0	0	0	21
	09:15	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	09:30	0	12	5	0	2	0	0	0	0	0	0	0	0	19
	09:45	2	12	8	0	0	1	0	0	0	0	0	0	0	23
	10:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
	10:15	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	10:30	0	7	5	0	0	0	0	0	0	0	0	0	0	12

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/18/23	10:45	0	3	6	0	0	0	0	0	0	0	0	0	0	9
Tue	11:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	11:15	0	9	6	0	0	0	0	0	0	0	0	0	0	15
	11:30	0	14	4	0	0	0	0	0	0	0	0	0	0	18
	11:45	0	8	4	0	0	0	0	0	0	0	0	0	0	12
	12:00	0	8	3	0	0	1	1	0	0	0	0	0	0	13
	12:15	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	12:30	1	10	5	0	0	0	0	0	0	0	0	0	0	16
	12:45	0	7	4	0	0	0	0	0	0	0	0	0	0	11
	13:00	1	9	5	0	0	0	0	0	0	0	0	0	0	15
	13:15	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	13:30	0	12	4	0	1	0	1	0	0	0	0	0	0	18
	13:45	0	13	2	0	0	0	0	1	0	0	0	0	0	16
	14:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
	14:15	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	14:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	14:45	0	11	6	0	0	1	0	0	0	0	0	0	0	18
	15:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
	15:15	0	20	7	0	0	0	0	0	0	0	0	0	0	27
	15:30	0	9	6	0	0	0	1	0	0	0	0	0	0	16
	15:45	0	12	4	0	0	0	0	1	0	0	0	0	0	17
	16:00	0	15	4	0	0	0	0	0	0	0	0	0	0	19
	16:15	0	13	7	0	0	0	0	0	0	0	0	0	0	20
	16:30	0	17	3	0	0	0	0	0	0	0	0	0	0	20
	16:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11
	17:00	0	15	9	0	0	0	0	0	0	0	0	0	0	24
	17:15	0	18	4	0	0	0	0	0	0	0	0	0	0	22
	17:30	0	12	3	0	0	0	0	0	0	0	0	0	0	15
	17:45	0	10	3	0	0	0	0	0	0	0	0	0	0	13
	18:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
	18:15	2	8	5	0	0	0	0	0	0	0	0	0	0	15
	18:30	0	10	4	0	0	0	0	0	0	0	0	0	0	14
	18:45	0	12	4	0	0	0	0	0	0	0	0	0	0	16
	19:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	19:15	1	3	4	0	0	0	0	0	0	0	0	0	0	8
	19:30	0	7	5	0	0	0	0	0	0	0	0	0	0	12
	19:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	20:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	20:15	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	20:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	20:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	21:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	21:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	21:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	21:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	22:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	22:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	22:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/18/23	23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Tue	23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		9	751	264	0	5	5	3	2	0	0	0	0	0	1039
Percent :		1%	72%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	8	3	0	0	0	0	0	0	0	0	0	0	11

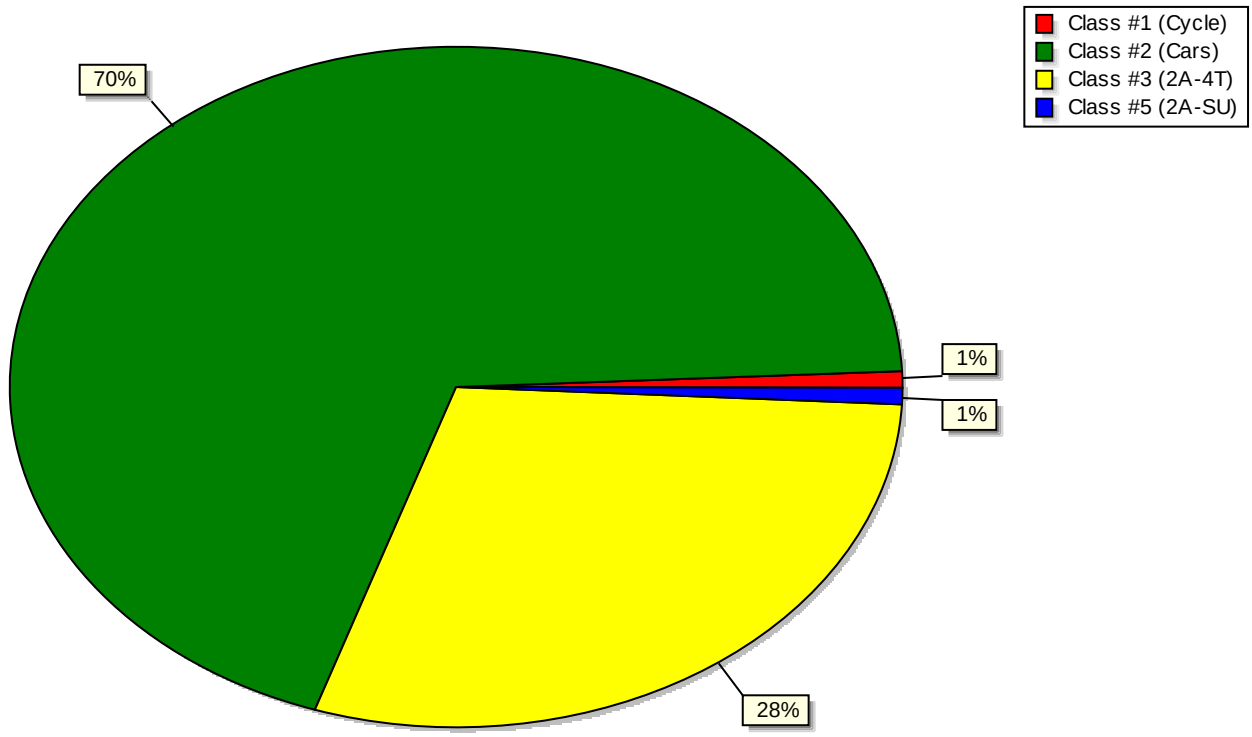
(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/19/23	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Wed	00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	05:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	05:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	05:45	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	06:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	06:15	0	17	2	0	0	0	0	0	0	0	0	0	0	19
	06:30	0	22	6	0	0	0	0	0	0	0	0	0	0	28
	06:45	0	27	8	0	0	0	0	0	0	0	0	0	0	35
	07:00	0	17	5	0	0	0	1	0	0	0	0	0	0	23
	07:15	0	15	6	0	0	0	0	0	0	0	0	0	0	21
	07:30	0	22	2	0	0	0	0	0	0	0	0	0	0	24
	07:45	0	34	8	0	0	0	0	0	0	0	0	0	0	42
	08:00	0	15	7	0	0	0	0	0	0	0	0	0	0	22
	08:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	08:30	0	20	9	0	0	0	0	0	0	0	0	0	0	29
	08:45	0	10	8	0	0	0	0	0	0	0	0	0	0	18
	09:00	0	6	4	0	0	1	1	0	0	0	0	0	0	12
	09:15	0	11	5	0	1	0	0	0	0	0	0	0	0	17
	09:30	0	12	3	0	0	0	0	0	0	0	0	0	0	15
	09:45	1	9	4	0	0	0	0	0	0	0	0	0	0	14
	10:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	10:15	0	5	4	0	0	0	0	0	0	0	0	0	0	9
	10:30	0	6	4	0	1	0	0	0	0	0	0	0	0	11
	10:45	0	4	5	0	0	0	0	0	0	0	0	0	0	9
	11:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9
	11:15	0	11	5	0	0	0	0	0	0	0	0	0	0	16
	11:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	11:45	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	12:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
	12:15	0	13	7	0	0	0	0	0	0	0	0	0	0	20
	12:30	0	12	4	0	0	0	0	0	0	0	0	0	0	16

Date	Time	(DEFAULTC) Cycle	#1 Cars	#2 2A-4T	#3 Buses	#4 2A-SU	#5 3A-SU	#6 4A-SU	#7 4A-ST	#8 5A-ST	#9 6A-ST	#10 5A-MT	#11 6A-MT	#12 Other	#13 Total
07/19/23	12:45	0	9	9	0	0	0	0	0	0	0	0	0	0	18
Wed	13:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
	13:15	1	9	3	0	0	0	0	1	0	0	0	0	0	14
	13:30	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	13:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	14:00	0	12	4	0	0	0	0	0	1	0	0	0	0	17
	14:15	0	11	2	0	0	0	0	0	0	0	0	0	0	13
	14:30	0	11	4	0	0	0	0	0	0	0	0	0	0	15
	14:45	0	8	5	0	0	0	0	0	0	0	0	0	0	13
	15:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
	15:15	0	19	2	0	0	0	0	0	0	0	0	0	0	21
	15:30	1	6	2	0	0	0	0	0	0	0	0	0	0	9
	15:45	0	21	11	0	1	0	0	0	0	0	0	0	0	33
	16:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
	16:15	0	17	3	0	0	0	0	0	0	0	0	0	0	20
	16:30	0	19	3	0	0	0	0	0	0	0	0	0	0	22
	16:45	0	9	6	0	0	0	0	0	1	0	0	0	0	16
	17:00	0	12	7	0	0	0	0	0	0	0	0	0	0	19
	17:15	0	14	4	0	0	0	0	0	1	0	0	0	0	19
	17:30	0	10	4	0	0	0	1	0	0	0	0	0	0	15
	17:45	0	10	8	0	0	0	0	0	0	0	0	0	0	18
	18:00	0	17	1	0	0	0	0	1	0	0	0	0	0	19
	18:15	0	11	3	0	0	0	0	0	0	0	0	0	0	14
	18:30	1	13	6	0	0	0	0	0	0	0	0	0	0	20
	18:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13
	19:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
	19:15	1	8	6	0	0	0	0	0	0	0	0	0	0	15
	19:30	0	12	2	0	0	0	0	0	0	0	0	0	0	14
	19:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	20:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	20:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	20:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	21:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	21:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
	21:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	21:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	22:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	23:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		5	770	261	0	5	1	3	2	3	0	0	0	0	1050
Percent :		0%	73%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	8	3	0	0	0	0	0	0	0	0	0	0	11

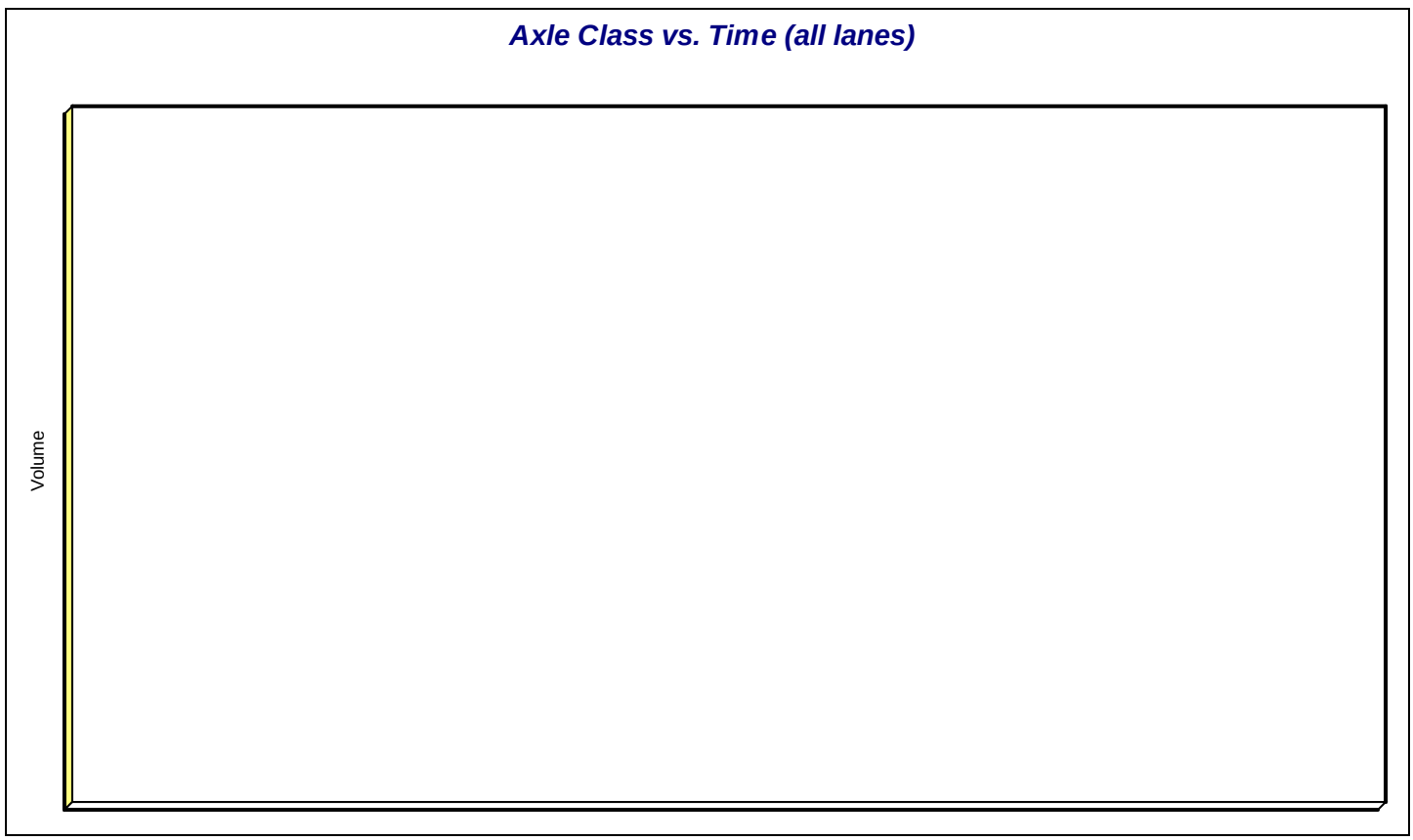
Basic Axle Class Summary: ON CAMBY BT QUAKER

(DEFAULTC) Description	Lane	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
TOTAL COUNT :	#1.	10	1152	521	0	12	2	2	8	5	0	0	0	0	1712
	#2.	14	1521	525	0	10	6	6	4	3	0	0	0	0	2089
		24	2673	1046	0	22	8	8	12	8	0	0	0	0	3801
Percents :	#1.	1%	67%	30%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	45%
	#2.	1%	73%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	55%
		1%	70%	28%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :	#1.	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	#2.	0	8	3	0	0	0	0	0	0	0	0	0	0	11
		0	14	6	0	0	0	0	0	0	0	0	0	0	20
Days & ADT :	#1.	2.0	856												
	#2.	2.0	1044												
		2.0	1900												

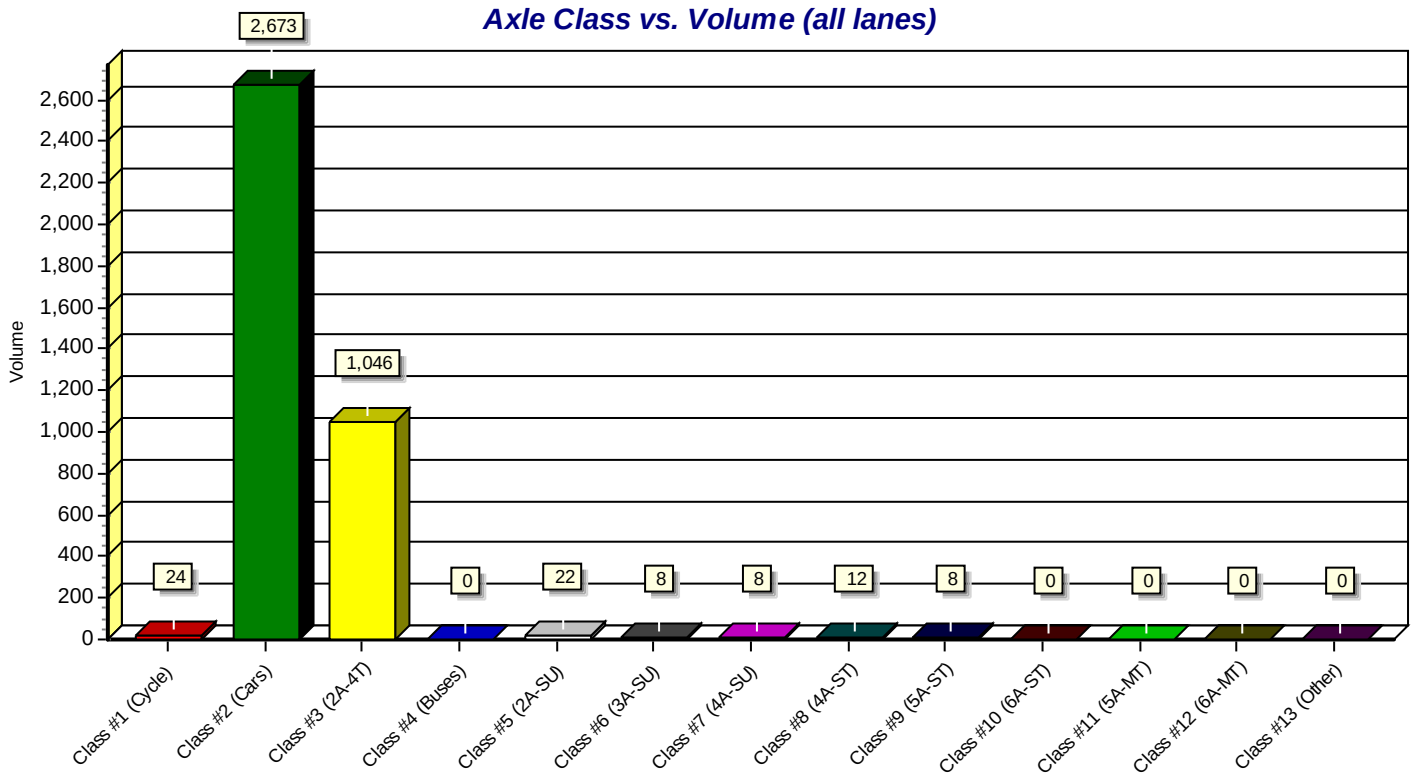
Axle Class Percentages:



Axle Class vs. Time (all lanes)



ON CAMBY BT QUAKER & CR 875 E Axle Class Charts For Data From: 00:00 - 07/18/2023 To: 00:14 - 07/20/2023



Basic Axle Classification Report: ON CAMBY BT CR

Station ID : ON CAMBY BT CR 875 E & CR 975

Info Line 1 :

Info Line 2 :

GPS Lat/Lon :

DB File : ON CAMBY BT CR 875 E & CR 975.DB

Last Connected Device Type : OmegaX3

Version Number : 2.07

Serial Number : XA46351

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.		East	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Basic Axle Classification Data From: 00:00 - 07/18/2023 To: 00:14 - 07/20/2023

Date	Time	(DEFAULTC) Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/18/23	00:00	1	2	0	0	0	0	0	0	0	0	0	0	0	3
Tue	00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	03:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	05:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	06:30	0	2	3	0	0	0	0	0	0	0	0	0	0	5
	06:45	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	07:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	07:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	07:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	07:45	0	5	1	0	0	0	1	0	0	0	0	0	0	7
	08:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	08:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	08:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/18/23	08:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Tue	09:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	09:15	0	4	1	0	0	0	0	0	1	0	0	0	0	6
	09:30	0	3	3	0	0	0	0	0	0	0	0	0	0	6
	09:45	0	2	4	0	0	0	0	0	0	0	0	0	0	6
	10:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	10:15	0	10	6	0	0	0	0	0	0	0	0	0	0	16
	10:30	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	10:45	0	8	3	0	1	0	0	0	0	0	0	0	0	12
	11:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	11:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	11:30	0	4	3	0	1	0	0	0	0	0	0	0	0	8
	11:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	12:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	12:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	12:30	0	4	0	0	0	1	0	0	0	0	0	0	0	5
	12:45	0	10	4	0	0	0	0	0	0	0	0	0	0	14
	13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	13:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	13:30	0	12	6	0	0	0	0	0	0	0	0	0	0	18
	13:45	0	12	5	0	0	0	0	0	0	0	0	0	0	17
	14:00	0	16	7	0	0	0	0	0	0	0	0	0	0	23
	14:15	0	16	4	0	0	0	0	0	0	0	0	0	0	20
	14:30	0	11	6	0	0	0	0	0	0	0	0	0	0	17
	14:45	1	16	1	0	0	0	0	0	0	0	0	0	0	18
	15:00	0	19	7	0	0	0	0	0	0	0	0	0	0	26
	15:15	0	17	9	0	0	0	0	0	0	0	0	0	0	26
	15:30	0	21	11	0	0	0	0	1	0	0	0	0	0	33
	15:45	0	11	4	0	0	0	0	0	0	0	0	0	0	15
	16:00	0	15	6	0	0	0	0	0	0	0	0	0	0	21
	16:15	1	13	8	0	0	0	0	0	0	0	0	0	0	22
	16:30	0	33	6	0	0	0	0	0	0	0	0	0	0	39
	16:45	0	14	8	0	0	0	0	0	0	0	0	0	0	22
	17:00	1	22	8	0	0	0	0	0	0	0	0	0	0	31
	17:15	0	9	8	0	0	0	0	0	0	0	0	0	0	17
	17:30	1	22	0	0	0	0	0	0	0	0	0	0	0	23
	17:45	1	15	6	0	0	0	0	1	0	0	0	0	0	23
	18:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
	18:15	1	12	5	0	0	0	0	0	0	0	0	0	0	18
	18:30	0	10	1	0	1	0	1	0	0	0	0	0	0	13
	18:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	19:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
	19:15	0	5	2	0	1	0	0	0	0	0	0	0	0	8
	19:30	0	3	5	0	0	0	0	0	0	0	0	0	0	8
	19:45	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	20:00	0	5	5	0	0	0	0	0	0	0	0	0	0	10
	20:15	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	20:30	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	20:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	21:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	21:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/18/23	21:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Tue	21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	22:15	0	4	1	0	1	0	0	0	0	0	0	0	0	6
	22:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	23:45	1	1	1	0	0	0	0	0	0	0	0	0	0	3
Daily Total :		8	607	209	0	5	1	2	2	1	0	0	0	0	835
	Percent :	1%	73%	25%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
	Average :	0	6	2	0	0	0	0	0	0	0	0	0	0	8

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/19/23	00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Wed	00:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	05:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	05:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	06:15	0	1	4	0	0	0	0	0	0	0	0	0	0	5
	06:30	0	3	4	0	0	0	0	0	0	0	0	0	0	7
	06:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	07:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	07:15	0	6	2	0	0	0	0	0	1	0	0	0	0	9
	07:30	0	11	3	0	0	0	0	0	0	0	0	0	0	14
	07:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	08:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	08:15	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	08:30	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	08:45	0	3	1	0	0	0	0	1	0	0	0	0	0	5
	09:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	09:15	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	09:30	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	09:45	0	7	5	0	0	0	0	0	0	0	0	0	0	12
	10:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	10:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	10:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	10:45	0	2	4	0	0	0	0	0	0	0	0	0	0	6
	11:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	11:15	0	11	5	0	0	0	0	0	0	0	0	0	0	16
	11:30	0	2	3	0	0	0	0	0	0	0	0	0	0	5
	11:45	0	8	1	0	0	0	0	1	0	0	0	0	0	10
	12:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	12:15	0	14	2	0	0	0	0	0	0	0	0	0	0	16
	12:30	0	7	3	0	0	0	0	0	0	0	0	0	0	10

Date	Time	(DEFAULTC) Cycle	#1 Cars	#2 2A-4T	#3 Buses	#4 2A-SU	#5 3A-SU	#6 4A-SU	#7 4A-ST	#8 5A-ST	#9 6A-ST	#10 5A-MT	#11 6A-MT	#12 Other	#13 Total
07/19/23	12:45	0	6	3	0	0	1	0	0	0	0	0	0	0	10
Wed	13:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	13:15	0	8	6	0	1	0	0	0	0	0	0	0	0	15
	13:30	0	10	2	0	1	0	0	0	0	0	0	0	0	13
	13:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	14:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
	14:15	0	10	3	0	0	0	0	0	0	0	0	0	0	13
	14:30	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	14:45	0	10	5	0	0	0	0	0	0	0	0	0	0	15
	15:00	0	18	6	0	0	0	0	0	0	0	0	0	0	24
	15:15	0	16	6	0	0	0	0	0	0	0	0	0	0	22
	15:30	0	19	4	0	0	0	0	0	0	0	0	0	0	23
	15:45	0	16	11	0	0	0	0	0	0	0	0	0	0	27
	16:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
	16:15	0	16	9	0	0	0	0	0	0	0	0	0	0	25
	16:30	0	26	8	0	0	0	0	0	1	0	0	0	0	35
	16:45	0	24	8	0	0	0	0	0	0	0	0	0	0	32
	17:00	0	18	9	0	0	0	0	0	0	0	0	0	0	27
	17:15	2	20	10	0	0	0	0	0	0	0	0	0	0	32
	17:30	0	23	7	0	0	0	0	0	0	0	0	0	0	30
	17:45	0	16	6	0	0	0	0	0	0	0	0	0	0	22
	18:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
	18:15	0	21	2	0	1	0	0	0	0	0	0	0	0	24
	18:30	0	17	3	0	0	0	0	0	0	0	0	0	0	20
	18:45	0	4	4	0	0	0	0	0	0	0	0	0	0	8
	19:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	19:15	0	10	1	0	0	0	0	0	0	0	0	0	0	11
	19:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	19:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	20:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	20:15	0	10	4	0	0	0	0	0	0	0	0	0	0	14
	20:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	20:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	21:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
	21:15	1	8	3	0	0	0	0	0	0	0	0	0	0	12
	21:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	21:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	22:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	22:15	0	4	4	0	0	0	0	0	0	0	0	0	0	8
	22:30	1	4	0	0	0	0	0	0	0	0	0	0	0	5
	22:45	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	23:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	23:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Daily Total :		4	639	226	0	3	1	0	2	2	0	0	0	0	877
Percent :		0%	73%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	7	2	0	0	0	0	0	0	0	0	0	0	9

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.		West	Ax-Ax	4.0 ft	6.0 ft	

Lane #2 Basic Axle Classification Data From: 00:00 - 07/18/2023 To: 00:14 - 07/20/2023

Date	Time	(DEFAULTC) Cycle	#1 Cars	#2 2A-4T	#3 Buses	#4 2A-SU	#5 3A-SU	#6 4A-SU	#7 4A-ST	#8 5A-ST	#9 6A-ST	#10 5A-MT	#11 6A-MT	#12 Other	#13 Total
07/18/23	00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Tue	00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	01:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	1	0	0	1	0	0	0	0	0	0	0	0	2
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	04:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	04:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11
	05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	05:15	0	11	3	0	0	0	0	0	0	0	0	0	0	14
	05:30	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	05:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	06:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	06:15	0	11	2	0	0	0	0	0	0	0	0	0	0	13
	06:30	0	13	3	0	0	0	0	0	0	0	0	0	0	16
	06:45	1	30	9	0	0	0	0	0	0	0	0	0	0	40
	07:00	0	16	6	0	0	0	0	0	0	0	0	0	0	22
	07:15	1	13	4	0	0	0	0	0	0	0	0	0	0	18
	07:30	0	22	4	0	0	0	0	0	0	0	0	0	0	26
	07:45	0	33	6	0	1	0	0	0	0	0	0	0	0	40
	08:00	0	10	1	0	0	0	1	0	0	0	0	0	0	12
	08:15	0	14	5	0	0	0	0	0	0	0	0	0	0	19
	08:30	0	20	6	0	0	1	0	0	0	0	0	0	0	27
	08:45	0	9	5	0	0	0	0	0	0	0	0	0	0	14
	09:00	0	16	5	0	0	0	0	0	0	0	0	0	0	21
	09:15	0	8	3	0	2	0	0	0	0	0	0	0	0	13
	09:30	0	13	4	0	0	0	0	0	0	0	0	0	0	17
	09:45	1	14	5	0	0	0	0	0	1	0	0	0	0	21
	10:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
	10:15	0	5	5	0	0	0	0	0	0	0	0	0	0	10
	10:30	0	8	6	0	0	0	0	0	0	0	0	0	0	14

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/18/23	10:45	0	6	4	0	0	0	0	0	0	0	0	0	0	10
Tue	11:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	11:15	0	10	1	0	0	0	0	0	0	0	0	0	0	11
	11:30	0	14	4	0	0	0	0	0	0	0	0	0	0	18
	11:45	0	8	6	0	0	0	0	0	0	0	0	0	0	14
	12:00	0	8	3	0	0	0	1	0	0	0	0	0	0	12
	12:15	0	8	3	0	0	0	0	0	0	0	0	0	0	11
	12:30	1	12	4	0	0	0	0	0	0	0	0	0	0	17
	12:45	1	10	3	0	0	0	0	0	0	0	0	0	0	14
	13:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
	13:15	0	7	3	0	0	0	1	0	0	0	0	0	0	11
	13:30	0	13	5	0	0	0	0	0	0	0	0	0	0	18
	13:45	0	15	2	0	0	0	0	0	0	0	0	0	0	17
	14:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
	14:15	0	10	2	0	0	0	0	0	0	0	0	0	0	12
	14:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	14:45	0	14	4	0	0	1	0	0	0	0	0	0	0	19
	15:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
	15:15	0	14	5	0	0	0	0	0	0	0	0	0	0	19
	15:30	0	12	8	0	0	0	0	0	0	0	0	0	0	20
	15:45	0	11	3	0	0	0	0	1	1	0	0	0	0	16
	16:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
	16:15	0	17	5	0	0	0	0	0	0	0	0	0	0	22
	16:30	0	17	2	0	0	0	0	0	0	0	0	0	0	19
	16:45	0	14	0	0	0	0	0	0	0	0	0	0	0	14
	17:00	0	16	7	0	0	0	0	0	0	0	0	0	0	23
	17:15	0	15	6	0	0	0	0	0	0	0	0	0	0	21
	17:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11
	17:45	0	12	2	0	0	0	0	0	0	0	0	0	0	14
	18:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
	18:15	2	8	6	0	0	0	0	0	0	0	0	0	0	16
	18:30	0	10	3	0	0	0	0	0	0	0	0	0	0	13
	18:45	0	12	5	0	0	0	0	0	0	0	0	0	0	17
	19:00	1	6	2	0	0	0	0	0	0	0	0	0	0	9
	19:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	19:30	0	7	4	0	0	0	0	0	0	0	0	0	0	11
	19:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	20:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
	20:15	0	2	3	0	0	0	0	0	0	0	0	0	0	5
	20:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
	20:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	21:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	21:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	21:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	21:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	22:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	22:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/18/23	23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Tue	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		8	798	227	0	4	2	3	1	2	0	0	0	0	1045
Percent :		1%	76%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	8	2	0	0	0	0	0	0	0	0	0	0	10

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/19/23	00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Wed	00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	04:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	04:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	05:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	05:30	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	05:45	0	8	3	0	0	0	0	0	0	0	0	0	0	11
	06:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	06:15	0	17	2	0	0	0	0	0	0	0	0	0	0	19
	06:30	0	20	5	0	0	0	0	0	0	0	0	0	0	25
	06:45	0	31	7	0	0	0	0	0	0	0	0	0	0	38
	07:00	0	18	6	0	0	0	0	0	0	0	0	0	0	24
	07:15	0	16	3	0	0	0	0	0	0	0	0	0	0	19
	07:30	0	26	3	0	0	0	0	0	0	0	0	0	0	29
	07:45	0	33	6	0	0	0	0	0	0	0	0	0	0	39
	08:00	0	13	7	0	0	0	0	0	0	0	0	0	0	20
	08:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	08:30	0	23	5	0	0	0	0	0	0	0	0	0	0	28
	08:45	0	12	6	0	0	0	0	0	0	0	0	0	0	18
	09:00	0	7	4	0	0	1	0	0	0	0	0	0	0	12
	09:15	0	12	6	0	1	0	0	0	0	0	0	0	0	19
	09:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12
	09:45	1	10	4	0	0	0	0	0	0	0	0	0	0	15
	10:00	0	11	1	0	0	0	0	0	0	0	0	0	1	13
	10:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	10:30	0	5	3	0	1	0	0	0	0	0	0	0	0	9
	10:45	0	4	4	0	0	0	0	0	0	0	0	0	0	8
	11:00	0	6	3	0	1	0	0	0	0	0	0	0	0	10
	11:15	0	10	4	0	0	0	0	0	0	0	0	0	0	14
	11:30	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	11:45	0	10	3	0	0	0	0	0	0	0	0	0	0	13
	12:00	0	14	5	0	0	0	0	0	0	0	0	0	0	19
	12:15	0	10	5	0	0	0	0	0	0	0	0	0	0	15
	12:30	0	10	4	0	0	0	0	0	0	0	0	0	0	14

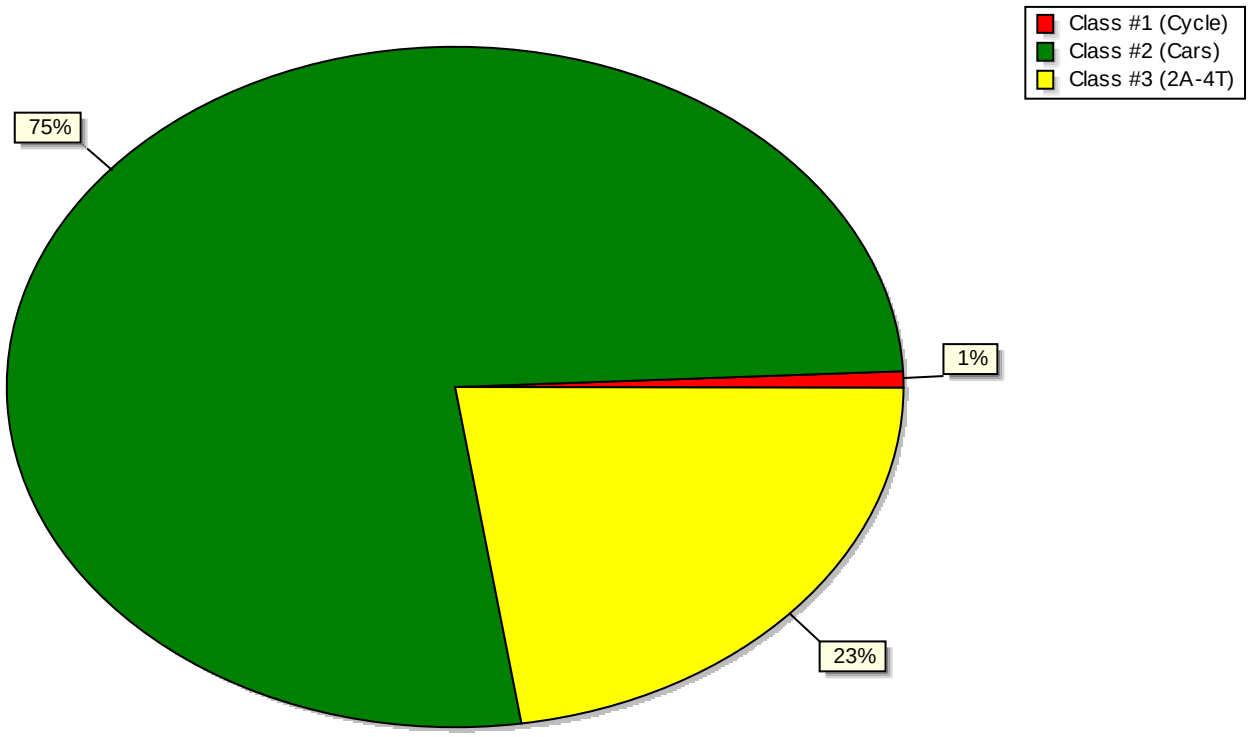
(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/19/23	12:45	0	14	6	0	0	0	0	0	0	0	0	0	0	20
Wed	13:00	1	10	2	0	0	0	0	0	0	0	0	0	0	13
	13:15	0	11	3	0	0	0	0	1	0	0	0	0	0	15
	13:30	0	8	4	0	0	0	0	0	0	0	0	0	0	12
	13:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8
	14:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
	14:15	0	12	3	0	0	0	0	0	0	0	0	0	0	15
	14:30	0	11	3	0	0	0	0	0	0	0	0	0	0	14
	14:45	0	9	2	0	1	0	0	0	0	0	0	0	0	12
	15:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
	15:15	0	16	2	0	0	0	0	0	0	0	0	0	0	18
	15:30	1	6	2	0	1	0	0	0	0	0	0	0	0	10
	15:45	0	24	14	0	0	0	0	0	0	0	0	0	0	38
	16:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	16:15	0	19	2	0	0	0	0	0	0	0	0	0	0	21
	16:30	0	16	2	0	0	0	0	0	0	0	0	0	0	18
	16:45	0	9	6	0	0	0	0	0	0	0	0	0	1	16
	17:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
	17:15	0	18	3	0	0	0	0	0	0	0	0	0	0	21
	17:30	0	9	6	0	0	0	0	0	0	0	0	0	0	15
	17:45	0	10	5	0	0	0	0	0	0	0	0	0	0	15
	18:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
	18:15	0	10	2	0	0	0	0	0	0	0	0	0	0	12
	18:30	1	17	5	0	0	0	0	0	0	0	0	0	0	23
	18:45	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	19:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
	19:15	1	11	5	0	0	0	0	0	0	0	0	0	0	17
	19:30	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	19:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	20:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	20:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	20:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	21:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9
	21:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	21:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	23:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		5	806	224	0	5	1	0	1	0	0	0	0	2	1044
Percent :		0%	77%	21%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	8	2	0	0	0	0	0	0	0	0	0	0	10

Basic Axle Class Summary: ON CAMBY BT CR 875 E

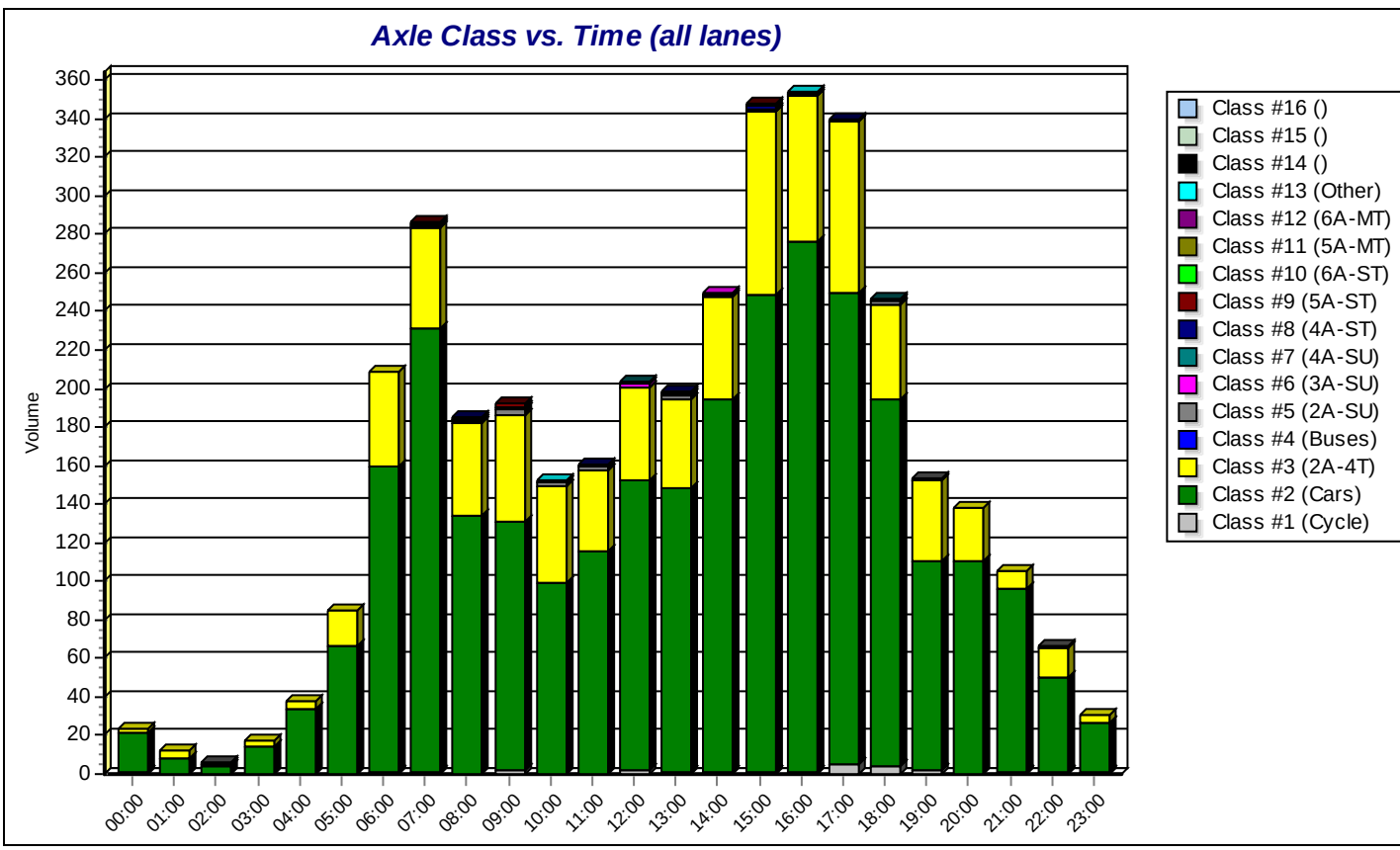
(DEFAULTC) Description	Lane	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
TOTAL COUNT :	#1.	12	1246	435	0	8	2	2	4	3	0	0	0	0	1712
	#2.	13	1604	451	0	9	3	3	2	2	0	0	0	2	2089
		25	2850	886	0	17	5	5	6	5	0	0	0	2	3801
Percents :	#1.	1%	73%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	45%
	#2.	1%	77%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	55%
		1%	75%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :	#1.	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	#2.	0	8	2	0	0	0	0	0	0	0	0	0	0	10
		0	14	4	0	0	0	0	0	0	0	0	0	0	18
Days & ADT :	#1.	2.0	856												
	#2.	2.0	1044												
		2.0	1900												

ON CAMBY BT CR 875 E & CR 975 Axle Class Charts For Data From: 00:00 - 07/18/2023 To: 00:14 - 07/20/2023

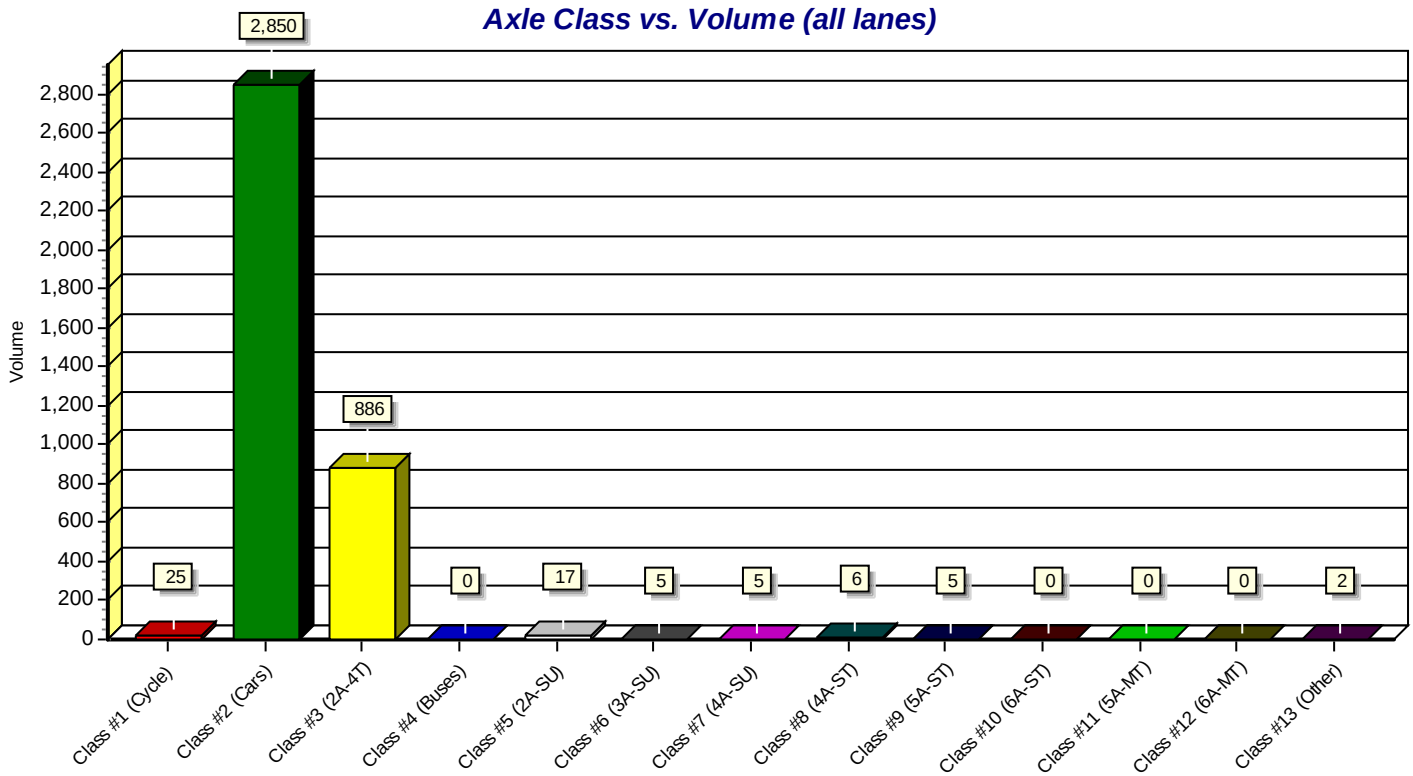
Axle Class Percentages:



Axle Class vs. Time (all lanes)



ON CAMBY BT CR 875 E & CR 975 Axle Class Charts For Data From: 00:00 - 07/18/2023 To: 00:14 - 07/20/2023



Basic Axle Classification Report: ON CAMBY BT CR

Station ID : ON CAMBY BT CR 975 E & CR 1050

Info Line 1 :

Info Line 2 :

GPS Lat/Lon :

DB File : ON CAMBY BT CR 975 E & CR 1050.DB

Last Connected Device Type : OmegaX3

Version Number : 2.07

Serial Number : XA46356

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.		East	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Basic Axle Classification Data From: 00:00 - 07/18/2023 To: 00:14 - 07/20/2023

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/18/23	00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Tue	00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	05:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	06:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	06:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	06:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	07:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	07:15	0	10	5	0	0	0	0	0	0	0	0	0	0	15
	07:30	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	07:45	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	08:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	08:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	08:30	1	6	1	0	0	0	0	0	0	0	0	0	0	8

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/18/23	08:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Tue	09:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	09:15	0	5	3	0	0	0	0	0	1	0	0	0	0	9
	09:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	09:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	10:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	10:15	0	11	7	0	0	0	0	0	0	0	0	0	0	18
	10:30	0	5	5	0	0	0	0	0	0	0	0	0	0	10
	10:45	0	8	3	0	1	0	0	0	0	0	0	0	0	12
	11:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	11:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	11:30	0	10	2	0	1	0	0	0	0	0	0	0	0	13
	11:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	12:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	12:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	12:30	0	5	0	0	0	1	0	0	0	0	0	0	0	6
	12:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	13:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	13:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	13:30	0	15	3	0	1	0	0	0	0	0	0	0	0	19
	13:45	0	15	3	0	0	0	0	0	0	0	0	0	0	18
	14:00	0	15	8	0	0	0	0	0	0	0	0	0	0	23
	14:15	0	19	2	0	0	0	0	0	0	0	0	0	0	21
	14:30	0	9	5	0	0	0	0	0	0	0	0	0	0	14
	14:45	1	14	1	0	0	0	0	0	0	0	0	0	0	16
	15:00	0	18	6	0	0	0	0	0	0	0	0	0	0	24
	15:15	0	20	7	0	0	0	0	0	0	0	0	0	0	27
	15:30	0	26	7	0	0	0	0	0	0	0	0	0	1	34
	15:45	0	9	7	0	0	0	0	0	0	0	0	0	0	16
	16:00	0	17	5	0	0	0	0	0	0	0	0	0	0	22
	16:15	0	12	4	0	0	0	0	0	0	0	0	0	0	16
	16:30	0	30	6	0	0	0	0	0	0	0	0	0	0	36
	16:45	0	17	6	0	0	0	0	0	0	0	0	0	0	23
	17:00	1	16	9	0	0	0	0	0	1	0	0	0	0	27
	17:15	0	18	6	0	0	0	0	0	0	0	0	0	0	24
	17:30	1	18	0	0	0	0	0	0	0	0	0	0	0	19
	17:45	1	19	3	0	0	0	0	0	0	0	0	0	0	23
	18:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	18:15	0	17	3	0	0	0	0	0	0	0	0	0	0	20
	18:30	0	7	2	0	1	0	1	0	0	0	0	0	0	11
	18:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	19:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
	19:15	0	6	2	0	1	0	0	0	0	0	0	0	0	9
	19:30	0	8	3	0	0	0	0	0	0	0	0	0	0	11
	19:45	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	20:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	20:15	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	20:30	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	20:45	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	21:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	21:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/18/23	21:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
Tue	21:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	22:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	22:15	0	5	0	0	1	0	0	0	0	0	0	0	0	6
	22:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	23:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		6	654	185	0	6	1	1	0	2	0	0	0	1	856
	Percent :	1%	76%	22%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
	Average :	0	7	2	0	0	0	0	0	0	0	0	0	0	9

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/19/23	00:00	1	2	0	0	0	0	0	0	0	0	0	0	0	3
Wed	00:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	06:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	06:15	0	1	4	0	0	0	0	0	0	0	0	0	0	5
	06:30	0	6	4	0	0	0	0	0	0	0	0	0	0	10
	06:45	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	07:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	07:15	0	9	3	0	0	0	0	0	1	0	0	0	0	13
	07:30	0	11	3	0	0	0	0	0	0	0	0	0	0	14
	07:45	0	7	1	0	0	0	0	0	1	0	0	0	0	9
	08:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	08:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	08:30	1	3	2	0	0	0	0	0	0	0	0	0	0	6
	08:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	09:00	0	6	3	0	0	0	0	1	0	0	0	0	0	10
	09:15	0	6	0	0	0	0	0	0	1	0	0	0	0	7
	09:30	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	09:45	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	10:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	10:15	1	5	0	0	0	0	0	0	0	0	0	0	0	6
	10:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	10:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	11:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	11:15	0	16	3	0	0	0	0	0	0	0	0	0	0	19
	11:30	0	3	3	0	0	0	0	0	0	0	0	0	0	6
	11:45	0	11	2	0	0	1	0	0	0	0	0	0	0	14
	12:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	12:15	0	13	3	0	0	0	0	0	0	0	0	0	0	16
	12:30	0	8	3	0	0	0	0	0	0	0	0	0	0	11

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/19/23	12:45	0	7	5	0	0	1	0	0	0	0	0	0	0	13
Wed	13:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	13:15	0	6	6	0	1	0	0	0	0	0	0	0	0	13
	13:30	0	7	1	0	1	0	0	0	0	0	0	0	0	9
	13:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13
	14:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
	14:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	14:30	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	14:45	1	11	5	0	0	0	0	0	0	0	0	0	0	17
	15:00	0	18	7	0	0	0	0	0	0	0	0	0	0	25
	15:15	0	11	8	0	0	0	0	0	0	0	0	0	0	19
	15:30	0	23	6	0	0	0	0	0	0	0	0	0	0	29
	15:45	0	19	9	0	0	0	0	0	0	0	0	0	0	28
	16:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
	16:15	0	19	3	0	0	0	0	0	0	0	0	0	0	22
	16:30	0	28	6	0	0	0	0	0	1	0	0	0	0	35
	16:45	0	26	9	0	0	0	0	0	0	0	0	0	0	35
	17:00	0	20	4	0	0	0	0	0	0	0	0	0	0	24
	17:15	1	19	4	0	0	0	0	0	0	0	0	0	0	24
	17:30	0	22	8	0	0	0	0	0	0	0	0	0	0	30
	17:45	0	15	3	0	0	0	0	0	0	0	0	0	0	18
	18:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
	18:15	0	21	3	0	0	0	0	0	0	0	0	0	0	24
	18:30	0	11	1	0	1	0	0	0	0	0	0	0	0	13
	18:45	0	8	6	0	0	0	0	0	0	0	0	0	0	14
	19:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
	19:15	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	19:30	0	14	1	0	0	0	0	0	0	0	0	0	0	15
	19:45	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	20:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	20:15	0	9	5	0	0	0	0	0	0	0	0	0	0	14
	20:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
	20:45	1	3	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	21:15	0	8	3	0	0	0	0	1	0	0	0	0	0	12
	21:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	21:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9
	22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	22:15	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	22:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	22:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		6	673	196	0	3	2	0	2	4	0	0	0	0	886
Percent :		1%	76%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	7	2	0	0	0	0	0	0	0	0	0	0	9

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.		West	Ax-Ax	4.0 ft	6.0 ft	

Lane #2 Basic Axle Classification Data From: 00:00 - 07/18/2023 To: 00:14 - 07/20/2023

Date	Time	(DEFAULTC) Cycle	#1 Cars	#2 2A-4T	#3 Buses	#4 2A-SU	#5 3A-SU	#6 4A-SU	#7 4A-ST	#8 5A-ST	#9 6A-ST	#10 5A-MT	#11 6A-MT	#12 Other	#13 Total
07/18/23	00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Tue	00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	01:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	04:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	04:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10
	05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	05:15	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	05:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	05:45	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	06:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	06:15	0	11	3	0	0	0	0	0	0	0	0	0	0	14
	06:30	0	16	3	0	0	0	0	0	0	0	0	0	0	19
	06:45	1	28	8	0	0	0	0	0	0	0	0	0	0	37
	07:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
	07:15	1	16	3	0	0	0	0	0	0	0	0	0	0	20
	07:30	0	16	5	0	0	0	0	0	0	0	0	0	0	21
	07:45	0	30	8	0	1	0	0	0	0	0	0	0	0	39
	08:00	0	9	3	0	0	1	0	0	0	0	0	0	0	13
	08:15	0	15	4	0	0	0	0	0	0	0	0	0	0	19
	08:30	0	20	4	0	0	1	0	0	0	0	0	0	0	25
	08:45	0	9	6	0	0	0	0	0	0	0	0	0	0	15
	09:00	0	16	5	0	0	0	0	0	0	0	0	0	0	21
	09:15	0	5	4	0	2	0	0	0	0	0	0	0	0	11
	09:30	0	8	6	0	0	0	0	0	0	0	0	0	0	14
	09:45	1	11	4	0	0	0	0	0	1	0	0	0	0	17
	10:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
	10:15	0	5	4	0	0	0	0	0	0	0	0	0	0	9
	10:30	0	6	6	0	0	0	0	0	0	0	0	0	0	12

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/18/23	10:45	0	7	4	0	0	0	0	0	0	0	0	0	0	11
Tue	11:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
	11:15	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	11:30	0	12	5	0	0	0	0	0	0	0	0	0	0	17
	11:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	12:00	0	7	2	0	0	0	1	0	0	0	0	0	0	10
	12:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	12:30	0	10	4	0	0	0	0	0	0	0	0	0	0	14
	12:45	1	7	6	0	0	0	0	0	0	0	0	0	0	14
	13:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
	13:15	0	6	2	0	0	0	1	0	0	0	0	0	0	9
	13:30	0	14	3	0	0	0	0	0	1	0	0	0	0	18
	13:45	0	14	4	0	0	0	0	0	0	0	0	0	0	18
	14:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
	14:15	0	8	5	0	0	0	0	0	0	0	0	0	0	13
	14:30	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	14:45	0	14	7	0	0	0	0	0	0	0	0	0	0	21
	15:00	0	12	6	0	0	0	0	0	0	0	0	0	0	18
	15:15	0	14	5	0	0	0	0	0	0	0	0	0	0	19
	15:30	0	9	9	0	0	0	0	0	0	0	0	0	0	18
	15:45	0	11	5	0	0	0	0	1	0	0	0	0	0	17
	16:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
	16:15	0	14	11	0	0	0	0	0	0	0	0	0	0	25
	16:30	0	19	1	0	1	0	0	0	0	0	0	0	0	21
	16:45	0	16	6	0	0	0	0	0	0	0	0	0	0	22
	17:00	0	17	10	0	0	0	0	0	0	0	0	0	0	27
	17:15	0	15	6	0	0	0	0	0	0	0	0	0	0	21
	17:30	1	14	2	0	0	0	0	0	0	0	0	0	0	17
	17:45	0	12	3	0	0	0	0	0	0	0	0	0	0	15
	18:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
	18:15	1	10	6	0	0	0	0	0	0	0	0	0	0	17
	18:30	0	12	3	0	0	0	0	0	0	0	0	0	0	15
	18:45	0	14	6	0	0	0	0	0	0	0	0	0	0	20
	19:00	2	5	4	0	0	0	0	0	0	0	0	0	0	11
	19:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	19:30	0	7	7	0	0	0	0	0	0	0	0	0	0	14
	19:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	20:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	20:15	0	1	4	0	0	0	0	0	0	0	0	0	0	5
	20:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
	20:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	21:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	21:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	21:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	21:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	22:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	22:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	22:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/18/23	23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Tue	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		8	768	268	0	5	2	2	1	2	0	0	0	0	1056
Percent :		1%	73%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	8	3	0	0	0	0	0	0	0	0	0	0	11

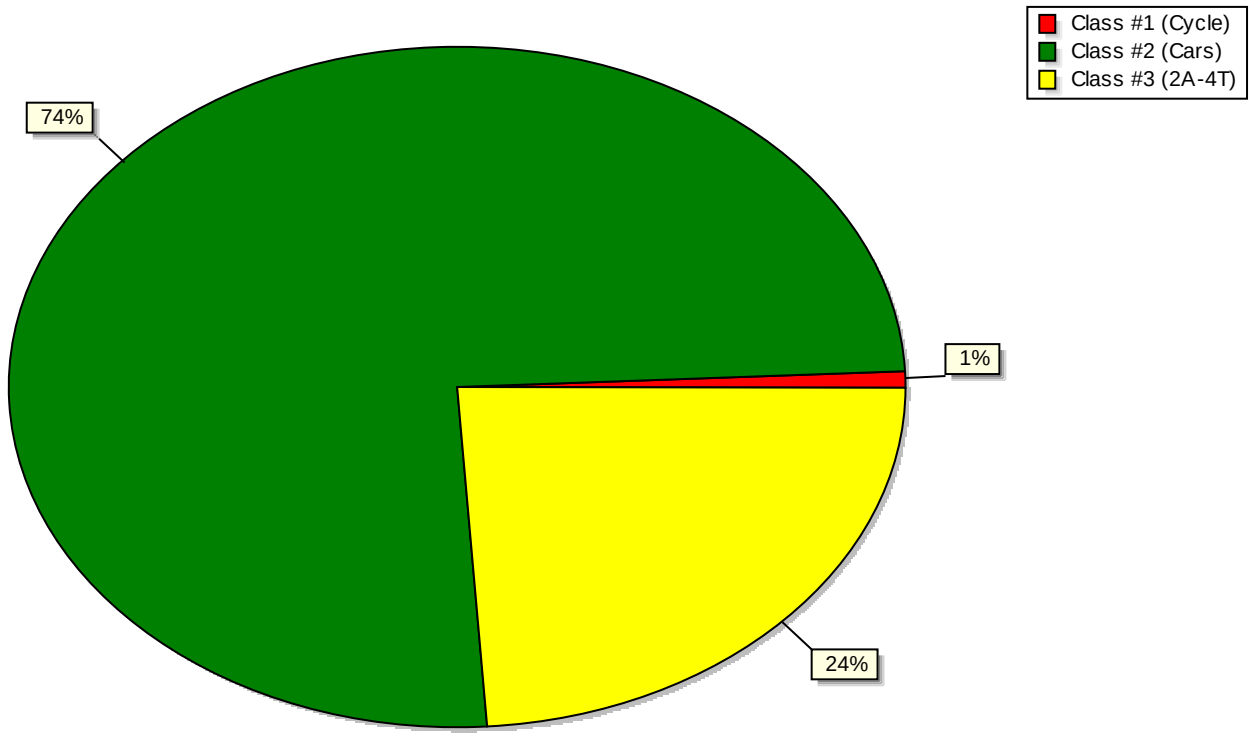
(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/19/23	00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Wed	00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	04:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	04:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	05:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	05:30	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	05:45	0	8	3	0	0	0	0	0	0	0	0	0	0	11
	06:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
	06:15	0	15	2	0	0	0	0	0	0	0	0	0	0	17
	06:30	0	19	5	0	0	0	0	0	0	0	0	0	0	24
	06:45	0	31	5	0	0	0	0	0	0	0	0	0	0	36
	07:00	0	17	4	0	0	0	0	0	0	0	0	0	0	21
	07:15	0	15	3	0	0	0	0	0	0	0	0	0	0	18
	07:30	0	27	2	0	0	0	0	0	0	0	0	0	0	29
	07:45	0	28	8	0	0	0	0	0	1	0	0	0	0	37
	08:00	0	11	7	0	0	0	0	0	0	0	0	0	0	18
	08:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	08:30	0	18	8	0	0	0	0	0	0	0	0	0	0	26
	08:45	0	11	8	0	0	0	0	0	0	0	0	0	0	19
	09:00	0	6	3	0	0	1	1	0	0	0	0	0	0	11
	09:15	0	11	7	0	1	0	0	0	0	0	0	0	0	19
	09:30	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	09:45	1	7	6	0	0	0	0	0	0	0	0	0	0	14
	10:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
	10:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	10:30	0	4	2	0	1	0	0	0	0	0	0	0	0	7
	10:45	0	3	4	0	0	0	0	0	0	0	0	0	0	7
	11:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
	11:15	0	8	6	0	0	0	0	0	0	0	0	0	0	14
	11:30	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	11:45	0	10	5	0	0	0	0	0	0	0	0	0	0	15
	12:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
	12:15	0	12	5	0	0	0	0	0	0	0	0	0	0	17
	12:30	0	8	4	0	0	0	0	0	0	0	0	0	0	12

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/19/23	12:45	0	12	6	0	0	0	0	0	0	0	0	0	0	18
Wed	13:00	1	10	2	0	0	0	0	0	0	0	0	0	0	13
	13:15	0	11	3	0	0	0	0	1	0	0	0	0	0	15
	13:30	1	7	6	0	0	0	0	0	0	0	0	0	0	14
	13:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	14:00	0	8	5	0	0	0	0	0	0	0	0	0	0	13
	14:15	0	10	3	0	0	0	0	0	0	0	0	0	0	13
	14:30	0	10	4	0	0	0	0	0	0	0	0	0	0	14
	14:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	15:00	0	11	6	0	0	0	0	0	0	0	0	0	0	17
	15:15	0	11	4	0	0	0	0	0	0	0	0	0	0	15
	15:30	1	13	2	0	1	0	0	0	0	0	0	0	0	17
	15:45	0	19	16	0	0	0	0	0	0	0	0	0	0	35
	16:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
	16:15	0	19	4	0	0	0	0	0	0	0	0	0	0	23
	16:30	0	13	7	0	0	0	0	0	0	0	0	0	0	20
	16:45	1	12	7	0	0	0	0	0	1	0	0	0	0	21
	17:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
	17:15	0	17	7	0	0	0	0	0	0	0	0	0	0	24
	17:30	0	11	8	0	0	0	0	0	0	0	0	0	0	19
	17:45	0	9	6	0	0	0	0	0	0	0	0	0	0	15
	18:00	0	17	5	0	0	0	0	0	0	0	0	0	0	22
	18:15	1	9	4	0	0	0	0	0	0	0	0	0	0	14
	18:30	1	17	3	0	0	0	1	0	0	0	0	0	0	22
	18:45	0	6	4	0	0	0	0	0	0	0	0	0	0	10
	19:00	0	12	5	0	1	0	0	0	0	0	0	0	0	18
	19:15	1	8	6	0	0	0	0	0	0	0	0	0	0	15
	19:30	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	19:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	20:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	20:15	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	20:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	20:45	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	21:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	21:15	0	12	1	0	0	0	0	0	0	0	0	0	0	13
	21:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	21:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	22:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	22:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	22:45	0	3	3	0	0	0	0	0	0	0	0	0	0	6
	23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	23:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		8	758	280	0	5	1	2	1	2	0	0	0	0	1057
Percent :		1%	72%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	8	3	0	0	0	0	0	0	0	0	0	0	11

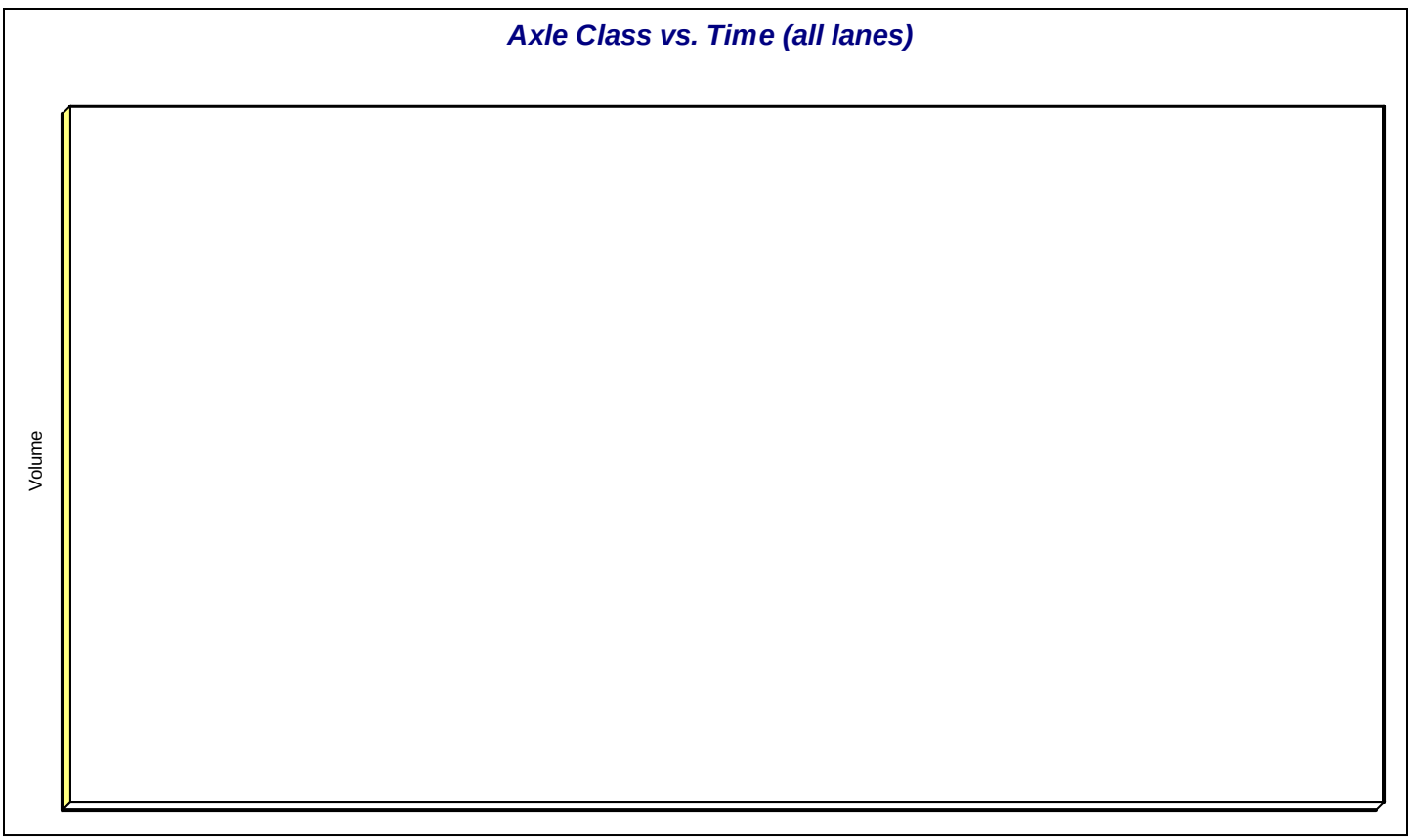
Basic Axle Class Summary: ON CAMBY BT CR 975 E

(DEFAULTC) Description	Lane	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
TOTAL COUNT :	#1.	12	1327	381	0	9	3	1	2	6	0	0	0	1	1742
	#2.	16	1526	548	0	10	3	4	2	4	0	0	0	0	2113
		28	2853	929	0	19	6	5	4	10	0	0	0	1	3855
Percents :	#1.	1%	76%	22%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	45%
	#2.	1%	72%	26%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	55%
		1%	74%	24%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :	#1.	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	#2.	0	8	3	0	0	0	0	0	0	0	0	0	0	11
		0	15	5	0	0	0	0	0	0	0	0	0	0	20
Days & ADT :	#1.	2.0	871												
	#2.	2.0	1056												
		2.0	1927												

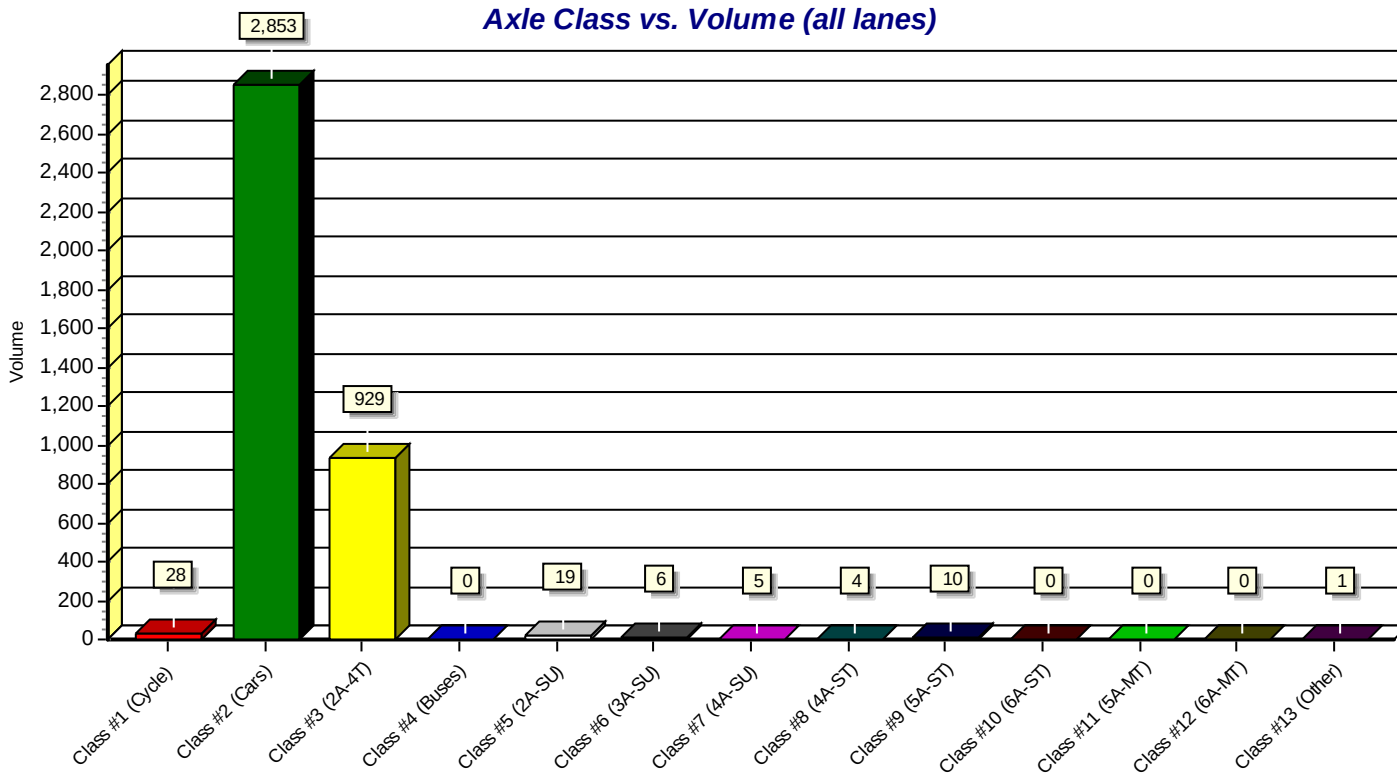
Axle Class Percentages:



Axle Class vs. Time (all lanes)



ON CAMBY BT CR 975 E & CR 1050 Axle Class Charts For Data From: 00:00 - 07/18/2023 To: 00:14 - 07/20/2023



Basic Axle Classification Report: ON CAMBY EAST

Station ID : ON CAMBY EAST OF CR 1050 E

Info Line 1 :

Info Line 2 :

GPS Lat/Lon :

DB File : ON CAMBY EAST OF CR 1050 E.DB

Last Connected Device Type : OmegaX3

Version Number : 2.07

Serial Number : XA46349

Number of Lanes : 1

Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.		East	Ax-Ax	4.0 ft	6.0 ft	

Lane #1 Basic Axle Classification Data From: 00:00 - 07/18/2023 To: 00:14 - 07/20/2023

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/18/23	00:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Tue	00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	00:45	1	0	0	0	0	1	0	0	0	0	0	0	0	2
	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:45	0	3	0	0	0	1	0	0	0	0	0	0	0	4
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:15	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	05:30	0	0	0	0	0	1	0	1	0	0	0	0	0	2
	05:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	06:15	1	1	0	0	0	0	0	1	0	0	0	0	0	3
	06:30	1	1	0	0	0	1	0	1	0	0	0	0	0	4
	06:45	1	4	0	0	1	2	0	0	0	0	1	0	0	9
	07:00	1	4	1	0	0	0	0	1	0	0	0	0	0	7
	07:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10
	07:30	1	10	0	0	0	0	0	0	0	0	0	0	0	11
	07:45	0	13	0	0	0	0	0	0	0	0	0	0	0	13
	08:00	0	3	0	0	0	1	0	0	0	0	0	0	0	4
	08:15	1	5	0	0	0	0	0	1	0	0	0	0	0	7
	08:30	0	3	1	0	0	1	0	0	0	0	0	0	0	5

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/18/23	08:45	1	7	0	0	0	0	0	0	0	0	0	0	0	8
Tue	09:00	1	5	0	0	0	0	0	0	0	0	0	0	0	6
	09:15	1	6	1	0	0	0	0	0	1	0	0	0	0	9
	09:30	0	2	0	0	0	1	0	0	0	0	0	0	0	3
	09:45	1	2	1	0	0	0	0	0	0	0	0	0	0	4
	10:00	0	2	1	0	0	1	0	0	0	0	0	0	0	4
	10:15	1	13	2	0	0	1	0	0	0	0	0	0	0	17
	10:30	1	8	2	0	0	1	0	1	0	0	0	0	0	13
	10:45	1	7	0	0	1	0	0	1	0	0	0	0	0	10
	11:00	1	5	0	0	0	0	0	1	0	0	0	0	0	7
	11:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	11:30	2	5	0	0	1	1	0	2	0	0	0	0	0	11
	11:45	1	3	1	0	0	0	0	0	0	0	0	0	0	5
	12:00	2	2	0	0	0	1	0	0	0	0	0	0	0	5
	12:15	2	9	0	0	0	0	0	0	0	0	0	0	0	11
	12:30	1	2	0	0	0	2	0	0	0	0	0	0	0	5
	12:45	1	6	0	0	0	1	0	1	0	0	0	0	0	9
	13:00	1	6	0	0	0	0	0	0	0	0	0	0	0	7
	13:15	2	4	0	0	1	0	0	0	0	0	0	0	0	7
	13:30	3	8	1	0	0	2	0	0	0	0	0	0	0	14
	13:45	3	5	4	0	0	0	0	1	0	0	0	0	0	13
	14:00	2	11	4	0	0	1	0	1	0	0	0	0	0	19
	14:15	5	9	2	0	1	1	0	1	0	0	0	0	0	19
	14:30	2	10	0	0	0	0	0	0	0	0	0	0	0	12
	14:45	2	8	1	0	0	2	0	0	0	0	0	0	0	13
	15:00	3	8	1	0	0	1	0	2	0	0	0	0	0	15
	15:15	2	16	0	0	0	5	0	2	0	0	0	0	0	25
	15:30	5	22	2	0	0	2	0	0	0	0	0	0	0	31
	15:45	2	10	2	0	0	1	0	2	1	0	0	0	0	18
	16:00	3	14	0	0	0	0	0	1	0	0	0	0	0	18
	16:15	0	16	2	0	0	1	0	1	0	0	0	0	0	20
	16:30	8	27	0	0	0	4	0	1	0	0	0	0	0	40
	16:45	1	21	0	0	0	2	1	0	0	0	1	0	0	26
	17:00	2	15	3	0	0	4	0	1	0	0	0	0	0	25
	17:15	1	22	1	0	0	0	0	2	0	0	0	0	0	26
	17:30	5	17	0	0	0	1	0	1	0	0	0	0	0	24
	17:45	6	13	1	0	0	5	0	0	0	0	0	0	0	25
	18:00	1	7	0	0	0	0	0	0	0	0	0	0	0	8
	18:15	3	16	0	0	0	0	0	0	0	0	0	0	0	19
	18:30	3	8	0	0	0	0	1	1	0	0	0	0	0	13
	18:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	19:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
	19:15	0	2	2	0	0	2	0	2	0	0	0	0	0	8
	19:30	1	6	0	0	0	1	0	1	0	0	0	0	0	9
	19:45	4	4	0	0	0	1	0	1	0	0	0	0	0	10
	20:00	0	5	1	0	0	2	0	1	0	0	0	0	0	9
	20:15	0	14	1	0	0	0	0	0	0	0	0	0	0	15
	20:30	1	8	0	0	0	2	0	0	0	0	1	0	0	12
	20:45	0	5	3	0	0	1	0	0	0	0	0	0	0	9
	21:00	2	8	0	0	0	1	0	0	0	0	0	0	0	11
	21:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/18/23	21:30	0	8	0	0	0	2	0	0	0	0	0	0	0	10
Tue	21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	22:00	1	2	0	0	0	1	0	0	0	0	0	0	0	4
	22:15	0	7	0	0	0	1	0	0	0	0	0	0	0	8
	22:30	0	1	1	0	0	0	0	0	0	0	1	0	0	3
	22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:30	0	3	0	0	0	0	0	1	0	0	0	0	0	4
	23:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		101	557	49	0	6	63	2	35	2	0	4	0	0	819
	Percent :	12%	68%	6%	0%	1%	8%	0%	4%	0%	0%	0%	0%	0%	
	Average :	1	6	1	0	0	1	0	0	0	0	0	0	0	9

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/19/23	00:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Wed	00:15	0	1	0	0	0	0	0	2	0	0	0	0	0	3
	00:30	1	1	0	0	0	1	0	0	0	0	0	0	0	3
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	03:00	0	1	0	0	0	0	0	1	0	0	0	0	0	2
	03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:45	1	1	0	0	0	1	0	0	0	0	0	0	0	3
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	05:15	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	05:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	05:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	06:00	0	3	0	0	0	0	0	1	0	0	0	0	0	4
	06:15	0	3	0	0	0	1	0	1	0	0	0	0	0	5
	06:30	3	3	0	0	0	0	0	0	0	0	0	0	0	6
	06:45	1	8	0	0	0	0	0	0	0	0	0	0	0	9
	07:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	07:15	1	10	0	0	0	0	0	1	0	0	0	0	0	12
	07:30	1	12	0	0	1	1	0	0	1	0	0	0	1	17
	07:45	1	4	1	0	0	0	1	0	0	0	0	0	2	9
	08:00	1	4	0	0	0	2	0	0	0	0	0	0	1	8
	08:15	0	7	1	0	0	1	0	0	0	0	0	0	0	9
	08:30	1	5	0	0	0	0	0	0	0	0	0	0	0	6
	08:45	2	4	0	0	0	0	0	0	0	0	0	0	0	6
	09:00	0	7	0	0	0	0	0	1	0	0	1	0	0	9
	09:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	09:30	2	5	0	0	0	0	0	0	0	0	0	0	0	7
	09:45	0	5	1	0	0	1	0	2	0	0	0	0	0	9
	10:00	4	3	0	0	0	0	0	0	1	0	0	0	0	8
	10:15	1	3	0	0	0	0	0	1	0	0	0	0	0	5
	10:30	1	5	0	0	0	0	0	0	0	0	0	0	0	6
	10:45	1	5	0	0	1	0	0	0	0	0	0	0	0	7
	11:00	1	5	0	0	0	0	0	1	0	0	0	0	0	7
	11:15	4	8	3	0	0	1	0	0	0	0	0	0	0	16
	11:30	4	4	1	0	1	1	0	0	0	0	0	0	0	11
	11:45	2	4	1	0	0	1	0	0	1	0	0	0	0	9
	12:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	12:15	2	5	1	0	0	1	0	0	0	0	0	0	0	9
	12:30	4	3	0	0	0	2	0	0	0	0	0	0	0	9

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/19/23	12:45	1	5	2	0	0	2	0	1	0	0	0	0	0	11
Wed	13:00	1	3	3	0	0	1	0	0	1	0	0	0	0	9
	13:15	3	4	2	0	1	1	0	1	0	0	0	0	0	12
	13:30	3	4	1	0	0	0	0	0	0	0	0	0	0	8
	13:45	3	7	1	0	0	2	0	0	0	0	0	0	0	13
	14:00	2	5	1	0	0	0	0	1	0	0	0	0	0	9
	14:15	1	8	1	0	0	1	0	0	0	0	0	0	0	11
	14:30	2	5	1	0	1	1	0	0	0	0	0	0	0	10
	14:45	7	10	0	0	0	2	0	0	0	0	0	0	0	19
	15:00	2	10	1	0	0	2	0	0	0	0	0	0	0	15
	15:15	5	12	5	0	0	2	0	0	0	0	0	0	0	24
	15:30	5	17	1	0	0	4	0	1	0	0	0	0	0	28
	15:45	1	16	3	0	0	4	0	0	0	0	0	0	0	24
	16:00	3	11	0	0	0	0	0	0	0	0	0	0	0	14
	16:15	3	16	1	0	0	1	0	1	0	0	0	0	0	22
	16:30	3	21	3	0	0	0	0	1	0	0	0	0	0	28
	16:45	9	14	2	0	0	4	0	1	0	0	0	0	1	31
	17:00	5	11	4	0	0	1	0	0	0	0	0	0	0	21
	17:15	4	13	1	0	0	2	0	0	0	0	0	0	0	20
	17:30	4	16	5	0	0	3	0	1	0	0	0	0	0	29
	17:45	1	15	0	0	0	2	0	0	0	0	0	0	0	18
	18:00	4	6	2	0	0	0	0	0	0	0	0	0	0	12
	18:15	7	15	0	0	0	1	0	1	0	0	0	0	0	24
	18:30	5	6	0	0	0	1	0	0	0	0	0	0	0	12
	18:45	4	9	0	0	0	0	0	0	0	0	0	0	0	13
	19:00	1	6	0	0	0	0	0	1	0	0	0	0	0	8
	19:15	2	10	0	0	0	1	0	0	0	0	0	0	0	13
	19:30	1	8	1	0	0	0	0	1	0	0	0	0	0	11
	19:45	1	10	0	0	0	1	0	1	0	0	0	0	0	13
	20:00	1	8	0	0	0	0	0	0	0	0	0	0	0	9
	20:15	0	9	0	0	0	0	0	1	0	0	0	0	0	10
	20:30	1	7	1	0	0	2	0	0	0	0	0	0	0	11
	20:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	21:00	1	7	0	0	0	1	0	1	0	0	0	0	0	10
	21:15	4	5	0	0	0	1	0	0	0	0	0	0	0	10
	21:30	0	3	0	0	0	0	0	1	0	0	0	0	0	4
	21:45	0	6	0	0	0	1	0	0	0	0	0	0	0	7
	22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	22:15	1	5	1	0	0	1	0	1	0	0	0	0	0	9
	22:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	22:45	0	3	0	0	0	1	0	0	0	0	0	0	0	4
	23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	23:15	1	3	0	0	0	0	0	0	0	0	0	0	0	4
	23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		142	522	54	0	5	62	1	28	4	0	1	0	5	824
Percent :		17%	63%	7%	0%	1%	8%	0%	3%	0%	0%	0%	0%	1%	
Average :		1	5	1	0	0	1	0	0	0	0	0	0	0	8

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.		West	Ax-Ax	4.0 ft	6.0 ft	

Lane #2 Basic Axle Classification Data From: 00:00 - 07/18/2023 To: 00:14 - 07/20/2023

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
07/18/23	00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Tue	00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	01:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	04:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	04:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9
	05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	05:15	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	05:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	05:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	06:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	06:15	0	11	2	0	0	0	0	0	0	0	0	0	0	13
	06:30	0	17	7	0	0	0	0	0	0	0	0	0	0	24
	06:45	1	25	5	0	0	0	0	0	0	0	0	0	0	31
	07:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22
	07:15	1	15	2	0	0	0	0	0	0	0	0	0	0	18
	07:30	0	23	3	0	0	0	0	0	0	0	0	1	0	27
	07:45	0	23	6	0	1	0	0	0	0	0	0	0	0	30
	08:00	0	10	3	0	0	0	1	0	0	0	0	0	0	14
	08:15	0	15	2	0	0	0	0	0	0	0	0	0	0	17
	08:30	0	23	4	0	0	1	0	0	0	0	0	0	0	28
	08:45	0	9	6	0	0	0	0	0	0	0	0	0	0	15
	09:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
	09:15	0	8	4	0	1	0	0	0	0	0	0	0	0	13
	09:30	1	6	5	0	0	1	0	0	0	0	0	0	0	13
	09:45	1	13	3	0	0	0	0	0	0	0	0	0	0	17
	10:00	0	11	2	0	1	0	0	0	0	0	0	0	0	14
	10:15	0	7	4	0	0	0	0	0	0	0	0	0	0	11
	10:30	0	10	2	0	0	0	0	0	0	0	0	0	0	12

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/18/23	10:45	0	9	5	0	0	0	0	0	0	0	0	0	0	14
Tue	11:00	0	6	5	0	0	0	0	1	0	0	0	0	0	12
	11:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	11:30	0	17	4	0	0	0	0	0	0	0	0	0	0	21
	11:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	12:00	0	7	1	0	0	0	1	0	0	0	0	0	0	9
	12:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	12:30	0	10	2	0	0	0	0	0	0	0	0	0	0	12
	12:45	1	10	5	0	0	0	0	0	0	0	0	0	0	16
	13:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
	13:15	0	5	2	0	0	0	1	0	0	0	0	0	0	8
	13:30	0	14	3	0	0	0	0	0	1	0	0	0	0	18
	13:45	0	14	3	0	0	0	0	0	0	0	0	0	0	17
	14:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	14:15	0	7	1	0	0	0	0	1	0	0	0	0	0	9
	14:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13
	14:45	0	20	7	0	0	0	0	0	0	0	0	0	0	27
	15:00	0	9	3	0	0	0	0	0	0	0	1	0	0	13
	15:15	0	14	5	0	0	0	0	0	0	0	0	0	1	20
	15:30	0	9	4	0	0	0	1	0	0	0	0	0	1	15
	15:45	0	14	6	0	0	0	0	1	0	0	1	0	0	22
	16:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23
	16:15	0	21	7	0	0	0	0	0	0	0	0	0	0	28
	16:30	0	16	2	0	0	0	0	0	1	0	0	0	0	19
	16:45	0	21	3	0	0	0	0	0	0	0	0	0	0	24
	17:00	0	18	7	0	0	0	0	0	0	0	0	0	0	25
	17:15	0	16	6	0	0	0	0	0	0	0	0	0	1	23
	17:30	0	13	2	0	0	0	0	0	0	0	1	0	0	16
	17:45	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	18:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	18:15	1	10	4	0	0	0	0	0	1	0	0	0	0	16
	18:30	0	11	3	0	1	0	0	0	0	0	0	0	0	15
	18:45	0	18	6	0	0	0	0	0	0	0	0	0	0	24
	19:00	2	8	1	0	0	0	0	0	0	0	0	0	0	11
	19:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	19:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	19:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	20:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
	20:15	0	6	4	0	0	0	0	0	0	0	0	0	0	10
	20:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
	20:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	21:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
	21:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	21:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	21:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	22:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	22:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/18/23	23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Tue	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		8	811	206	0	5	2	4	3	3	0	3	1	3	1049
Percent :		1%	77%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	8	2	0	0	0	0	0	0	0	0	0	0	10

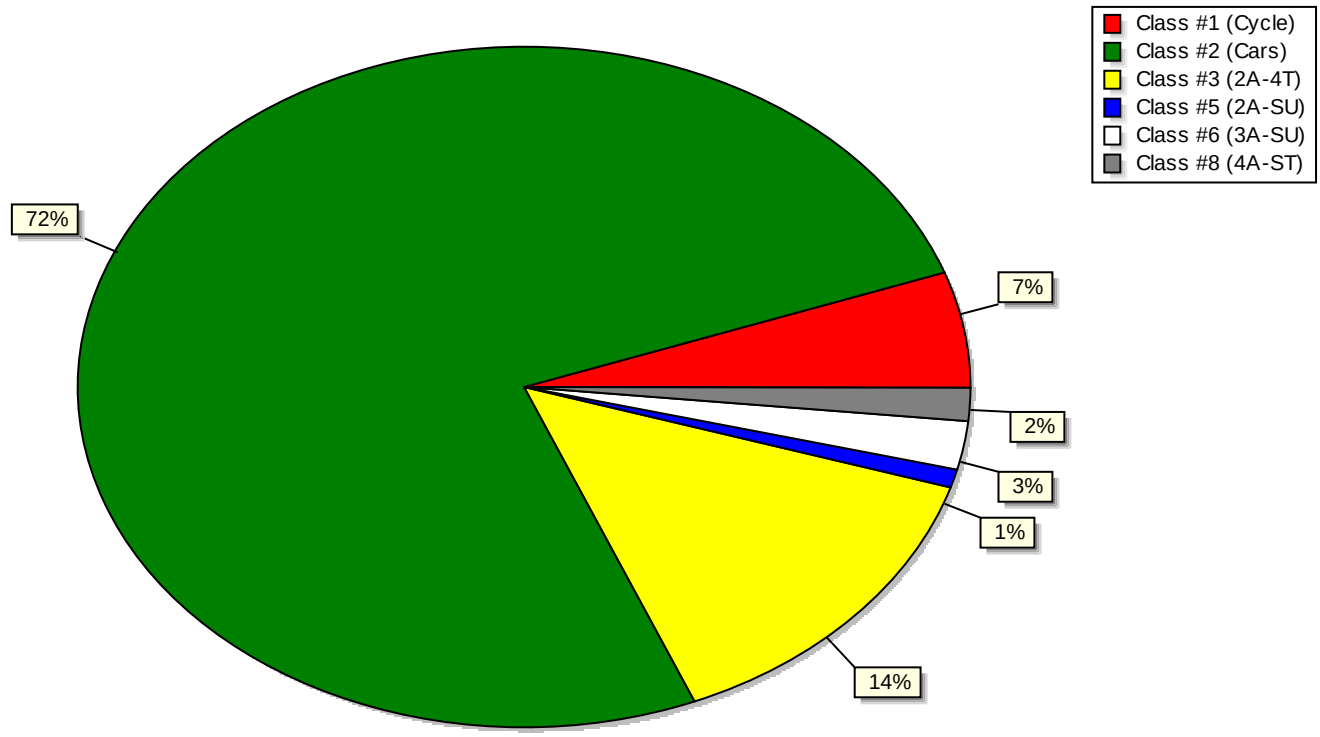
(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/19/23	00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Wed	00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	04:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	04:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	05:00	0	3	0	0	0	1	0	0	0	0	0	0	0	4
	05:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	05:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	05:45	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	06:00	0	7	2	0	1	0	0	0	0	0	0	0	0	10
	06:15	0	15	2	0	0	0	0	0	0	0	0	0	0	17
	06:30	0	17	5	0	0	0	0	0	0	0	0	0	0	22
	06:45	0	32	5	0	0	0	0	0	0	0	1	0	1	39
	07:00	0	20	4	0	0	0	0	0	1	0	0	0	0	25
	07:15	0	16	2	0	0	0	0	0	0	0	0	0	0	18
	07:30	0	26	1	0	0	0	0	0	1	0	0	0	0	28
	07:45	0	30	4	0	0	0	0	0	0	0	0	0	0	34
	08:00	0	9	5	0	0	0	0	0	0	0	0	0	0	14
	08:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	08:30	0	18	6	0	0	0	0	0	0	0	1	0	0	25
	08:45	0	12	5	0	0	0	0	0	0	0	0	0	0	17
	09:00	0	7	5	0	0	1	0	0	1	0	0	0	0	14
	09:15	0	10	6	0	0	0	0	0	0	0	0	0	0	16
	09:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	09:45	1	9	3	0	0	0	0	0	0	0	0	0	0	13
	10:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
	10:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	10:30	0	1	2	0	1	0	0	0	0	0	0	0	0	4
	10:45	0	8	3	0	0	0	0	0	0	0	1	0	0	12
	11:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
	11:15	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	11:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	11:45	0	13	3	0	0	0	0	0	0	0	0	0	0	16
	12:00	0	12	1	0	0	0	0	0	1	0	0	0	0	14
	12:15	0	8	7	0	0	0	0	0	0	0	0	1	0	16
	12:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9

(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
07/19/23	12:45	0	12	6	0	0	0	0	0	0	0	0	0	0	18
Wed	13:00	1	8	2	0	0	0	0	0	0	0	0	0	0	11
	13:15	0	12	3	0	0	0	0	1	0	0	0	0	0	16
	13:30	0	10	4	0	0	0	0	0	0	0	0	0	0	14
	13:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	14:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8
	14:15	0	10	3	0	0	0	0	0	0	0	0	0	0	13
	14:30	0	10	3	0	1	0	0	0	0	0	0	0	0	14
	14:45	0	10	3	0	0	0	0	0	0	0	0	0	0	13
	15:00	0	11	5	0	0	0	0	0	0	0	1	0	0	17
	15:15	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	15:30	1	12	5	0	1	0	0	0	0	0	0	0	1	20
	15:45	0	20	10	0	0	0	0	0	0	0	0	0	0	30
	16:00	0	11	1	0	1	0	0	0	0	0	0	0	0	13
	16:15	0	21	3	0	0	0	0	0	0	0	0	0	0	24
	16:30	0	15	3	0	0	0	0	0	0	0	0	0	0	18
	16:45	1	14	5	0	0	0	1	0	0	0	0	0	0	21
	17:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
	17:15	0	18	4	0	0	0	0	0	0	0	1	0	1	24
	17:30	0	9	6	0	0	0	0	0	0	0	0	0	0	15
	17:45	0	10	4	0	0	0	0	0	0	0	0	0	0	14
	18:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22
	18:15	0	11	3	0	0	0	0	0	0	0	0	0	0	14
	18:30	1	14	3	0	0	0	0	0	0	0	0	0	0	18
	18:45	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	19:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
	19:15	1	11	4	0	0	0	0	0	0	0	0	0	0	16
	19:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	19:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	20:15	0	12	0	0	0	0	0	0	0	0	0	0	0	12
	20:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	20:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	21:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	21:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11
	21:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	21:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	22:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	22:30	0	4	0	0	1	0	0	0	0	0	0	0	0	5
	22:45	0	3	3	0	0	0	0	0	0	0	0	0	0	6
	23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	23:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		6	785	206	0	8	2	1	1	4	0	5	1	3	1022
Percent :		1%	77%	20%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	8	2	0	0	0	0	0	0	0	0	0	0	10

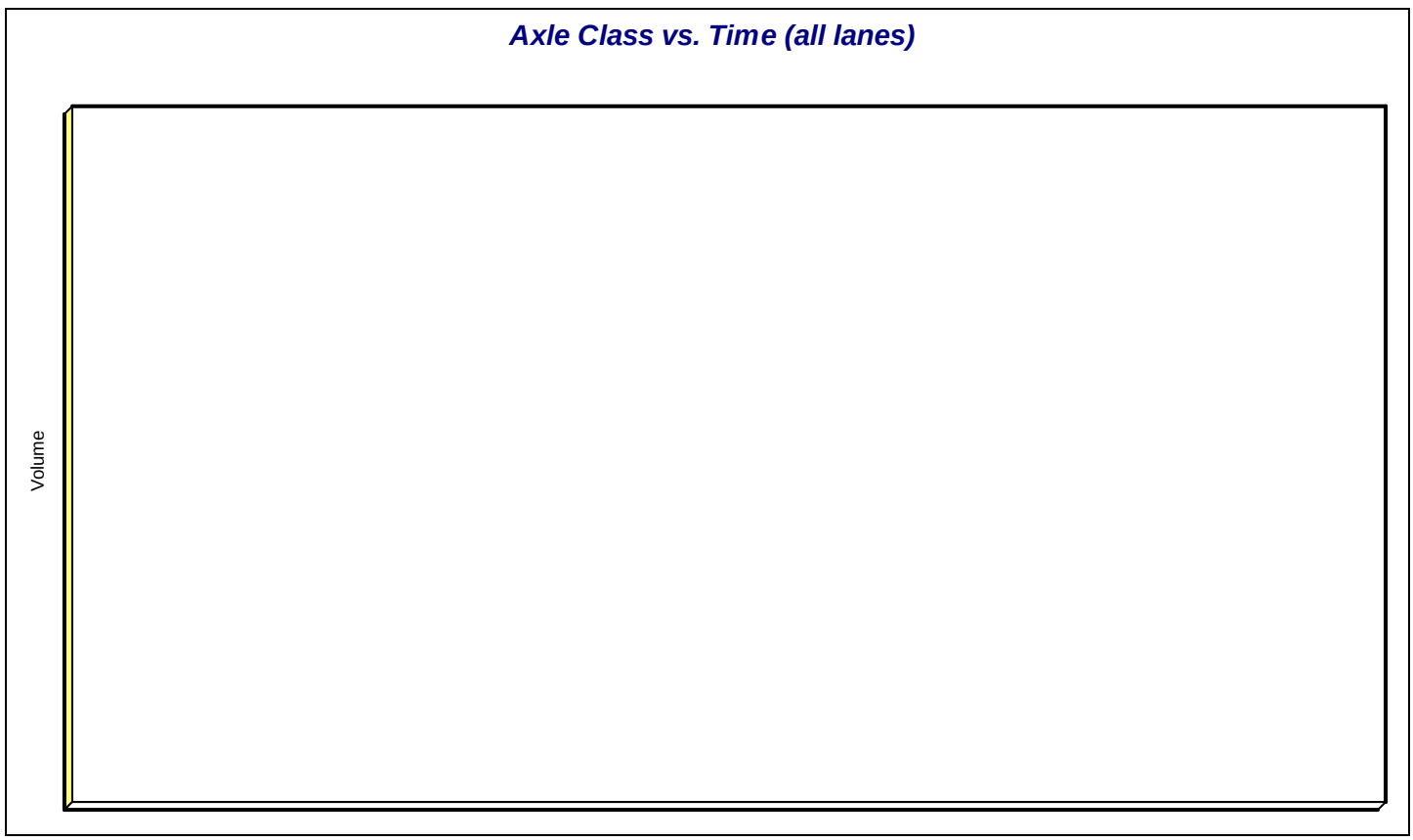
Basic Axle Class Summary: ON CAMBY EAST OF CR

(DEFAULTC) Description	Lane	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
TOTAL COUNT :	#1.	243	1079	103	0	11	125	3	63	6	0	5	0	5	1643
	#2.	14	1596	412	0	13	4	5	4	7	0	8	2	6	2071
		257	2675	515	0	24	129	8	67	13	0	13	2	11	3714
Percents :	#1.	15%	66%	6%	0%	1%	8%	0%	4%	0%	0%	0%	0%	0%	44%
	#2.	1%	77%	20%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	56%
		7%	72%	14%	0%	1%	3%	0%	2%	0%	0%	0%	0%	0%	
Average :	#1.	1	6	1	0	0	1	0	0	0	0	0	0	0	9
	#2.	0	8	2	0	0	0	0	0	0	0	0	0	0	10
		1	14	3	0	0	1	0	0	0	0	0	0	0	19
Days & ADT :	#1.	2.0	821												
	#2.	2.0	1035												
		2.0	1857												

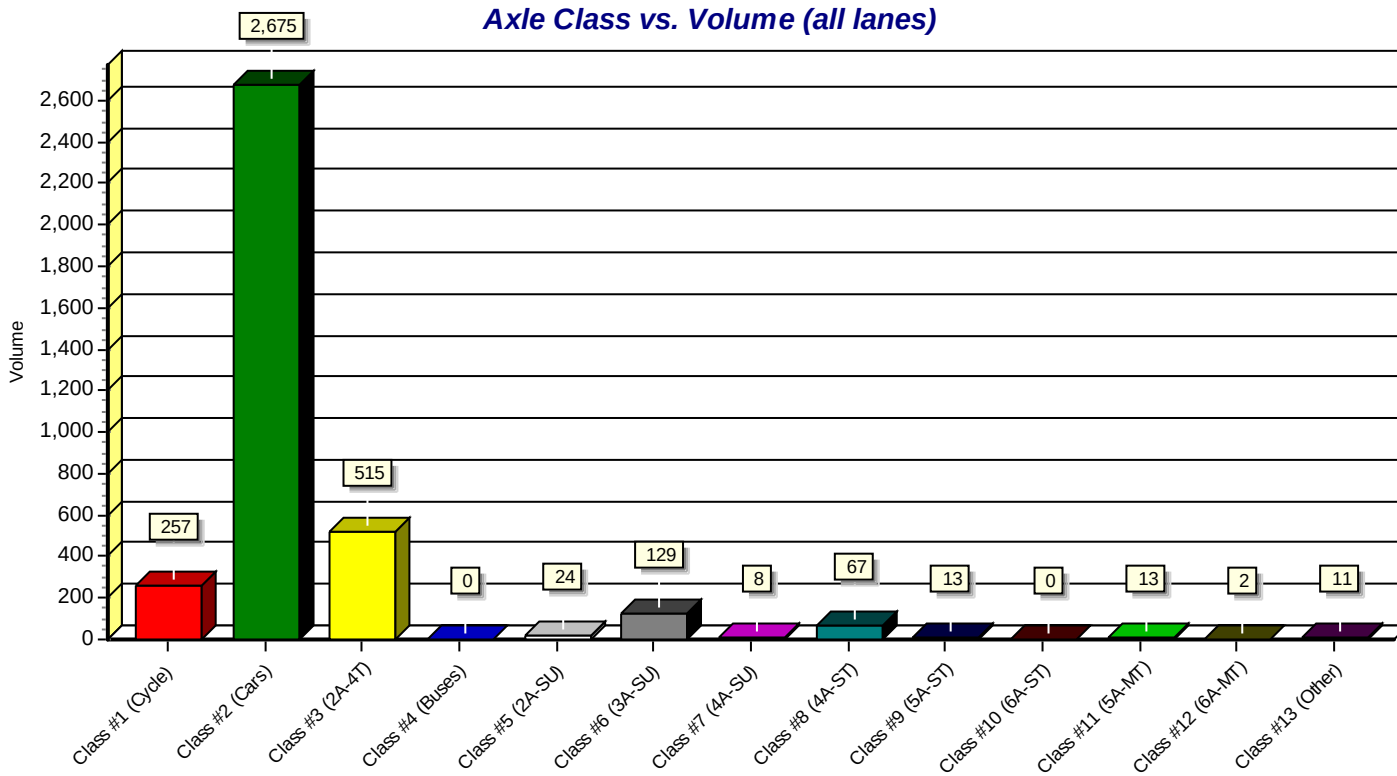
Axle Class Percentages:



Axle Class vs. Time (all lanes)



ON CAMBY EAST OF CR 1050 E Axle Class Charts For Data From: 00:00 - 07/18/2023 To: 00:14 - 07/20/2023



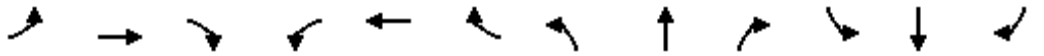
QUAKER BOULEVARD & I-70 WESTBOUND RAMPS

TRAFFIC VOLUME COUNTS
CAPACITY ANALYSIS

Intersection:	Quaker Blvd & Westbound I-70 Ramps
Mode:	LBS

Weekday, Peak AM									
	Quaker Blvd N (Southbound)		WB I-70 E (Westbound)			Quaker Blvd S (Northbound)			
	Thru	Right	Left	Thru	Right	Left	Thru	Total	Total %
7:15am	261	25	14	0	146	2	233	681	0.2624
7:30am	280	27	15	1	168	2	239	732	0.2821
7:45am	227	21	22	1	167	2	188	628	0.242
8:00am	219	17	22	1	123	0	172	554	0.2135
Hourly Total	**987**	**90**	**73**	**3**	**604**	**6**	**832**	**2595**	**1**
PHF	0.88	0.83	0.83	0.75	0.9	0.75	0.87	0.89	
Trucks Percentage	6.7	6.7	6.7	6.7	6.7	2.6	2.6		
Trucks	66	6	5	0	40	0	22		139
Lights	921	84	68	3	564	6	810		2456

Weekday, Peak PM									
	Quaker Blvd N (Southbound)		WB I-70 E (Westbound)			Quaker Blvd S (Northbound)			
	Thru	Right	Left	Thru	Right	Left	Thru	Total	Total %
4:30pm	325	67	142	1	276	4	176	991	0.2421
4:45pm	257	58	115	1	283	5	215	934	0.2282
5:00pm	331	53	156	0	335	7	191	1073	0.2622
5:15pm	339	81	158	0	326	5	186	1095	0.2675
Hourly Total	**1252**	**259**	**571**	**2**	**1220**	**21**	**768**	**4093**	**1**
PHF	0.92	0.8	0.9	0.5	0.91	0.75	0.89	0.93	
Trucks Percentage	3.3	3.3	3.3	3.3	3.3	1.2	1.2		
Trucks	41	9	19	0	40	0	9		118
Lights	1211	250	552	2	1180	21	759		3975



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	73	3	604	6	832	0	0	987	90
Future Volume (veh/h)	0	0	0	73	3	604	6	832	0	0	987	90
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				1796	1796	1796	1856	1856	0	0	1796	1796
Adj Flow Rate, veh/h				84	0	679	7	935	0	0	1109	0
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				7	7	7	3	3	0	0	7	7
Cap, veh/h				896	0	797	253	1860	0	0	1469	
Arrive On Green				0.26	0.00	0.26	0.01	0.53	0.00	0.00	0.43	0.00
Sat Flow, veh/h				3421	0	3045	1767	3618	0	0	3503	1522
Grp Volume(v), veh/h				84	0	679	7	935	0	0	1109	0
Grp Sat Flow(s),veh/h/ln				1711	0	1522	1767	1763	0	0	1706	1522
Q Serve(g_s), s				0.9	0.0	10.1	0.1	8.1	0.0	0.0	13.0	0.0
Cycle Q Clear(g_c), s				0.9	0.0	10.1	0.1	8.1	0.0	0.0	13.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				896	0	797	253	1860	0	0	1469	
V/C Ratio(X)				0.09	0.00	0.85	0.03	0.50	0.00	0.00	0.76	
Avail Cap(c_a), veh/h				936	0	833	528	2746	0	0	1796	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				13.3	0.0	16.7	8.7	7.2	0.0	0.0	11.4	0.0
Incr Delay (d2), s/veh				0.0	0.0	8.2	0.0	0.2	0.0	0.0	1.5	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.3	0.0	3.9	0.0	2.2	0.0	0.0	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				13.3	0.0	24.8	8.8	7.4	0.0	0.0	12.9	0.0
LnGrp LOS				B	A	C	A	A	A	A	B	
Approach Vol, veh/h					763			942			1109	
Approach Delay, s/veh					23.6			7.4			12.9	
Approach LOS					C			A			B	

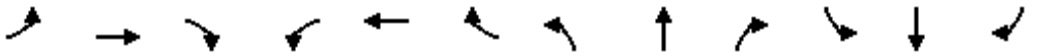
Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	30.1		4.6	25.4		17.4						
Change Period (Y+Rc), s	5.0		4.0	5.0		5.0						
Max Green Setting (Gmax), s	37.0		8.0	25.0		13.0						
Max Q Clear Time (g_c+I1), s	10.1		2.1	15.0		12.1						
Green Ext Time (p_c), s	7.6		0.0	5.4		0.4						

Intersection Summary	
HCM 6th Ctrl Delay	14.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	571	2	1220	21	768	0	0	1252	269
Future Volume (veh/h)	0	0	0	571	2	1220	21	768	0	0	1252	269
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				1856	1856	1856	1885	1885	0	0	1856	1856
Adj Flow Rate, veh/h				615	0	1312	23	826	0	0	1346	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				3	3	3	1	1	0	0	3	3
Cap, veh/h				1456	0	1296	153	1728	0	0	1433	
Arrive On Green				0.41	0.00	0.41	0.03	0.48	0.00	0.00	0.41	0.00
Sat Flow, veh/h				3534	0	3145	1795	3676	0	0	3618	1572
Grp Volume(v), veh/h				615	0	1312	23	826	0	0	1346	0
Grp Sat Flow(s),veh/h/ln				1767	0	1572	1795	1791	0	0	1763	1572
Q Serve(g_s), s				11.7	0.0	39.0	0.7	14.7	0.0	0.0	34.7	0.0
Cycle Q Clear(g_c), s				11.7	0.0	39.0	0.7	14.7	0.0	0.0	34.7	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1456	0	1296	153	1728	0	0	1433	
V/C Ratio(X)				0.42	0.00	1.01	0.15	0.48	0.00	0.00	0.94	
Avail Cap(c_a), veh/h				1456	0	1296	244	1930	0	0	1453	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				19.8	0.0	27.8	21.5	16.5	0.0	0.0	27.0	0.0
Incr Delay (d2), s/veh				0.2	0.0	28.1	0.5	0.2	0.0	0.0	12.0	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.7	0.0	18.9	0.3	5.8	0.0	0.0	16.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				20.0	0.0	55.9	21.9	16.7	0.0	0.0	38.9	0.0
LnGrp LOS				C	A	F	C	B	A	A	D	
Approach Vol, veh/h					1927			849			1346	
Approach Delay, s/veh					44.5			16.8			38.9	
Approach LOS					D			B			D	

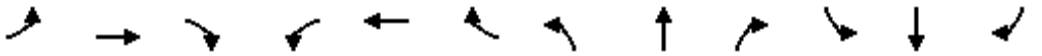
Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	50.7		7.2	43.5		44.0						
Change Period (Y+Rc), s	5.0		4.0	5.0		5.0						
Max Green Setting (Gmax), s	51.0		8.0	39.0		39.0						
Max Q Clear Time (g_c+I1), s	16.7		2.7	36.7		41.0						
Green Ext Time (p_c), s	6.8		0.0	1.8		0.0						

Intersection Summary	
HCM 6th Ctrl Delay	37.0
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	178	4	726	21	1015	0	0	1220	108
Future Volume (veh/h)	0	0	0	178	4	726	21	1015	0	0	1220	108
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				1796	1796	1796	1856	1856	0	0	1796	1796
Adj Flow Rate, veh/h				203	0	816	24	1140	0	0	1371	0
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				7	7	7	3	3	0	0	7	7
Cap, veh/h				1019	0	906	211	1979	0	0	1597	
Arrive On Green				0.30	0.00	0.30	0.04	0.56	0.00	0.00	0.47	0.00
Sat Flow, veh/h				3421	0	3045	1767	3618	0	0	3503	1522
Grp Volume(v), veh/h				203	0	816	24	1140	0	0	1371	0
Grp Sat Flow(s),veh/h/ln				1711	0	1522	1767	1763	0	0	1706	1522
Q Serve(g_s), s				3.1	0.0	18.2	0.5	14.9	0.0	0.0	25.4	0.0
Cycle Q Clear(g_c), s				3.1	0.0	18.2	0.5	14.9	0.0	0.0	25.4	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1019	0	906	211	1979	0	0	1597	
V/C Ratio(X)				0.20	0.00	0.90	0.11	0.58	0.00	0.00	0.86	
Avail Cap(c_a), veh/h				1061	0	944	344	2385	0	0	1731	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				18.6	0.0	23.9	13.5	10.1	0.0	0.0	16.8	0.0
Incr Delay (d2), s/veh				0.1	0.0	11.3	0.2	0.3	0.0	0.0	4.3	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.2	0.0	7.5	0.2	4.9	0.0	0.0	9.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				18.7	0.0	35.2	13.7	10.4	0.0	0.0	21.1	0.0
LnGrp LOS				B	A	D	B	B	A	A	C	
Approach Vol, veh/h					1019			1164			1371	
Approach Delay, s/veh					31.9			10.4			21.1	
Approach LOS					C			B			C	

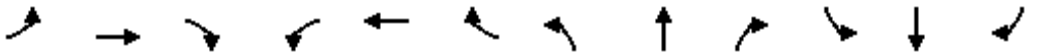
Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	44.8		6.6	38.2		26.1						
Change Period (Y+Rc), s	5.0		4.0	5.0		5.0						
Max Green Setting (Gmax), s	48.0		8.0	36.0		22.0						
Max Q Clear Time (g_c+I1), s	16.9		2.5	27.4		20.2						
Green Ext Time (p_c), s	10.3		0.0	5.8		0.9						

Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	793	2	1466	68	971	0	0	1543	323
Future Volume (veh/h)	0	0	0	793	2	1466	68	971	0	0	1543	323
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				1856	1856	1856	1885	1885	0	0	1856	1856
Adj Flow Rate, veh/h				854	0	1576	73	1044	0	0	1659	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				3	3	3	1	1	0	0	3	3
Cap, veh/h				1545	0	1375	129	1775	0	0	1494	
Arrive On Green				0.44	0.00	0.44	0.04	0.50	0.00	0.00	0.42	0.00
Sat Flow, veh/h				3534	0	3145	1795	3676	0	0	3618	1572
Grp Volume(v), veh/h				854	0	1576	73	1044	0	0	1659	0
Grp Sat Flow(s),veh/h/ln				1767	0	1572	1795	1791	0	0	1763	1572
Q Serve(g_s), s				26.7	0.0	65.0	3.3	30.9	0.0	0.0	63.0	0.0
Cycle Q Clear(g_c), s				26.7	0.0	65.0	3.3	30.9	0.0	0.0	63.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1545	0	1375	129	1775	0	0	1494	
V/C Ratio(X)				0.55	0.00	1.15	0.57	0.59	0.00	0.00	1.11	
Avail Cap(c_a), veh/h				1545	0	1375	145	1807	0	0	1494	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				31.0	0.0	41.8	35.0	26.7	0.0	0.0	42.8	0.0
Incr Delay (d2), s/veh				0.4	0.0	74.8	4.0	0.5	0.0	0.0	59.7	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				11.5	0.0	39.1	1.5	13.3	0.0	0.0	39.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				31.5	0.0	116.6	39.0	27.2	0.0	0.0	102.6	0.0
LnGrp LOS				C	A	F	D	C	A	A	F	
Approach Vol, veh/h					2430			1117			1659	
Approach Delay, s/veh					86.7			28.0			102.6	
Approach LOS					F			C			F	

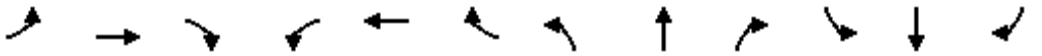
Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	78.7		10.7	68.0		70.0						
Change Period (Y+Rc), s	5.0		4.0	5.0		5.0						
Max Green Setting (Gmax), s	75.0		8.0	63.0		65.0						
Max Q Clear Time (g_c+I1), s	32.9		5.3	65.0		67.0						
Green Ext Time (p_c), s	9.8		0.0	0.0		0.0						

Intersection Summary	
HCM 6th Ctrl Delay	79.1
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	765	7	727	113	1151	0	0	1670	108
Future Volume (veh/h)	0	0	0	765	7	727	113	1151	0	0	1670	108
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				1767	1767	1796	1826	1826	0	0	1767	1796
Adj Flow Rate, veh/h				866	0	817	127	1293	0	0	1876	0
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				9	9	7	5	5	0	0	9	7
Cap, veh/h				898	0	813	160	2254	0	0	1848	
Arrive On Green				0.27	0.00	0.27	0.06	0.65	0.00	0.00	0.55	0.00
Sat Flow, veh/h				3365	0	3045	1739	3561	0	0	3445	1522
Grp Volume(v), veh/h				866	0	817	127	1293	0	0	1876	0
Grp Sat Flow(s),veh/h/ln				1682	0	1522	1739	1735	0	0	1678	1522
Q Serve(g_s), s				30.5	0.0	32.0	4.4	25.0	0.0	0.0	66.0	0.0
Cycle Q Clear(g_c), s				30.5	0.0	32.0	4.4	25.0	0.0	0.0	66.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				898	0	813	160	2254	0	0	1848	
V/C Ratio(X)				0.96	0.00	1.01	0.79	0.57	0.00	0.00	1.02	
Avail Cap(c_a), veh/h				898	0	813	176	2257	0	0	1848	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				43.4	0.0	43.9	54.3	11.7	0.0	0.0	26.9	0.0
Incr Delay (d2), s/veh				21.7	0.0	32.9	20.0	0.4	0.0	0.0	24.8	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				15.3	0.0	15.6	4.6	9.1	0.0	0.0	31.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				65.1	0.0	76.9	74.3	12.1	0.0	0.0	51.8	0.0
LnGrp LOS				E	A	F	E	B	A	A	F	
Approach Vol, veh/h					1683			1420			1876	
Approach Delay, s/veh					70.8			17.6			51.8	
Approach LOS					E			B			D	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	82.9		11.9	71.0		37.0						
Change Period (Y+Rc), s	5.0		5.0	* 5		5.0						
Max Green Setting (Gmax), s	78.0		8.0	* 66		32.0						
Max Q Clear Time (g_c+I1), s	27.0		6.4	68.0		34.0						
Green Ext Time (p_c), s	14.2		0.0	0.0		0.0						

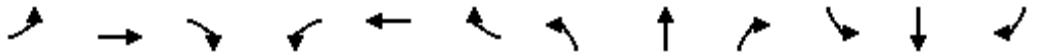
Intersection Summary	
HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

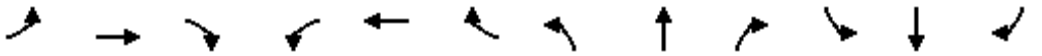


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1163	2	1467	395	1509	0	0	1880	323
Future Volume (veh/h)	0	0	0	1163	2	1467	395	1509	0	0	1880	323
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		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				1826	1826	1856	1826	1885	0	0	1826	1856
Adj Flow Rate, veh/h				1252	0	1577	425	1623	0	0	2022	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				5	5	3	5	1	0	0	5	3
Cap, veh/h				1257	0	1137	269	2011	0	0	1414	
Arrive On Green				0.36	0.00	0.36	0.12	0.56	0.00	0.00	0.41	0.00
Sat Flow, veh/h				3478	0	3145	1739	3676	0	0	3561	1572
Grp Volume(v), veh/h				1252	0	1577	425	1623	0	0	2022	0
Grp Sat Flow(s),veh/h/ln				1739	0	1572	1739	1791	0	0	1735	1572
Q Serve(g_s), s				46.7	0.0	47.0	16.0	47.2	0.0	0.0	53.0	0.0
Cycle Q Clear(g_c), s				46.7	0.0	47.0	16.0	47.2	0.0	0.0	53.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1257	0	1137	269	2011	0	0	1414	
V/C Ratio(X)				1.00	0.00	1.39	1.58	0.81	0.00	0.00	1.43	
Avail Cap(c_a), veh/h				1257	0	1137	269	2011	0	0	1414	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				41.4	0.0	41.5	43.2	22.8	0.0	0.0	38.5	0.0
Incr Delay (d2), s/veh				24.3	0.0	179.6	277.0	2.5	0.0	0.0	197.5	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				24.0	0.0	46.3	25.2	19.9	0.0	0.0	60.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				65.7	0.0	221.1	320.2	25.4	0.0	0.0	236.0	0.0
LnGrp LOS				E	A	F	F	C	A	A	F	
Approach Vol, veh/h					2829			2048			2022	
Approach Delay, s/veh					152.3			86.6			236.0	
Approach LOS					F			F			F	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	78.0		20.0	58.0		52.0						
Change Period (Y+Rc), s	5.0		4.0	5.0		5.0						
Max Green Setting (Gmax), s	73.0		16.0	53.0		47.0						
Max Q Clear Time (g_c+I1), s	49.2		18.0	55.0		49.0						
Green Ext Time (p_c), s	14.2		0.0	0.0		0.0						

Intersection Summary		
HCM 6th Ctrl Delay	157.3	
HCM 6th LOS	F	

Notes
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	765	7	727	113	1151	0	0	1670	108
Future Volume (veh/h)	0	0	0	765	7	727	113	1151	0	0	1670	108
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				1767	1767	1796	1826	1826	0	0	1767	1796
Adj Flow Rate, veh/h				866	0	817	127	1293	0	0	1876	0
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				9	9	7	5	5	0	0	9	7
Cap, veh/h				994	0	900	506	2889	0	0	2050	
Arrive On Green				0.30	0.00	0.30	0.09	0.58	0.00	0.00	0.43	0.00
Sat Flow, veh/h				3365	0	3045	3374	5149	0	0	4982	1522
Grp Volume(v), veh/h				866	0	817	127	1293	0	0	1876	0
Grp Sat Flow(s),veh/h/ln				1682	0	1522	1687	1662	0	0	1608	1522
Q Serve(g_s), s				19.5	0.0	20.7	0.0	11.8	0.0	0.0	29.3	0.0
Cycle Q Clear(g_c), s				19.5	0.0	20.7	0.0	11.8	0.0	0.0	29.3	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				994	0	900	506	2889	0	0	2050	
V/C Ratio(X)				0.87	0.00	0.91	0.25	0.45	0.00	0.00	0.92	
Avail Cap(c_a), veh/h				1009	0	913	533	2889	0	0	2050	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.18	0.18	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				26.7	0.0	27.1	32.8	9.6	0.0	0.0	21.6	0.0
Incr Delay (d2), s/veh				8.3	0.0	12.6	0.0	0.1	0.0	0.0	7.9	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.6	0.0	8.7	1.1	3.8	0.0	0.0	11.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				35.0	0.0	39.8	32.9	9.6	0.0	0.0	29.5	0.0
LnGrp LOS				D	A	D	C	A	A	A	C	
Approach Vol, veh/h					1683			1420			1876	
Approach Delay, s/veh					37.3			11.7			29.5	
Approach LOS					D			B			C	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	51.4		12.4	39.0		28.6						
Change Period (Y+Rc), s	5.0		5.0	* 5		5.0						
Max Green Setting (Gmax), s	46.0		8.0	* 34		24.0						
Max Q Clear Time (g_c+I1), s	13.8		2.0	31.3		22.7						
Green Ext Time (p_c), s	11.9		0.2	2.4		1.0						

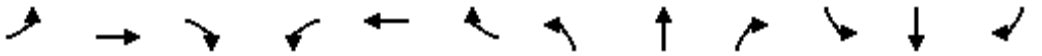
Intersection Summary	
HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1163	2	1467	395	1509	0	0	1880	323
Future Volume (veh/h)	0	0	0	1163	2	1467	395	1509	0	0	1880	323
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				1826	1826	1856	1826	1885	0	0	1826	1856
Adj Flow Rate, veh/h				1252	0	1577	425	1623	0	0	2022	0
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				5	5	3	5	1	0	0	5	3
Cap, veh/h				1419	0	1283	351	2635	0	0	1874	
Arrive On Green				0.41	0.00	0.41	0.10	0.51	0.00	0.00	0.38	0.00
Sat Flow, veh/h				3478	0	3145	3374	5316	0	0	5149	1572
Grp Volume(v), veh/h				1252	0	1577	425	1623	0	0	2022	0
Grp Sat Flow(s),veh/h/ln				1739	0	1572	1687	1716	0	0	1662	1572
Q Serve(g_s), s				41.6	0.0	51.0	13.0	28.1	0.0	0.0	47.0	0.0
Cycle Q Clear(g_c), s				41.6	0.0	51.0	13.0	28.1	0.0	0.0	47.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1419	0	1283	351	2635	0	0	1874	
V/C Ratio(X)				0.88	0.00	1.23	1.21	0.62	0.00	0.00	1.08	
Avail Cap(c_a), veh/h				1419	0	1283	351	2635	0	0	1874	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				34.2	0.0	37.0	56.0	21.7	0.0	0.0	39.0	0.0
Incr Delay (d2), s/veh				6.9	0.0	110.1	118.7	0.4	0.0	0.0	45.7	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				18.2	0.0	38.3	11.2	10.9	0.0	0.0	26.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				41.1	0.0	147.1	174.7	22.2	0.0	0.0	84.7	0.0
LnGrp LOS				D	A	F	F	C	A	A	F	
Approach Vol, veh/h					2829			2048			2022	
Approach Delay, s/veh					100.2			53.8			84.7	
Approach LOS					F			D			F	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	69.0		17.0	52.0		56.0						
Change Period (Y+Rc), s	5.0		4.0	5.0		5.0						
Max Green Setting (Gmax), s	64.0		13.0	47.0		51.0						
Max Q Clear Time (g_c+I1), s	30.1		15.0	49.0		53.0						
Green Ext Time (p_c), s	15.1		0.0	0.0		0.0						

Intersection Summary		
HCM 6th Ctrl Delay	81.9	
HCM 6th LOS	F	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

QUAKER BOULEVARD & I-70 EASTBOUND RAMPS

TRAFFIC VOLUME COUNTS
CAPACITY ANALYSIS

Intersection:	Quaker Blvd & Eastbound I-70 Ramps
Mode:	LBS

Weekday, Peak AM								
	Quaker Blvd N (Southbound)		Eastbound I-70 W (Eastbound)		Quaker Blvd S (Northbound)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
7:00am	242	37	52	5	117	91	544	0.2126
7:15am	269	55	59	2	172	122	679	0.2653
7:30am	236	83	78	4	163	145	709	0.2771
7:45am	205	81	44	3	162	132	627	0.245
Hourly Total	**952**	**256**	**233**	**14**	**614**	**490**	**2559**	**1**
PHF	0.88	0.77	0.75	0.7	0.89	0.84	0.90	
Trucks Percentage	6.7	6.7	6.7	6.7	2.6	2.6		
Trucks	64	17	16	1	16	13		127
Lights	888	239	217	13	598	477		2432

Weekday, Peak PM								
	Quaker Blvd N (Southbound)		Eastbound I-70 W (Eastbound)		Quaker Blvd S (Northbound)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
4:30pm	159	267	40	3	132	45	646	0.2551
4:45pm	140	205	62	3	141	36	587	0.2318
5:00pm	152	272	51	4	127	37	643	0.2539
5:15pm	145	293	43	5	123	47	656	0.2591
Hourly Total	**596**	**1037**	**196**	**15**	**523**	**165**	**2532**	**1**
PHF	0.94	0.88	0.79	0.75	0.93	0.88	0.96	
Trucks Percentage	3.3	3.3	3.3	3.3	1.2	1.2		
Trucks	20	34	6	0	6	2		68
Lights	576	1003	190	15	517	163		2464

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	0	14	0	0	0	0	614	0	952	256	0
Future Volume (veh/h)	233	0	14	0	0	0	0	614	0	952	256	0
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	1796	1796	1796				0	1856	0	1796	1796	0
Adj Flow Rate, veh/h	259	0	16				0	682	0	1058	284	0
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	7				0	3	0	7	7	0
Cap, veh/h	315	0	281				0	837	0	1238	650	0
Arrive On Green	0.18	0.00	0.18				0.00	0.24	0.00	0.36	0.36	0.00
Sat Flow, veh/h	1711	0	1522				0	3711	0	3421	1796	0
Grp Volume(v), veh/h	259	0	16				0	682	0	1058	284	0
Grp Sat Flow(s),veh/h/ln	1711	0	1522				0	1763	0	1711	1796	0
Q Serve(g_s), s	10.1	0.0	0.6				0.0	12.7	0.0	19.8	8.3	0.0
Cycle Q Clear(g_c), s	10.1	0.0	0.6				0.0	12.7	0.0	19.8	8.3	0.0
Prop In Lane	1.00		1.00				0.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	315	0	281				0	837	0	1238	650	0
V/C Ratio(X)	0.82	0.00	0.06				0.00	0.81	0.00	0.85	0.44	0.00
Avail Cap(c_a), veh/h	444	0	395				0	967	0	1383	726	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.2	0.0	23.3				0.0	25.0	0.0	20.4	16.8	0.0
Incr Delay (d2), s/veh	8.2	0.0	0.1				0.0	4.8	0.0	5.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	0.2				0.0	5.5	0.0	8.1	3.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	0.0	23.4				0.0	29.8	0.0	25.5	17.2	0.0
LnGrp LOS	D	A	C				A	C	A	C	B	A
Approach Vol, veh/h		275						682			1342	
Approach Delay, s/veh		34.7						29.8			23.7	
Approach LOS		C						C			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	21.5	17.8	30.1
Change Period (Y+Rc), s	5.0	5.0	5.0
Max Green Setting (Gmax), s	19.0	18.0	28.0
Max Q Clear Time (g_c+I1), s	14.7	12.1	21.8
Green Ext Time (p_c), s	1.8	0.8	3.3

Intersection Summary	
HCM 6th Ctrl Delay	26.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	0	15	0	0	0	0	523	0	596	1037	0
Future Volume (veh/h)	196	0	15	0	0	0	0	523	0	596	1037	0
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	1856	1856	1856				0	1885	0	1856	1856	0
Adj Flow Rate, veh/h	204	0	16				0	545	0	567	1156	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3				0	1	0	3	3	0
Cap, veh/h	311	0	277				0	722	0	703	1477	0
Arrive On Green	0.18	0.00	0.18				0.00	0.20	0.00	0.40	0.40	0.00
Sat Flow, veh/h	1767	0	1572				0	3770	0	1767	3711	0
Grp Volume(v), veh/h	204	0	16				0	545	0	567	1156	0
Grp Sat Flow(s),veh/h/ln	1767	0	1572				0	1791	0	1767	1856	0
Q Serve(g_s), s	7.2	0.0	0.6				0.0	9.6	0.0	19.0	18.2	0.0
Cycle Q Clear(g_c), s	7.2	0.0	0.6				0.0	9.6	0.0	19.0	18.2	0.0
Prop In Lane	1.00		1.00				0.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	311	0	277				0	722	0	703	1477	0
V/C Ratio(X)	0.66	0.00	0.06				0.00	0.75	0.00	0.81	0.78	0.00
Avail Cap(c_a), veh/h	475	0	423				0	963	0	765	1607	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.7	0.0	23.0				0.0	25.2	0.0	17.9	17.6	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.1				0.0	2.4	0.0	5.9	2.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	0.0	0.2				0.0	4.1	0.0	8.1	7.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	0.0	23.0				0.0	27.6	0.0	23.8	20.0	0.0
LnGrp LOS	C	A	C				A	C	A	C	C	A
Approach Vol, veh/h		220						545			1723	
Approach Delay, s/veh		27.7						27.6			21.2	
Approach LOS		C						C			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	18.5	16.8	31.7
Change Period (Y+Rc), s	5.0	5.0	5.0
Max Green Setting (Gmax), s	18.0	18.0	29.0
Max Q Clear Time (g_c+I1), s	11.6	9.2	21.0
Green Ext Time (p_c), s	1.9	0.7	5.6

Intersection Summary	
HCM 6th Ctrl Delay	23.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	0	46	0	0	0	0	767	0	1144	432	0
Future Volume (veh/h)	280	0	46	0	0	0	0	767	0	1144	432	0
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	1796	1796	1796				0	1856	0	1796	1796	0
Adj Flow Rate, veh/h	311	0	51				0	852	0	1271	480	0
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	7				0	3	0	7	7	0
Cap, veh/h	343	0	305				0	828	0	1358	713	0
Arrive On Green	0.20	0.00	0.20				0.00	0.23	0.00	0.40	0.40	0.00
Sat Flow, veh/h	1711	0	1522				0	3711	0	3421	1796	0
Grp Volume(v), veh/h	311	0	51				0	852	0	1271	480	0
Grp Sat Flow(s),veh/h/ln	1711	0	1522				0	1763	0	1711	1796	0
Q Serve(g_s), s	15.9	0.0	2.5				0.0	21.0	0.0	31.9	19.7	0.0
Cycle Q Clear(g_c), s	15.9	0.0	2.5				0.0	21.0	0.0	31.9	19.7	0.0
Prop In Lane	1.00		1.00				0.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	343	0	305				0	828	0	1358	713	0
V/C Ratio(X)	0.91	0.00	0.17				0.00	1.03	0.00	0.94	0.67	0.00
Avail Cap(c_a), veh/h	344	0	307				0	828	0	1378	723	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.9	0.0	29.6				0.0	34.2	0.0	25.9	22.2	0.0
Incr Delay (d2), s/veh	26.6	0.0	0.3				0.0	38.9	0.0	12.0	2.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	0.0	0.9				0.0	13.2	0.0	14.5	8.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	0.0	29.8				0.0	73.1	0.0	37.8	24.6	0.0
LnGrp LOS	E	A	C				A	F	A	D	C	A
Approach Vol, veh/h		362						852			1751	
Approach Delay, s/veh		57.1						73.1			34.2	
Approach LOS		E						E			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	26.0	22.9	40.5
Change Period (Y+Rc), s	5.0	5.0	5.0
Max Green Setting (Gmax), s	21.0	18.0	36.0
Max Q Clear Time (g_c+I1), s	23.0	17.9	33.9
Green Ext Time (p_c), s	0.0	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	48.2
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	0	52	0	0	0	0	719	0	716	1391	0
Future Volume (veh/h)	236	0	52	0	0	0	0	719	0	716	1391	0
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	1856	1856	1856				0	1885	0	1856	1856	0
Adj Flow Rate, veh/h	246	0	54				0	749	0	732	1469	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3				0	1	0	3	3	0
Cap, veh/h	292	0	260				0	752	0	795	1669	0
Arrive On Green	0.17	0.00	0.17				0.00	0.21	0.00	0.45	0.45	0.00
Sat Flow, veh/h	1767	0	1572				0	3770	0	1767	3711	0
Grp Volume(v), veh/h	246	0	54				0	749	0	732	1469	0
Grp Sat Flow(s),veh/h/ln	1767	0	1572				0	1791	0	1767	1856	0
Q Serve(g_s), s	11.6	0.0	2.5				0.0	17.9	0.0	33.4	30.9	0.0
Cycle Q Clear(g_c), s	11.6	0.0	2.5				0.0	17.9	0.0	33.4	30.9	0.0
Prop In Lane	1.00		1.00				0.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	292	0	260				0	752	0	795	1669	0
V/C Ratio(X)	0.84	0.00	0.21				0.00	1.00	0.00	0.92	0.88	0.00
Avail Cap(c_a), veh/h	371	0	330				0	752	0	804	1688	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.7	0.0	30.9				0.0	33.8	0.0	22.2	21.5	0.0
Incr Delay (d2), s/veh	13.0	0.0	0.4				0.0	31.8	0.0	15.7	5.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.0	1.0				0.0	10.9	0.0	16.2	13.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.7	0.0	31.3				0.0	65.7	0.0	37.9	27.2	0.0
LnGrp LOS	D	A	C				A	E	A	D	C	A
Approach Vol, veh/h		300						749			2201	
Approach Delay, s/veh		44.8						65.7			30.8	
Approach LOS		D						E			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	23.0	19.2	43.6
Change Period (Y+Rc), s	5.0	5.0	5.0
Max Green Setting (Gmax), s	18.0	18.0	39.0
Max Q Clear Time (g_c+I1), s	19.9	13.6	35.4
Green Ext Time (p_c), s	0.0	0.6	3.2

Intersection Summary	
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	0	478	0	0	0	0	996	0	1145	1468	0
Future Volume (veh/h)	280	0	478	0	0	0	0	996	0	1145	1468	0
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	1796	1796	1796				0	1826	0	1796	1767	0
Adj Flow Rate, veh/h	311	0	531				0	1107	0	968	2057	0
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	7				0	5	0	7	9	0
Cap, veh/h	354	0	315				0	879	0	753	1555	0
Arrive On Green	0.21	0.00	0.21				0.00	0.25	0.00	0.44	0.44	0.00
Sat Flow, veh/h	1711	0	1522				0	3652	0	1711	3533	0
Grp Volume(v), veh/h	311	0	531				0	1107	0	968	2057	0
Grp Sat Flow(s),veh/h/ln	1711	0	1522				0	1735	0	1711	1767	0
Q Serve(g_s), s	26.4	0.0	31.0				0.0	38.0	0.0	66.0	66.0	0.0
Cycle Q Clear(g_c), s	26.4	0.0	31.0				0.0	38.0	0.0	66.0	66.0	0.0
Prop In Lane	1.00		1.00				0.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	354	0	315				0	879	0	753	1555	0
V/C Ratio(X)	0.88	0.00	1.69				0.00	1.26	0.00	1.29	1.32	0.00
Avail Cap(c_a), veh/h	354	0	315				0	879	0	753	1555	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	57.7	0.0	59.5				0.0	56.0	0.0	42.0	42.0	0.0
Incr Delay (d2), s/veh	21.6	0.0	323.0				0.0	126.0	0.0	129.7	145.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.6	0.0	40.2				0.0	32.0	0.0	54.6	59.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.3	0.0	382.5				0.0	182.0	0.0	171.7	187.8	0.0
LnGrp LOS	E	A	F				A	F	A	F	F	A
Approach Vol, veh/h		842						1107			3025	
Approach Delay, s/veh		270.5						182.0			182.7	
Approach LOS		F						F			F	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	43.0	36.0	71.0
Change Period (Y+Rc), s	5.0	5.0	5.0
Max Green Setting (Gmax), s	38.0	31.0	66.0
Max Q Clear Time (g_c+I1), s	40.0	33.0	68.0
Green Ext Time (p_c), s	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	197.4
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	0	306	0	0	0	0	1584	0	717	2098	0
Future Volume (veh/h)	236	0	306	0	0	0	0	1584	0	717	2098	0
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	1856	1856	1826				0	1856	0	1856	1826	0
Adj Flow Rate, veh/h	246	0	319				0	1650	0	747	2185	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	5				0	3	0	3	5	0
Cap, veh/h	224	0	196				0	1152	0	789	1631	0
Arrive On Green	0.13	0.00	0.13				0.00	0.33	0.00	0.45	0.45	0.00
Sat Flow, veh/h	1767	0	1547				0	3711	0	1767	3652	0
Grp Volume(v), veh/h	246	0	319				0	1650	0	747	2185	0
Grp Sat Flow(s),veh/h/ln	1767	0	1547				0	1763	0	1767	1826	0
Q Serve(g_s), s	19.0	0.0	19.0				0.0	49.0	0.0	60.8	67.0	0.0
Cycle Q Clear(g_c), s	19.0	0.0	19.0				0.0	49.0	0.0	60.8	67.0	0.0
Prop In Lane	1.00		1.00				0.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	224	0	196				0	1152	0	789	1631	0
V/C Ratio(X)	1.10	0.00	1.63				0.00	1.43	0.00	0.95	1.34	0.00
Avail Cap(c_a), veh/h	224	0	196				0	1152	0	789	1631	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	65.5	0.0	65.5				0.0	50.5	0.0	39.8	41.5	0.0
Incr Delay (d2), s/veh	89.2	0.0	304.5				0.0	199.8	0.0	20.1	157.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.1	0.0	24.1				0.0	53.5	0.0	30.5	65.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	154.7	0.0	370.0				0.0	250.3	0.0	59.9	198.5	0.0
LnGrp LOS	F	A	F				A	F	A	E	F	A
Approach Vol, veh/h		565						1650			2932	
Approach Delay, s/veh		276.2						250.3			163.2	
Approach LOS		F						F			F	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	54.0	24.0	72.0
Change Period (Y+Rc), s	5.0	5.0	5.0
Max Green Setting (Gmax), s	49.0	19.0	67.0
Max Q Clear Time (g_c+I1), s	51.0	21.0	69.0
Green Ext Time (p_c), s	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	203.5
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	0	478	0	0	0	0	996	0	1145	1468	0
Future Volume (veh/h)	280	0	478	0	0	0	0	996	0	1145	1468	0
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	1796	1796	1796				0	1826	0	1796	1767	0
Adj Flow Rate, veh/h	311	0	531				0	1107	0	1272	1631	0
Peak Hour Factor	0.90	0.90	0.90				0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	7				0	5	0	7	9	0
Cap, veh/h	342	0	536				0	1170	0	1323	3322	0
Arrive On Green	0.20	0.00	0.20				0.00	0.23	0.00	0.40	0.69	0.00
Sat Flow, veh/h	1711	0	2679				0	5313	0	3319	4982	0
Grp Volume(v), veh/h	311	0	531				0	1107	0	1272	1631	0
Grp Sat Flow(s),veh/h/ln	1711	0	1340				0	1662	0	1659	1608	0
Q Serve(g_s), s	16.0	0.0	17.8				0.0	19.7	0.0	33.6	14.3	0.0
Cycle Q Clear(g_c), s	16.0	0.0	17.8				0.0	19.7	0.0	33.6	14.3	0.0
Prop In Lane	1.00		1.00				0.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	342	0	536				0	1170	0	1323	3322	0
V/C Ratio(X)	0.91	0.00	0.99				0.00	0.95	0.00	0.96	0.49	0.00
Avail Cap(c_a), veh/h	342	0	536				0	1170	0	1328	3322	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	0.36	0.36	0.00
Uniform Delay (d), s/veh	35.2	0.0	35.9				0.0	33.9	0.0	26.4	6.6	0.0
Incr Delay (d2), s/veh	27.1	0.0	36.5				0.0	16.2	0.0	7.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	0.0	8.4				0.0	9.5	0.0	14.0	4.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.3	0.0	72.4				0.0	50.0	0.0	34.3	6.6	0.0
LnGrp LOS	E	A	E				A	D	A	C	A	A
Approach Vol, veh/h		842						1107			2903	
Approach Delay, s/veh		68.7						50.0			18.7	
Approach LOS		E						D			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	40.9	26.1	23.0	67.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	36.0	21.0	18.0	62.0
Max Q Clear Time (g_c+I1), s	35.6	21.7	19.8	16.3
Green Ext Time (p_c), s	0.2	0.0	0.0	19.0

Intersection Summary	
HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	0	306	0	0	0	0	1584	0	717	2098	0
Future Volume (veh/h)	236	0	306	0	0	0	0	1584	0	717	2098	0
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	1856	1856	1826				0	1856	0	1856	1826	0
Adj Flow Rate, veh/h	246	0	319				0	1650	0	747	2185	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	5				0	3	0	3	5	0
Cap, veh/h	319	0	491				0	1881	0	839	3409	0
Arrive On Green	0.18	0.00	0.18				0.00	0.37	0.00	0.24	0.68	0.00
Sat Flow, veh/h	1767	0	2723				0	5400	0	3428	5149	0
Grp Volume(v), veh/h	246	0	319				0	1650	0	747	2185	0
Grp Sat Flow(s),veh/h/ln	1767	0	1362				0	1689	0	1714	1662	0
Q Serve(g_s), s	9.8	0.0	8.0				0.0	22.4	0.0	15.5	18.2	0.0
Cycle Q Clear(g_c), s	9.8	0.0	8.0				0.0	22.4	0.0	15.5	18.2	0.0
Prop In Lane	1.00		1.00				0.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	319	0	491				0	1881	0	839	3409	0
V/C Ratio(X)	0.77	0.00	0.65				0.00	0.88	0.00	0.89	0.64	0.00
Avail Cap(c_a), veh/h	432	0	665				0	1924	0	884	3516	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.8	0.0	28.0				0.0	21.6	0.0	26.9	6.6	0.0
Incr Delay (d2), s/veh	5.9	0.0	1.5				0.0	4.9	0.0	10.8	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	2.6				0.0	9.0	0.0	7.3	4.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.6	0.0	29.5				0.0	26.5	0.0	37.7	6.9	0.0
LnGrp LOS	C	A	C				A	C	A	D	A	A
Approach Vol, veh/h		565						1650			2932	
Approach Delay, s/veh		31.7						26.5			14.8	
Approach LOS		C						C			B	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	23.0	32.4		18.3		55.4						
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	19.0	28.0		18.0		52.0						
Max Q Clear Time (g_c+I1), s	17.5	24.4		11.8		20.2						
Green Ext Time (p_c), s	0.5	3.0		1.5		22.9						

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

QUAKER BOULEVARD & CAMBY ROAD

TRAFFIC VOLUME COUNTS
CAPACITY ANALYSIS

Intersection:	Quaker Blvd & Camby Road
Mode:	CVD

Weekday, Peak AM														
	Quaker Blvd. N (Southbound)			Camby Road E (Westbound)			Quaker Blvd. S (Northbound)			Camby Road W (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
7:15am	3	53	2	0	0	15	0	250	2	1	0	0	326	0.2376
7:30am	3	48	5	0	4	11	0	291	3	0	0	0	365	0.266
7:45am	2	70	18	0	9	9	0	237	2	0	0	0	347	0.2529
8:00am	1	54	15	0	4	8	0	250	1	1	0	0	334	0.2434
Hourly Total	**9**	**225**	**40**	**0**	**17**	**43**	**0**	**1028**	**8**	**2**	**0**	**0**	**1372**	**1**
PHF	0.75	0.8	0.56	0	0.47	0.72	0	0.88	0.67	0.5	0	0	0.94	
Trucks Percentage	2.6	2.6	2.6	2.4	2.4	2.4	2.5	2.5	2.5	2.6	2.6	2.6		
Trucks	0	6	1	0	0	1	0	26	0	0	0	0		34
Lights	9	219	39	0	17	42	0	1002	8	2	0	0		1338

Weekday, Peak PM														
	Quaker Blvd. N (Southbound)			Camby Road E (Westbound)			Quaker Blvd. S (Northbound)			Camby Road W (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
4:30pm	18	258	0	1	0	9	0	157	4	2	0	0	449	0.2415
4:45pm	17	279	2	2	0	9	0	123	2	5	2	2	443	0.2383
5:00pm	20	305	1	1	0	12	0	118	1	15	5	7	485	0.2609
5:15pm	18	297	0	0	0	14	0	137	0	9	2	5	482	0.2593
Hourly Total	**73**	**1139**	**3**	**4**	**0**	**44**	**0**	**535**	**7**	**31**	**9**	**14**	**1859**	**1**
PHF	0.91	0.93	0.38	0.5	0	0.79	0	0.85	0.44	0.52	0.45	0.5	0.96	
Trucks Percentage	1.2	1.2	1.2	0	0	0	1	1	1	1.2	1.2	1.2		
Trucks	1	14	0	0	0	0	0	5	0	0	0	0		20
Lights	72	1125	3	4	0	44	0	530	7	31	9	14		1839

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	0	0	17	43	0	1028	8	9	225	40
Future Volume (veh/h)	2	0	0	0	17	43	0	1028	8	9	225	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	2	0	0	0	18	46	0	1094	9	10	239	43
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	2	2	2	3	3	3	3	3	3
Cap, veh/h	321	450	382	164	69	176	626	1508	12	280	1868	833
Arrive On Green	0.00	0.00	0.00	0.00	0.15	0.15	0.00	0.42	0.42	0.02	0.53	0.53
Sat Flow, veh/h	1767	1856	1572	1418	466	1190	1767	3584	29	1767	3526	1572
Grp Volume(v), veh/h	2	0	0	0	0	64	0	538	565	10	239	43
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1418	0	1656	1767	1763	1850	1767	1763	1572
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	1.5	0.0	11.2	11.2	0.1	1.5	0.6
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	1.5	0.0	11.2	11.2	0.1	1.5	0.6
Prop In Lane	1.00		1.00	1.00		0.72	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	321	450	382	164	0	245	626	742	778	280	1868	833
V/C Ratio(X)	0.01	0.00	0.00	0.00	0.00	0.26	0.00	0.73	0.73	0.04	0.13	0.05
Avail Cap(c_a), veh/h	636	1012	858	341	0	452	943	962	1009	569	1923	858
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.3	0.0	0.0	0.0	0.0	16.6	0.0	10.6	10.6	7.9	5.2	5.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.6	0.0	2.0	1.9	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.5	0.0	3.6	3.8	0.0	0.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.3	0.0	0.0	0.0	0.0	17.2	0.0	12.6	12.5	8.0	5.2	5.0
LnGrp LOS	B	A	A	A	A	B	A	B	B	A	A	A
Approach Vol, veh/h		2			64			1103			292	
Approach Delay, s/veh		14.3			17.2			12.5			5.3	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	23.5		15.7	0.0	28.3	4.2	11.5
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	8.0	24.0		24.0	8.0	24.0	8.0	12.0
Max Q Clear Time (g_c+I1), s	2.1	13.2		0.0	0.0	3.5	2.0	3.5
Green Ext Time (p_c), s	0.0	5.3		0.0	0.0	1.6	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	9	14	4	0	44	0	535	7	73	1139	3
Future Volume (veh/h)	31	9	14	4	0	44	0	535	7	73	1139	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	32	9	15	4	0	46	0	557	7	76	1186	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	448	578	490	395	0	262	264	998	13	462	1662	741
Arrive On Green	0.05	0.31	0.31	0.16	0.00	0.16	0.00	0.28	0.28	0.10	0.46	0.46
Sat Flow, veh/h	1795	1885	1598	1409	0	1610	1795	3622	46	1795	3582	1598
Grp Volume(v), veh/h	32	9	15	4	0	46	0	275	289	76	1186	3
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1409	0	1610	1795	1791	1877	1795	1791	1598
Q Serve(g_s), s	0.6	0.1	0.3	0.1	0.0	1.1	0.0	5.7	5.7	1.1	11.6	0.0
Cycle Q Clear(g_c), s	0.6	0.1	0.3	0.1	0.0	1.1	0.0	5.7	5.7	1.1	11.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	448	578	490	395	0	262	264	493	517	462	1662	741
V/C Ratio(X)	0.07	0.02	0.03	0.01	0.00	0.18	0.00	0.56	0.56	0.16	0.71	0.00
Avail Cap(c_a), veh/h	685	1039	880	554	0	444	589	987	1034	618	1974	880
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.2	10.5	10.6	15.3	0.0	15.7	0.0	13.5	13.5	8.5	9.4	6.3
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.0	0.3	0.0	1.0	0.9	0.2	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.1	0.0	0.0	0.4	0.0	2.0	2.1	0.3	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	10.5	10.6	15.3	0.0	16.0	0.0	14.5	14.5	8.6	10.4	6.3
LnGrp LOS	B	B	B	B	A	B	A	B	B	A	B	A
Approach Vol, veh/h		56			50			564			1265	
Approach Delay, s/veh		11.6			16.0			14.5			10.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	17.0		18.3	0.0	25.2	6.2	12.1
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	8.0	24.0		24.0	8.0	24.0	8.0	12.0
Max Q Clear Time (g_c+I1), s	3.1	7.7		2.3	0.0	13.6	2.6	3.1
Green Ext Time (p_c), s	0.1	3.1		0.0	0.0	5.9	0.0	0.1

Intersection Summary		
HCM 6th Ctrl Delay		11.7
HCM 6th LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	4	37	5	32	52	106	1265	14	11	305	166
Future Volume (veh/h)	44	4	37	5	32	52	106	1265	14	11	305	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	47	4	39	5	34	55	113	1346	15	12	324	177
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	2	2	2	3	3	3	3	3	3
Cap, veh/h	401	569	482	361	114	185	560	1580	18	197	1289	575
Arrive On Green	0.06	0.31	0.31	0.18	0.18	0.18	0.10	0.44	0.44	0.02	0.37	0.37
Sat Flow, veh/h	1767	1856	1572	1364	643	1040	1767	3571	40	1767	3526	1572
Grp Volume(v), veh/h	47	4	39	5	0	89	113	664	697	12	324	177
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1364	0	1683	1767	1763	1848	1767	1763	1572
Q Serve(g_s), s	1.2	0.1	1.1	0.2	0.0	2.8	2.1	20.5	20.5	0.3	3.9	4.9
Cycle Q Clear(g_c), s	1.2	0.1	1.1	0.2	0.0	2.8	2.1	20.5	20.5	0.3	3.9	4.9
Prop In Lane	1.00		1.00	1.00		0.62	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	401	569	482	361	0	299	560	780	818	197	1289	575
V/C Ratio(X)	0.12	0.01	0.08	0.01	0.00	0.30	0.20	0.85	0.85	0.06	0.25	0.31
Avail Cap(c_a), veh/h	522	732	620	387	0	332	619	840	881	392	1680	749
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	14.7	15.0	20.7	0.0	21.7	8.6	15.2	15.2	13.7	13.5	13.8
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.0	0.0	0.5	0.2	8.0	7.7	0.1	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.4	0.1	0.0	1.1	0.7	8.7	9.1	0.1	1.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	14.7	15.1	20.7	0.0	22.3	8.8	23.1	22.8	13.8	13.6	14.1
LnGrp LOS	B	B	B	C	A	C	A	C	C	B	B	B
Approach Vol, veh/h		90			94			1474			513	
Approach Delay, s/veh		16.0			22.2			21.9			13.8	
Approach LOS		B			C			C			B	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	31.9		23.7	10.0	27.2	7.8	15.8
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	8.0	29.0		24.0	8.0	29.0	8.0	12.0
Max Q Clear Time (g_c+I1), s	2.3	22.5		3.1	4.1	6.9	3.2	4.8
Green Ext Time (p_c), s	0.0	4.4		0.1	0.1	2.7	0.0	0.2

Intersection Summary		
HCM 6th Ctrl Delay		19.7
HCM 6th LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	24	136	117	7	99	59	689	68	184	1385	71
Future Volume (veh/h)	170	24	136	117	7	99	59	689	68	184	1385	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	177	25	142	122	7	103	61	718	71	192	1443	74
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	402	588	498	289	16	240	234	1364	135	430	1569	700
Arrive On Green	0.10	0.31	0.31	0.16	0.16	0.16	0.07	0.41	0.41	0.09	0.44	0.44
Sat Flow, veh/h	1795	1885	1598	1238	103	1522	1795	3292	325	1795	3582	1598
Grp Volume(v), veh/h	177	25	142	122	0	110	61	390	399	192	1443	74
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1238	0	1626	1795	1791	1827	1795	1791	1598
Q Serve(g_s), s	6.0	0.7	5.1	7.0	0.0	4.7	1.4	12.4	12.5	4.5	28.9	2.1
Cycle Q Clear(g_c), s	6.0	0.7	5.1	7.0	0.0	4.7	1.4	12.4	12.5	4.5	28.9	2.1
Prop In Lane	1.00		1.00	1.00		0.94	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	402	588	498	289	0	256	234	742	757	430	1569	700
V/C Ratio(X)	0.44	0.04	0.29	0.42	0.00	0.43	0.26	0.53	0.53	0.45	0.92	0.11
Avail Cap(c_a), veh/h	407	594	503	289	0	256	303	775	791	480	1598	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	18.3	19.8	30.0	0.0	29.0	16.4	16.7	16.7	11.9	20.2	12.6
Incr Delay (d2), s/veh	0.8	0.0	0.3	1.0	0.0	1.1	0.6	0.6	0.6	0.7	9.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.3	1.9	2.1	0.0	1.8	0.5	4.9	5.0	1.7	12.9	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.7	18.3	20.1	31.0	0.0	30.2	17.0	17.3	17.3	12.6	29.1	12.7
LnGrp LOS	C	B	C	C	A	C	B	B	B	B	C	B
Approach Vol, veh/h		344			232			850			1709	
Approach Delay, s/veh		21.3			30.6			17.3			26.6	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	36.6		28.8	9.1	38.4	11.8	17.0
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	9.0	33.0		24.0	8.0	34.0	8.0	12.0
Max Q Clear Time (g_c+I1), s	6.5	14.5		7.1	3.4	30.9	8.0	9.0
Green Ext Time (p_c), s	0.1	4.9		0.5	0.0	2.5	0.0	0.3

Intersection Summary		
HCM 6th Ctrl Delay		23.8
HCM 6th LOS		C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	4	37	52	32	524	106	1243	187	1484	300	166
Future Volume (veh/h)	44	4	37	52	32	524	106	1243	187	1484	300	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1752	1752	1752	1856	1856	1752	1752	1856	1856
Adj Flow Rate, veh/h	47	4	39	55	34	557	113	1322	199	1579	319	177
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	10	10	10	3	3	10	10	3	3
Cap, veh/h	119	285	241	159	7	122	393	861	129	838	2468	1101
Arrive On Green	0.04	0.15	0.15	0.09	0.09	0.09	0.05	0.28	0.28	0.47	0.70	0.70
Sat Flow, veh/h	1767	1856	1572	1277	86	1412	1767	3076	459	1668	3526	1572
Grp Volume(v), veh/h	47	4	39	55	0	591	113	753	768	1579	319	177
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1277	0	1498	1767	1763	1773	1668	1763	1572
Q Serve(g_s), s	3.5	0.3	3.2	6.2	0.0	13.0	6.8	42.0	42.0	71.0	4.5	5.7
Cycle Q Clear(g_c), s	3.5	0.3	3.2	6.2	0.0	13.0	6.8	42.0	42.0	71.0	4.5	5.7
Prop In Lane	1.00		1.00	1.00		0.94	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	119	285	241	159	0	130	393	493	496	838	2468	1101
V/C Ratio(X)	0.40	0.01	0.16	0.35	0.00	4.55	0.29	1.53	1.55	1.88	0.13	0.16
Avail Cap(c_a), veh/h	142	309	262	159	0	130	393	493	496	838	2468	1101
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	53.9	55.1	65.4	0.0	68.5	35.6	54.0	54.0	35.5	7.4	7.6
Incr Delay (d2), s/veh	2.1	0.0	0.3	1.3	0.0	1616.5	0.4	246.8	256.3	402.7	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.1	1.3	2.1	0.0	63.3	3.0	52.4	54.0	123.8	1.7	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.8	53.9	55.4	66.7	0.0	1685.0	36.0	300.8	310.4	438.2	7.5	7.9
LnGrp LOS	E	D	E	E	A	F	D	F	F	F	A	A
Approach Vol, veh/h		90			646			1634			2075	
Approach Delay, s/veh		57.7			1547.2			287.0			335.3	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	47.0		28.0	12.0	110.0	10.0	18.0
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	11.0	40.0		25.0	8.0	103.0	8.0	13.0
Max Q Clear Time (g_c+I1), s	13.0	44.0		5.2	8.8	7.7	5.5	15.0
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	2.9	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay	488.0	
HCM 6th LOS	F	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	29	136	274	19	1726	59	689	155	1144	1386	71
Future Volume (veh/h)	170	29	136	274	19	1726	59	689	155	1144	1386	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1752	1752	1752	1885	1885	1752	1752	1885	1885
Adj Flow Rate, veh/h	177	30	142	285	20	1798	61	718	161	1192	1444	74
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	10	10	10	1	1	10	10	1	1
Cap, veh/h	144	817	692	449	6	520	141	465	104	571	1541	688
Arrive On Green	0.05	0.43	0.43	0.35	0.35	0.35	0.04	0.16	0.16	0.31	0.43	0.43
Sat Flow, veh/h	1795	1885	1598	1136	16	1471	1795	2907	652	1668	3582	1598
Grp Volume(v), veh/h	177	30	142	285	0	1818	61	442	437	1192	1444	74
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1136	0	1487	1795	1791	1768	1668	1791	1598
Q Serve(g_s), s	8.0	1.4	8.3	32.5	0.0	53.0	4.2	24.0	24.0	47.0	57.7	4.2
Cycle Q Clear(g_c), s	8.0	1.4	8.3	32.5	0.0	53.0	4.2	24.0	24.0	47.0	57.7	4.2
Prop In Lane	1.00		1.00	1.00		0.99	1.00		0.37	1.00		1.00
Lane Grp Cap(c), veh/h	144	817	692	449	0	525	141	287	283	571	1541	688
V/C Ratio(X)	1.23	0.04	0.21	0.63	0.00	3.46	0.43	1.54	1.54	2.09	0.94	0.11
Avail Cap(c_a), veh/h	144	817	692	449	0	525	160	287	283	571	1541	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	24.5	26.4	41.9	0.0	48.5	50.5	63.0	63.0	43.0	40.8	25.5
Incr Delay (d2), s/veh	150.2	0.0	0.1	2.9	0.0	1111.8	2.1	261.2	261.8	495.8	11.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	0.6	3.3	9.5	0.0	181.8	2.0	31.7	31.4	99.9	27.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	190.9	24.5	26.6	44.8	0.0	1160.3	52.6	324.2	324.8	538.8	52.0	25.6
LnGrp LOS	F	C	C	D	A	F	D	F	F	F	D	C
Approach Vol, veh/h		349			2103			940			2710	
Approach Delay, s/veh		109.7			1009.1			306.8			265.4	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	51.0	29.0		70.0	10.4	69.6	12.0	58.0
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	47.0	24.0		65.0	8.0	63.0	8.0	53.0
Max Q Clear Time (g_c+I1), s	49.0	26.0		10.3	6.2	59.7	10.0	55.0
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	2.6	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay	519.2	
HCM 6th LOS	F	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	4	37	52	32	524	106	1243	187	1484	300	166
Future Volume (veh/h)	44	4	37	52	32	524	106	1243	187	1484	300	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1752	1752	1752	1856	1856	1752	1752	1856	1856
Adj Flow Rate, veh/h	47	4	39	55	34	557	113	1322	199	1579	319	177
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	10	10	10	3	3	10	10	3	3
Cap, veh/h	173	150	212	220	145	1327	439	1165	553	1375	2473	1166
Arrive On Green	0.04	0.08	0.08	0.04	0.08	0.08	0.05	0.33	0.33	0.42	0.70	0.70
Sat Flow, veh/h	1767	1856	1572	1668	1752	2613	1767	3526	1485	3237	3526	1572
Grp Volume(v), veh/h	47	4	39	55	34	557	113	1322	199	1579	319	177
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1668	1752	1306	1767	1763	1485	1618	1763	1572
Q Serve(g_s), s	3.6	0.3	3.3	4.4	2.7	12.3	6.2	49.0	14.4	63.0	4.4	4.9
Cycle Q Clear(g_c), s	3.6	0.3	3.3	4.4	2.7	12.3	6.2	49.0	14.4	63.0	4.4	4.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	173	150	212	220	145	1327	439	1165	553	1375	2473	1166
V/C Ratio(X)	0.27	0.03	0.18	0.25	0.23	0.42	0.26	1.13	0.36	1.15	0.13	0.15
Avail Cap(c_a), veh/h	197	163	223	228	145	1327	439	1165	553	1375	2473	1166
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.8	62.8	56.9	58.9	63.6	22.8	30.0	49.6	33.7	42.6	7.3	5.6
Incr Delay (d2), s/veh	0.8	0.1	0.4	0.6	0.8	0.2	0.3	71.6	0.4	75.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.1	1.3	1.9	1.2	6.2	2.7	33.1	5.3	39.3	1.7	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	62.8	57.3	59.5	64.4	23.0	30.3	121.3	34.1	118.3	7.3	5.6
LnGrp LOS	E	E	E	E	E	C	C	F	C	F	A	A
Approach Vol, veh/h		90			646			1634			2075	
Approach Delay, s/veh		58.8			28.3			104.4			91.6	
Approach LOS		E			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	54.0	10.3	17.0	12.0	109.0	10.0	17.3
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	13.0	49.0	7.0	13.0	8.0	104.0	8.0	12.0
Max Q Clear Time (g_c+I1), s	15.0	51.0	6.4	5.3	8.2	6.9	5.6	14.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	86.4
HCM 6th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	29	136	274	19	1726	59	689	155	1144	1386	71
Future Volume (veh/h)	170	29	136	274	19	1726	59	689	155	1144	1386	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1752	1752	1752	1885	1885	1752	1752	1885	1885
Adj Flow Rate, veh/h	177	30	142	285	20	1798	61	718	161	1192	1444	74
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	10	10	10	1	1	10	10	1	1
Cap, veh/h	240	220	277	333	222	1391	245	767	448	1314	2020	1025
Arrive On Green	0.08	0.12	0.12	0.09	0.13	0.13	0.06	0.21	0.21	0.41	0.56	0.56
Sat Flow, veh/h	1795	1885	1598	1668	1752	2613	1795	3582	1485	3237	3582	1598
Grp Volume(v), veh/h	177	30	142	285	20	1798	61	718	161	1192	1444	74
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1668	1752	1306	1795	1791	1485	1618	1791	1598
Q Serve(g_s), s	8.0	1.5	8.3	9.0	1.0	13.0	2.6	20.2	8.7	35.6	30.2	1.8
Cycle Q Clear(g_c), s	8.0	1.5	8.3	9.0	1.0	13.0	2.6	20.2	8.7	35.6	30.2	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	240	220	277	333	222	1391	245	767	448	1314	2020	1025
V/C Ratio(X)	0.74	0.14	0.51	0.86	0.09	1.29	0.25	0.94	0.36	0.91	0.71	0.07
Avail Cap(c_a), veh/h	240	220	277	333	222	1391	284	767	448	1545	2198	1105
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	40.7	38.5	40.7	39.6	24.0	28.3	39.6	28.1	28.7	16.4	6.9
Incr Delay (d2), s/veh	11.3	0.3	1.6	19.2	0.2	137.0	0.5	18.6	0.5	7.3	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.7	3.3	4.8	0.5	42.0	1.2	10.8	3.1	14.6	11.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.9	41.0	40.2	59.9	39.8	161.0	28.8	58.3	28.5	36.0	17.4	6.9
LnGrp LOS	D	D	D	E	D	F	C	E	C	D	B	A
Approach Vol, veh/h		349			2103			940			2710	
Approach Delay, s/veh		44.7			146.1			51.3			25.3	
Approach LOS		D			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	45.7	27.0	13.0	17.0	9.8	62.9	12.0	18.0
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	41.6	22.0	9.0	12.0	8.0	63.0	8.0	13.0
Max Q Clear Time (g_c+I1), s	37.6	22.2	11.0	10.3	4.6	32.2	10.0	15.0
Green Ext Time (p_c), s	4.1	0.0	0.0	0.1	0.0	14.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	72.0
HCM 6th LOS	E

CAMBY ROAD & ORLY ROAD/ACCESS

CAPACITY ANALYSIS

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	695	836	54	54	316	96	48	10	7	39	44	176
Future Vol, veh/h	695	836	54	54	316	96	48	10	7	39	44	176
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	755	909	59	59	343	104	52	11	8	42	48	191

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	447	0	0	968	0	0	2763	3014	484	2483	2991	224
Stage 1	-	-	-	-	-	-	2449	2449	-	513	513	-
Stage 2	-	-	-	-	-	-	314	565	-	1970	2478	-
Critical Hdwy	4.3	-	-	4.3	-	-	7.7	6.7	7.1	7.7	6.7	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	6.7	5.7	-	6.7	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.7	-	6.7	5.7	-
Follow-up Hdwy	2.3	-	-	2.3	-	-	3.6	4.1	3.4	3.6	4.1	3.4
Pot Cap-1 Maneuver	1055	-	-	660	-	-	~ 8	11	508	~ 13	~ 12	755
Stage 1	-	-	-	-	-	-	~ 28	54	-	492	515	-
Stage 2	-	-	-	-	-	-	650	487	-	59	52	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1055	-	-	660	-	-	-	0	508	-	0	755
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	~ 28	0	-	492	453	-
Stage 2	-	-	-	-	-	-	382	428	-	-	0	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	1.6		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	508	1055	-	-	660	-	-	-	755
HCM Lane V/C Ratio	-	0.036	0.716	-	-	0.089	-	-	-	0.317
HCM Control Delay (s)	-	12.4	16.5	3.1	-	11	0.5	-	-	12
HCM Lane LOS	-	B	C	A	-	B	A	-	-	B
HCM 95th %tile Q(veh)	-	0.1	6.5	-	-	0.3	-	-	-	1.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	36.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	772	465	35	30	789	80	185	37	34	177	28	658
Future Vol, veh/h	772	465	35	30	789	80	185	37	34	177	28	658
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	839	505	38	33	858	87	201	40	37	192	30	715

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	945	0	0	543	0	0	2712	3213	272	2919	3189	473
Stage 1	-	-	-	-	-	-	2202	2202	-	968	968	-
Stage 2	-	-	-	-	-	-	510	1011	-	1951	2221	-
Critical Hdwy	4.3	-	-	4.3	-	-	7.7	6.7	7.1	7.7	6.7	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	6.7	5.7	-	6.7	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.7	-	6.7	5.7	-
Follow-up Hdwy	2.3	-	-	2.3	-	-	3.6	4.1	3.4	3.6	4.1	3.4
Pot Cap-1 Maneuver	~ 674	-	-	968	-	-	~ 9	~ 8	702	~ 6	~ 9	~ 517
Stage 1	-	-	-	-	-	-	~ 41	73	-	258	313	-
Stage 2	-	-	-	-	-	-	494	298	-	~ 60	72	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 674	-	-	968	-	-	-	0	702	-	0	~ 517
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	~ 41	0	-	258	290	-
Stage 2	-	-	-	-	-	-	-	276	-	-	0	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	92.9	0.6		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	702	~ 674	-	-	968	-	-	-	517
HCM Lane V/C Ratio	-	0.11	1.245	-	-	0.034	-	-	-	1.442
HCM Control Delay (s)	-	10.8	143.1	16.6	-	8.8	0.3	-	-	231.6
HCM Lane LOS	-	B	F	C	-	A	A	-	-	F
HCM 95th %tile Q(veh)	-	0.4	30.8	-	-	0.1	-	-	-	36.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	695	836	54	54	316	96	48	10	7	39	44	176
Future Volume (veh/h)	695	836	54	54	316	96	48	10	7	39	44	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	755	909	59	59	343	104	52	11	8	42	155	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	834	1202	78	120	488	146	111	190	138	97	337	668
Arrive On Green	0.26	0.38	0.38	0.07	0.19	0.19	0.07	0.20	0.20	0.06	0.19	0.19
Sat Flow, veh/h	3237	3173	206	1668	2526	754	1668	943	686	1668	1752	1485
Grp Volume(v), veh/h	755	477	491	59	224	223	52	0	19	42	155	120
Grp Sat Flow(s),veh/h/ln	1618	1664	1715	1668	1664	1616	1668	0	1628	1668	1752	1485
Q Serve(g_s), s	14.0	15.5	15.5	2.1	7.8	8.0	1.9	0.0	0.6	1.5	4.9	3.0
Cycle Q Clear(g_c), s	14.0	15.5	15.5	2.1	7.8	8.0	1.9	0.0	0.6	1.5	4.9	3.0
Prop In Lane	1.00		0.12	1.00		0.47	1.00		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	834	630	650	120	322	312	111	0	328	97	337	668
V/C Ratio(X)	0.91	0.76	0.76	0.49	0.70	0.71	0.47	0.00	0.06	0.43	0.46	0.18
Avail Cap(c_a), veh/h	834	630	650	188	322	312	188	0	328	188	338	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	16.8	16.8	27.7	23.4	23.4	27.9	0.0	20.0	28.3	22.2	10.2
Incr Delay (d2), s/veh	13.4	5.2	5.1	3.1	6.5	7.5	3.0	0.0	0.1	3.0	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	6.1	6.3	0.9	3.4	3.5	0.8	0.0	0.2	0.7	2.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	22.0	21.9	30.8	29.8	30.9	30.9	0.0	20.1	31.3	23.2	10.3
LnGrp LOS	D	C	C	C	C	C	C	A	C	C	C	B
Approach Vol, veh/h		1723			506			71			317	
Approach Delay, s/veh		28.0			30.4			28.0			19.4	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.6	17.5	8.5	28.5	8.1	17.0	20.0	17.0
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	7.6	12.0	7.0	21.0	7.0	12.0	16.0	12.0
Max Q Clear Time (g_c+I1), s	3.5	2.6	4.1	17.5	3.9	6.9	16.0	10.0
Green Ext Time (p_c), s	0.0	0.0	0.0	2.0	0.0	0.5	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	772	465	35	30	789	80	185	37	34	177	28	658
Future Volume (veh/h)	772	465	35	30	789	80	185	37	34	177	28	658
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	839	505	38	33	858	87	201	40	37	192	0	735
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	827	1537	115	73	847	86	204	121	112	204	0	1188
Arrive On Green	0.26	0.49	0.49	0.04	0.28	0.28	0.12	0.14	0.14	0.12	0.00	0.14
Sat Flow, veh/h	3237	3138	236	1668	3051	309	1668	838	775	1668	0	2969
Grp Volume(v), veh/h	839	267	276	33	468	477	201	0	77	192	0	735
Grp Sat Flow(s),veh/h/ln	1618	1664	1709	1668	1664	1696	1668	0	1612	1668	0	1485
Q Serve(g_s), s	23.0	8.8	8.8	1.7	25.0	25.0	10.8	0.0	3.9	10.3	0.0	13.0
Cycle Q Clear(g_c), s	23.0	8.8	8.8	1.7	25.0	25.0	10.8	0.0	3.9	10.3	0.0	13.0
Prop In Lane	1.00		0.14	1.00		0.18	1.00		0.48	1.00		1.00
Lane Grp Cap(c), veh/h	827	815	837	73	462	471	204	0	233	204	0	1188
V/C Ratio(X)	1.01	0.33	0.33	0.45	1.01	1.01	0.99	0.00	0.33	0.94	0.00	0.62
Avail Cap(c_a), veh/h	827	815	837	130	462	471	204	0	233	204	0	1188
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.5	14.0	14.0	42.0	32.5	32.5	39.4	0.0	34.6	39.2	0.0	21.5
Incr Delay (d2), s/veh	34.9	0.2	0.2	4.3	45.0	44.6	58.7	0.0	0.8	46.6	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.7	3.2	3.3	0.8	15.5	15.7	7.7	0.0	1.5	6.8	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.4	14.2	14.2	46.3	77.5	77.1	98.2	0.0	35.4	85.8	0.0	22.5
LnGrp LOS	F	B	B	D	F	F	F	A	D	F	A	C
Approach Vol, veh/h		1382			978			278			927	
Approach Delay, s/veh		47.1			76.3			80.8			35.6	
Approach LOS		D			E			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	18.0	7.9	49.1	15.0	18.0	27.0	30.0
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	11.0	13.0	7.0	41.0	11.0	13.0	23.0	25.0
Max Q Clear Time (g_c+I1), s	12.3	5.9	3.7	10.8	12.8	15.0	25.0	27.0
Green Ext Time (p_c), s	0.0	0.2	0.0	3.6	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.7
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

CAMBY ROAD & CR 975 E

TRAFFIC VOLUME COUNTS
CAPACITY ANALYSIS

CAMBY RD & CR 975 E - TMC

Mon Apr 17, 2023
Full Length (3:30 PM-7 PM, 6:30 AM-9 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1058451, Location: 39.660835, -86.348924

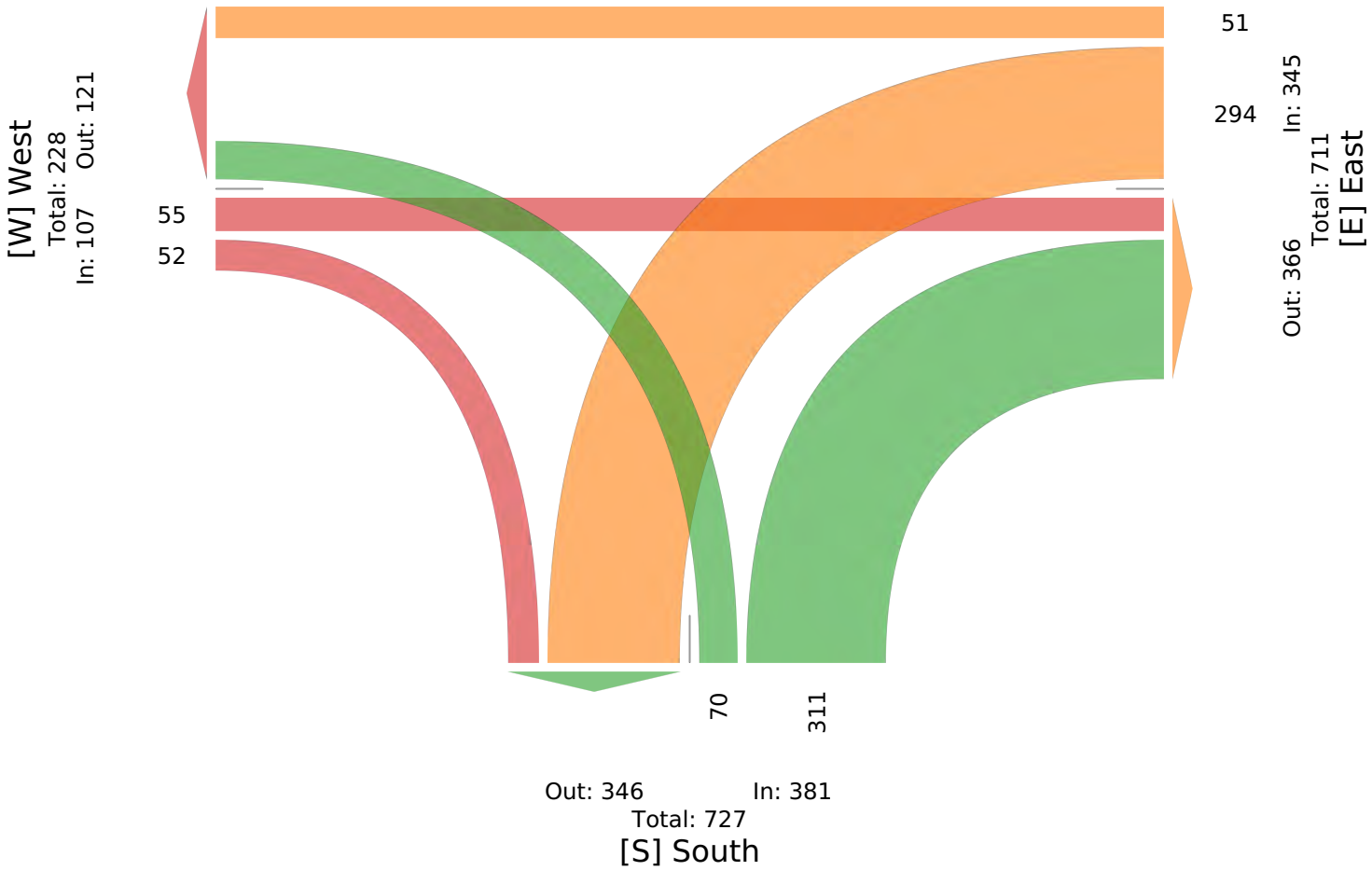
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South				West				East				
Direction	Northbound				Eastbound				Westbound				
Time	L	R	U	**App**	T	R	U	**App**	L	T	U	**App**	**Int**
2023-04-17 3:30PM	2	11	0	**13**	1	4	0	**5**	20	4	0	**24**	**42**
3:45PM	4	10	0	**14**	4	3	0	**7**	17	4	0	**21**	**42**
Hourly Total	6	21	0	**27**	5	7	0	**12**	37	8	0	**45**	**84**
4:00PM	3	13	0	**16**	2	1	0	**3**	29	4	0	**33**	**52**
4:15PM	11	11	0	**22**	1	4	0	**5**	13	3	0	**16**	**43**
4:30PM	8	9	0	**17**	3	2	0	**5**	26	4	0	**30**	**52**
4:45PM	6	8	0	**14**	2	1	0	**3**	20	4	0	**24**	**41**
Hourly Total	28	41	0	**69**	8	8	0	**16**	88	15	0	**103**	**188**
5:00PM	5	11	0	**16**	3	3	0	**6**	26	1	0	**27**	**49**
5:15PM	2	12	0	**14**	2	1	0	**3**	20	6	0	**26**	**43**
5:30PM	0	14	0	**14**	3	2	0	**5**	13	4	0	**17**	**36**
5:45PM	3	10	0	**13**	1	1	0	**2**	14	6	0	**20**	**35**
Hourly Total	10	47	0	**57**	9	7	0	**16**	73	17	0	**90**	**163**
6:00PM	2	7	0	**9**	1	0	0	**1**	11	0	0	**11**	**21**
6:15PM	1	12	0	**13**	2	1	0	**3**	15	1	0	**16**	**32**
6:30PM	0	8	0	**8**	1	2	0	**3**	10	2	0	**12**	**23**
6:45PM	2	8	0	**10**	1	2	0	**3**	6	0	0	**6**	**19**
Hourly Total	5	35	0	**40**	5	5	0	**10**	42	3	0	**45**	**95**
2023-04-18 6:30AM	1	4	0	**5**	1	0	0	**1**	1	1	0	**2**	**8**
6:45AM	0	20	0	**20**	5	1	0	**6**	5	2	0	**7**	**33**
Hourly Total	1	24	0	**25**	6	1	0	**7**	6	3	0	**9**	**41**
7:00AM	2	17	0	**19**	3	3	0	**6**	4	0	0	**4**	**29**
7:15AM	6	12	0	**18**	2	4	0	**6**	5	1	0	**6**	**30**
7:30AM	2	28	0	**30**	8	5	0	**13**	9	1	0	**10**	**53**
7:45AM	2	28	0	**30**	3	4	0	**7**	6	0	0	**6**	**43**
Hourly Total	12	85	0	**97**	16	16	0	**32**	24	2	0	**26**	**155**
8:00AM	3	12	0	**15**	3	0	0	**3**	6	1	0	**7**	**25**
8:15AM	2	13	0	**15**	0	1	0	**1**	4	0	0	**4**	**20**
8:30AM	2	21	0	**23**	1	4	0	**5**	8	0	0	**8**	**36**
8:45AM	1	12	0	**13**	2	3	0	**5**	6	2	0	**8**	**26**
Hourly Total	8	58	0	**66**	6	8	0	**14**	24	3	0	**27**	**107**
9:00AM	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Total	70	311	0	**381**	55	52	0	**107**	294	51	0	**345**	**833**
% Approach	18.4%	81.6%	0%	**-**	51.4%	48.6%	0%	**-**	85.2%	14.8%	0%	**-**	-
% Total	8.4%	37.3%	0%	**45.7%**	6.6%	6.2%	0%	**12.8%**	35.3%	6.1%	0%	**41.4%**	-
Lights and Motorcycles	69	310	0	**379**	54	51	0	**105**	291	51	0	**342**	826
% Lights and Motorcycles	98.6%	99.7%	0%	**99.5%**	98.2%	98.1%	0%	**98.1%**	99.0%	100%	0%	**99.1%**	99.2%
Heavy	1	1	0	**2**	1	1	0	**2**	3	0	0	**3**	7
% Heavy	1.4%	0.3%	0%	**0.5%**	1.8%	1.9%	0%	**1.9%**	1.0%	0%	0%	**0.9%**	0.8%

*L: Left, R: Right, T: Thru, U: U-Turn

CAMBY RD & CR 975 E - TMC
Mon Apr 17, 2023
Full Length (3:30 PM-7 PM, 6:30 AM-9 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1058451, Location: 39.660835, -86.348924

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



CAMBY RD & CR 975 E - TMC

Mon Apr 17, 2023
PM Peak (Apr 17 2023 3:45PM - 4:45 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1058451, Location: 39.660835, -86.348924

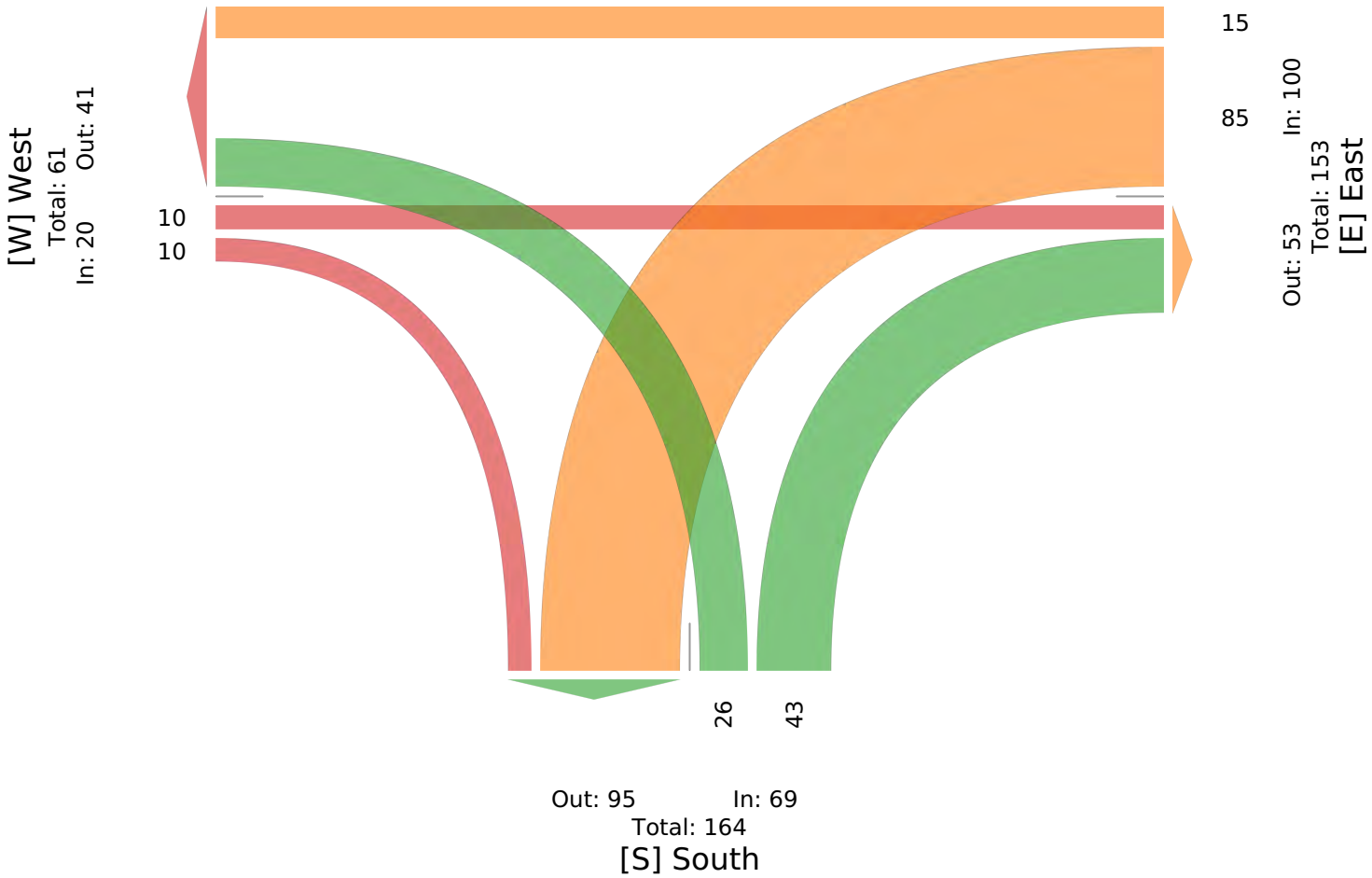
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South				West				East				
Direction	Northbound				Eastbound				Westbound				
Time	L	R	U	**App**	T	R	U	**App**	L	T	U	**App**	**Int**
2023-04-17 3:45PM	4	10	0	**14**	4	3	0	**7**	17	4	0	**21**	**42**
4:00PM	3	13	0	**16**	2	1	0	**3**	29	4	0	**33**	**52**
4:15PM	11	11	0	**22**	1	4	0	**5**	13	3	0	**16**	**43**
4:30PM	8	9	0	**17**	3	2	0	**5**	26	4	0	**30**	**52**
Total	26	43	0	**69**	10	10	0	**20**	85	15	0	**100**	**189**
% Approach	37.7%	62.3%	0%	**-**	50.0%	50.0%	0%	**-**	85.0%	15.0%	0%	**-**	-
% Total	13.8%	22.8%	0%	**36.5%**	5.3%	5.3%	0%	**10.6%**	45.0%	7.9%	0%	**52.9%**	-
PHF	0.591	0.827	-	**0.784**	0.625	0.625	-	**0.714**	0.733	0.938	-	**0.758**	0.909
Lights and Motorcycles	25	42	0	**67**	9	9	0	**18**	85	15	0	**100**	185
% Lights and Motorcycles	96.2%	97.7%	0%	**97.1%**	90.0%	90.0%	0%	**90.0%**	100%	100%	0%	**100%**	97.9%
Heavy	1	1	0	**2**	1	1	0	**2**	0	0	0	**0**	4
% Heavy	3.8%	2.3%	0%	**2.9%**	10.0%	10.0%	0%	**10.0%**	0%	0%	0%	**0%**	2.1%

*L: Left, R: Right, T: Thru, U: U-Turn

CAMBY RD & CR 975 E - TMC
Mon Apr 17, 2023
PM Peak (Apr 17 2023 3:45PM - 4:45 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1058451, Location: 39.660835, -86.348924

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



CAMBY RD & CR 975 E - TMC

Tue Apr 18, 2023
AM Peak (Apr 18 2023 7AM - 8 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1058451, Location: 39.660835, -86.348924

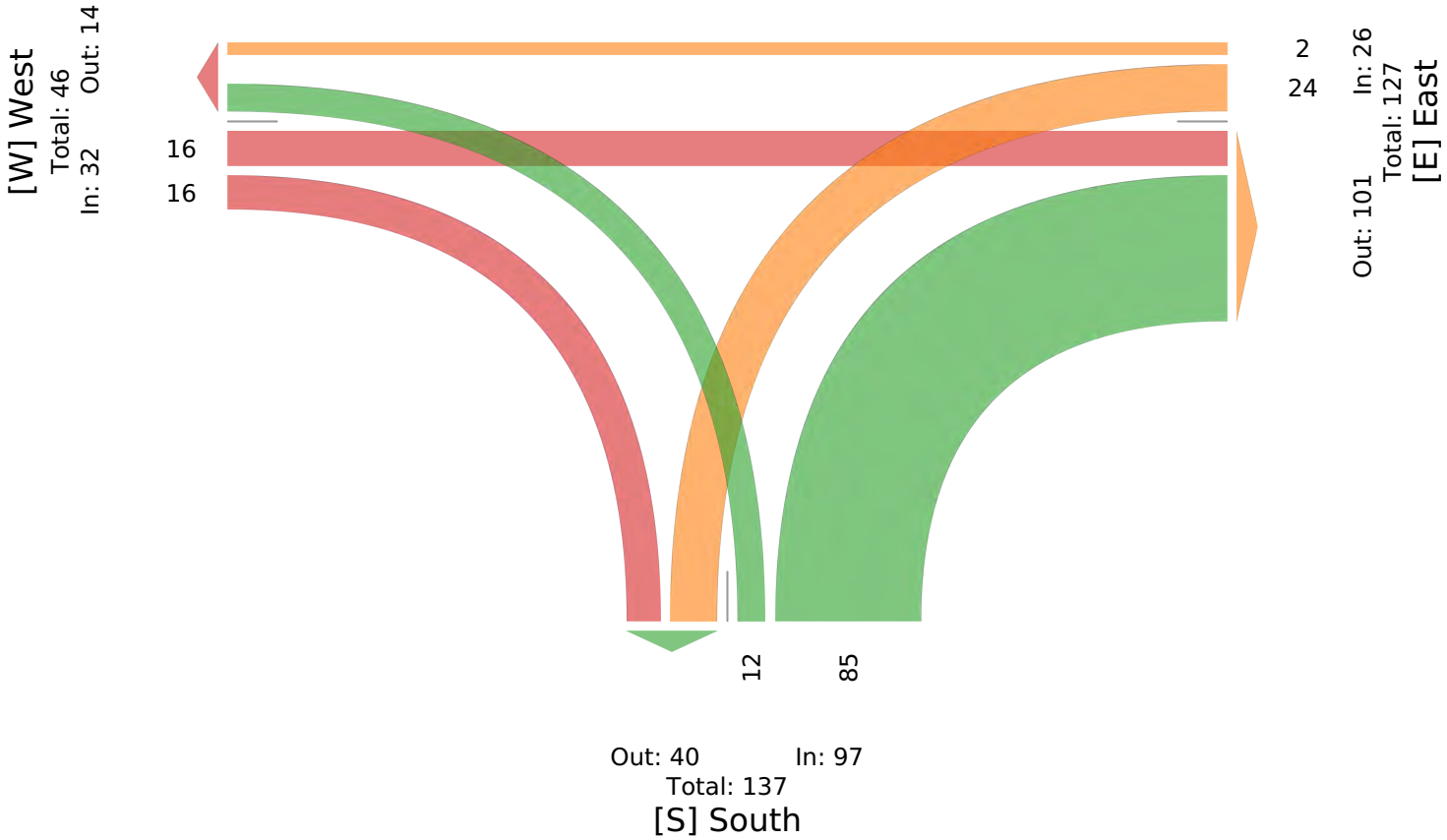
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South				West				East				
Direction	Northbound				Eastbound				Westbound				
Time	L	R	U	**App**	T	R	U	**App**	L	T	U	**App**	**Int**
2023-04-18 7:00AM	2	17	0	**19**	3	3	0	**6**	4	0	0	**4**	**29**
7:15AM	6	12	0	**18**	2	4	0	**6**	5	1	0	**6**	**30**
7:30AM	2	28	0	**30**	8	5	0	**13**	9	1	0	**10**	**53**
7:45AM	2	28	0	**30**	3	4	0	**7**	6	0	0	**6**	**43**
Total	12	85	0	**97**	16	16	0	**32**	24	2	0	**26**	**155**
% Approach	12.4%	87.6%	0%	**-**	50.0%	50.0%	0%	**-**	92.3%	7.7%	0%	**-**	-
% Total	7.7%	54.8%	0%	**62.6%**	10.3%	10.3%	0%	**20.6%**	15.5%	1.3%	0%	**16.8%**	-
PHF	0.500	0.759	-	**0.808**	0.500	0.800	-	**0.615**	0.667	0.500	-	**0.650**	0.731
Lights and Motorcycles	12	85	0	**97**	16	16	0	**32**	22	2	0	**24**	153
% Lights and Motorcycles	100%	100%	0%	**100%**	100%	100%	0%	**100%**	91.7%	100%	0%	**92.3%**	98.7%
Heavy	0	0	0	**0**	0	0	0	**0**	2	0	0	**2**	2
% Heavy	0%	0%	0%	**0%**	0%	0%	0%	**0%**	8.3%	0%	0%	**7.7%**	1.3%

*L: Left, R: Right, T: Thru, U: U-Turn

CAMBY RD & CR 975 E - TMC
Tue Apr 18, 2023
AM Peak (Apr 18 2023 7AM - 8 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1058451, Location: 39.660835, -86.348924

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



Intersection	
Int Delay, s/veh	6.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	16	16	24	2	12	85
Future Vol, veh/h	16	16	24	2	12	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	8	8	0	0
Mvmt Flow	22	22	33	3	16	116

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	44	0	102	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	69	-
Critical Hdwy	-	-	4.18	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.272	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1527	-	901	1046
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1527	-	881	1046
Mov Cap-2 Maneuver	-	-	-	-	881	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	938	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.8	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1022	-	-	1527	-
HCM Lane V/C Ratio	0.13	-	-	0.022	-
HCM Control Delay (s)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	10	85	15	26	43
Future Vol, veh/h	10	10	85	15	26	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	10	0	0	3	3
Mvmt Flow	11	11	93	16	29	47

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	22	0	219	17
Stage 1	-	-	-	-	17	-
Stage 2	-	-	-	-	202	-
Critical Hdwy	-	-	4.1	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1607	-	767	1059
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	830	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1607	-	723	1059
Mov Cap-2 Maneuver	-	-	-	-	723	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	782	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.3	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	901	-	-	1607	-
HCM Lane V/C Ratio	0.084	-	-	0.058	-
HCM Control Delay (s)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	27	19	29	19	14	102
Future Vol, veh/h	27	19	29	19	14	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	8	8	0	0
Mvmt Flow	37	26	40	26	19	140

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	63	0	156	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	106	-
Critical Hdwy	-	-	4.18	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.272	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1502	-	840	1024
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	923	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1502	-	817	1024
Mov Cap-2 Maneuver	-	-	-	-	817	-
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	898	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.5	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	994	-	-	1502	-
HCM Lane V/C Ratio	0.16	-	-	0.026	-
HCM Control Delay (s)	9.3	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	12	12	102	18	31	52
Future Vol, veh/h	12	12	102	18	31	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	10	0	0	3	3
Mvmt Flow	13	13	112	20	34	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	26	0	264	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	244	-
Critical Hdwy	-	-	4.1	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.2	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1601	-	723	1055
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	794	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1601	-	672	1055
Mov Cap-2 Maneuver	-	-	-	-	672	-
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	738	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.3	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	870	-	-	1601	-
HCM Lane V/C Ratio	0.105	-	-	0.07	-
HCM Control Delay (s)	9.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	8.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	487	26	33	524	41	121
Future Vol, veh/h	487	26	33	524	41	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	667	36	45	718	56	166

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	703	0	1493	685
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	808	-
Critical Hdwy	-	-	4.2	-	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	-	-	2.29	-	3.59	3.39
Pot Cap-1 Maneuver	-	-	859	-	130	435
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	425	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	859	-	119	435
Mov Cap-2 Maneuver	-	-	-	-	119	-
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	388	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	65.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	260	-	-	859	-
HCM Lane V/C Ratio	0.854	-	-	0.053	-
HCM Control Delay (s)	65.9	-	-	9.4	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	7	-	-	0.2	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	578	37	119	505	45	57
Future Vol, veh/h	578	37	119	505	45	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	635	41	131	555	49	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	676	0	1473	656
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	817	-
Critical Hdwy	-	-	4.2	-	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	-	-	2.29	-	3.59	3.39
Pot Cap-1 Maneuver	-	-	879	-	134	452
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	421	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	879	-	105	452
Mov Cap-2 Maneuver	-	-	-	-	105	-
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	330	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	51.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	184	-	-	879	-
HCM Lane V/C Ratio	0.609	-	-	0.149	-
HCM Control Delay (s)	51.1	-	-	9.8	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	3.4	-	-	0.5	-

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	487	26	33	524	41	121
Future Vol, veh/h	487	26	33	524	41	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	667	36	45	718	56	166

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	703	0	1493	685
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	808	-
Critical Hdwy	-	-	4.2	-	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	-	-	2.29	-	3.59	3.39
Pot Cap-1 Maneuver	-	-	859	-	130	435
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	425	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	859	-	123	435
Mov Cap-2 Maneuver	-	-	-	-	123	-
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	403	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	28
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	123	435	-	-	859	-
HCM Lane V/C Ratio	0.457	0.381	-	-	0.053	-
HCM Control Delay (s)	56.8	18.3	-	-	9.4	-
HCM Lane LOS	F	C	-	-	A	-
HCM 95th %tile Q(veh)	2	1.8	-	-	0.2	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	578	37	119	505	45	57
Future Vol, veh/h	578	37	119	505	45	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	635	41	131	555	49	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	676	0	1473	656
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	817	-
Critical Hdwy	-	-	4.2	-	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	-	-	2.29	-	3.59	3.39
Pot Cap-1 Maneuver	-	-	879	-	134	452
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	421	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	879	-	114	452
Mov Cap-2 Maneuver	-	-	-	-	114	-
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	358	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	33.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	114	452	-	-	879	-
HCM Lane V/C Ratio	0.434	0.139	-	-	0.149	-
HCM Control Delay (s)	58.8	14.2	-	-	9.8	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	1.9	0.5	-	-	0.5	-

CAMBY ROAD & CR 1050 E

TRAFFIC VOLUME COUNTS
CAPACITY ANALYSIS

Intersection: Camby Road & County Road 1050 E
Mode: CVD

Weekday, Peak AM														
	County Road 1050 E S (Northbound)			Camby Road E (Westbound)			Camby Road W (Eastbound)			County Road 1050 E N (Southbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
6:30am	0	3	0	0	25	0	3	6	0	0	0	0	37	0.2662
6:45am	1	2	0	3	27	0	3	4	0	0	0	0	40	0.2878
7:00am	0	2	0	7	21	0	0	3	0	0	0	0	33	0.2374
7:15am	0	3	0	3	16	0	1	6	0	0	0	0	29	0.2086
Hourly Total	**1**	**10**	**0**	**13**	**89**	**0**	**7**	**19**	**0**	**0**	**0**	**0**	**139**	**1**
PHF	0.25	0.83	0	0.46	0.82	0	0.58	0.79	0	0	0	0	0.87	
Trucks Percentage	1.3	1.3	1.3	1.3	1.3	1.3	0	0	0	0	0	0		
Trucks	0	0	0	0	1	0	0	0	0	0	0	0		1
Lights	1	10	0	13	88	0	7	19	0	0	0	0		138

Weekday, Peak PM														
	County Road 1050 E S (Northbound)			Camby Road E (Westbound)			Camby Road W (Eastbound)			County Road 1050 E N (Southbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
4:30pm	0	1	0	5	18	0	0	28	1	0	13	1	67	0.2669
4:45pm	0	2	0	5	15	0	0	27	0	0	14	2	65	0.259
5:00pm	0	1	0	7	13	0	0	30	2	0	11	1	65	0.259
5:15pm	1	1	0	4	13	0	0	20	5	0	9	1	54	0.2151
Hourly Total	**1**	**5**	**0**	**21**	**59**	**0**	**0**	**105**	**8**	**0**	**47**	**5**	**251**	**1**
PHF	0.25	0.62	0	0.75	0.82	0	0	0.88	0.4	0	0.84	0.62	0.94	
Trucks Percentage	2	2	2	0	0	0	2	2	2	0	0	0		
Trucks	0	0	0	0	0	0	0	2	0	0	0	0		2
Lights	1	5	0	21	59	0	0	103	8	0	47	5		249

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	19	0	13	89	0	1	10	0	0	0	0
Future Vol, veh/h	7	19	0	13	89	0	1	10	0	0	0	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	0	0	0
Mvmt Flow	8	22	0	15	102	0	1	11	0	0	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.6	7.3	0
HCM LOS	A	A	A	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	27%	13%	0%
Vol Thru, %	91%	73%	87%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	11	26	102	0
LT Vol	1	7	13	0
Through Vol	10	19	89	0
RT Vol	0	0	0	0
Lane Flow Rate	13	30	117	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0.015	0.034	0.13	0
Departure Headway (Hd)	4.189	4.063	3.987	4.165
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	847	880	902	0
Service Time	2.253	2.093	2.001	2.232
HCM Lane V/C Ratio	0.015	0.034	0.13	0
HCM Control Delay	7.3	7.2	7.6	7.2
HCM Lane LOS	A	A	A	N
HCM 95th-tile Q	0	0.1	0.4	0

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	105	8	21	59	0	1	5	0	0	47	5
Future Vol, veh/h	0	105	8	21	59	0	1	5	0	0	47	5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	0	0	0	2	2	2	0	0	0
Mvmt Flow	0	112	9	22	63	0	1	5	0	0	50	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	7.7	7.5	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	0%	26%	0%
Vol Thru, %	83%	93%	74%	90%
Vol Right, %	0%	7%	0%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	113	80	52
LT Vol	1	0	21	0
Through Vol	5	105	59	47
RT Vol	0	8	0	5
Lane Flow Rate	6	120	85	55
Geometry Grp	1	1	1	1
Degree of Util (X)	0.008	0.136	0.098	0.065
Departure Headway (Hd)	4.479	4.064	4.152	4.201
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	804	876	856	838
Service Time	2.479	2.119	2.213	2.299
HCM Lane V/C Ratio	0.007	0.137	0.099	0.066
HCM Control Delay	7.5	7.8	7.7	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.5	0.3	0.2

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	30	0	16	123	0	1	12	0	0	0	1
Future Vol, veh/h	9	30	0	16	123	0	1	12	0	0	0	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	0	0	0
Mvmt Flow	10	34	0	18	141	0	1	14	0	0	0	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.9	7.5	6.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	23%	12%	0%
Vol Thru, %	92%	77%	88%	0%
Vol Right, %	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	39	139	1
LT Vol	1	9	16	0
Through Vol	12	30	123	0
RT Vol	0	0	0	1
Lane Flow Rate	15	45	160	1
Geometry Grp	1	1	1	1
Degree of Util (X)	0.018	0.051	0.178	0.001
Departure Headway (Hd)	4.286	4.093	4.001	3.663
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	823	872	898	958
Service Time	2.376	2.133	2.02	1.757
HCM Lane V/C Ratio	0.018	0.052	0.178	0.001
HCM Control Delay	7.5	7.4	7.9	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.6	0

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	150	10	25	91	0	1	6	0	0	56	9
Future Vol, veh/h	3	150	10	25	91	0	1	6	0	0	56	9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	0	0	0	2	2	2	0	0	0
Mvmt Flow	3	160	11	27	97	0	1	6	0	0	60	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	8	7.7	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	2%	22%	0%
Vol Thru, %	86%	92%	78%	86%
Vol Right, %	0%	6%	0%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	163	116	65
LT Vol	1	3	25	0
Through Vol	6	150	91	56
RT Vol	0	10	0	9
Lane Flow Rate	7	173	123	69
Geometry Grp	1	1	1	1
Degree of Util (X)	0.01	0.199	0.144	0.086
Departure Headway (Hd)	4.699	4.129	4.209	4.478
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	766	857	838	805
Service Time	2.702	2.214	2.305	2.479
HCM Lane V/C Ratio	0.009	0.202	0.147	0.086
HCM Control Delay	7.7	8.3	8	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.7	0.5	0.3

Intersection	
Intersection Delay, s/veh	16.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	141	0	16	565	0	2	12	0	0	0	1
Future Vol, veh/h	9	141	0	16	565	0	2	12	0	0	0	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	10	0	1	10	1	1	1	1	0	0	0
Mvmt Flow	10	162	0	18	649	0	2	14	0	0	0	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.9	18.9	8.9	8.1
HCM LOS	A	C	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	6%	3%	0%
Vol Thru, %	86%	94%	97%	0%
Vol Right, %	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	150	581	1
LT Vol	2	9	16	0
Through Vol	12	141	565	0
RT Vol	0	0	0	1
Lane Flow Rate	16	172	668	1
Geometry Grp	1	1	1	1
Degree of Util (X)	0.026	0.22	0.757	0.002
Departure Headway (Hd)	5.739	4.602	4.08	5.114
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	626	784	875	702
Service Time	3.749	2.606	2.163	3.127
HCM Lane V/C Ratio	0.026	0.219	0.763	0.001
HCM Control Delay	8.9	8.9	18.9	8.1
HCM Lane LOS	A	A	C	A
HCM 95th-tile Q	0.1	0.8	7.3	0

Intersection	
Intersection Delay, s/veh	20.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	582	28	25	325	0	9	6	0	0	56	9
Future Vol, veh/h	3	582	28	25	325	0	9	6	0	0	56	9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	10	2	0	10	0	2	2	2	0	0	0
Mvmt Flow	3	619	30	27	346	0	10	6	0	0	60	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	26	12.9	9.8	10
HCM LOS	D	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	60%	0%	7%	0%
Vol Thru, %	40%	95%	93%	86%
Vol Right, %	0%	5%	0%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	613	350	65
LT Vol	9	3	25	0
Through Vol	6	582	325	56
RT Vol	0	28	0	9
Lane Flow Rate	16	652	372	69
Geometry Grp	1	1	1	1
Degree of Util (X)	0.029	0.83	0.504	0.119
Departure Headway (Hd)	6.596	4.584	4.871	6.194
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	546	783	734	582
Service Time	4.6	2.649	2.949	4.194
HCM Lane V/C Ratio	0.029	0.833	0.507	0.119
HCM Control Delay	9.8	26	12.9	10
HCM Lane LOS	A	D	B	A
HCM 95th-tile Q	0.1	9.3	2.9	0.4

AMERIPLEX PARKWAY & STANSTED ROAD

TRAFFIC VOLUME COUNTS
CAPACITY ANALYSIS

Intersection:	Ameriplex Parkway & Stansted Drive
Mode:	CVD

Weekday, Peak AM														
	Exploration Dr (Southbound)			Ameriplex Pkwy E (Westbound)			Stansted Dr (Northbound)			Ameriplex Pkwy W (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
7:15am	6	3	17	3	242	40	16	3	1	43	101	19	494	0.2564
7:30am	4	3	18	4	272	22	30	5	2	44	110	28	542	0.2813
7:45am	3	2	14	5	208	15	19	5	2	38	147	38	496	0.2574
8:00am	3	1	14	4	181	15	19	4	2	30	103	19	395	0.205
Hourly Total	**16**	**9**	**63**	**16**	**903**	**92**	**84**	**17**	**7**	**155**	**461**	**104**	**1927**	**1**
PHF	0.67	0.75	0.88	0.8	0.83	0.57	0.7	0.85	0.88	0.88	0.78	0.68	0.89	
Trucks Percentage	10.5	10.5	10.5	9.6	9.6	9.6	10.5	10.5	10.5	10.5	10.5	10.5		
Trucks	2	1	7	2	87	9	9	2	1	16	48	11		195
Lights	14	8	56	14	816	83	75	15	6	139	413	93		1732

Weekday, Peak PM														
	Exploration Dr (Southbound)			Ameriplex Pkwy E (Westbound)			Stansted Dr (Northbound)			Ameriplex Pkwy W (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
4:15pm	11	5	47	4	149	10	43	5	11	15	266	74	640	0.2408
4:30pm	22	4	40	5	189	12	33	4	19	11	278	55	672	0.2528
4:45pm	25	4	32	8	136	12	31	2	9	11	317	53	640	0.2408
5:00pm	31	4	41	8	215	12	24	2	8	14	292	55	706	0.2656
Hourly Total	**89**	**17**	**160**	**25**	**689**	**46**	**131**	**13**	**47**	**51**	**1153**	**237**	**2658**	**1**
PHF	0.72	0.85	0.85	0.78	0.8	0.96	0.76	0.65	0.62	0.85	0.91	0.8	0.94	
Trucks Percentage	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.9	7.1	7.1	7.1		
Trucks	7	1	13	2	54	4	10	1	4	4	82	17		199
Lights	82	16	147	23	635	42	121	12	43	47	1071	220		2459

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	461	104	16	903	92	84	17	7	16	9	63
Future Volume (veh/h)	155	461	104	16	903	92	84	17	7	16	9	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	174	518	117	18	1015	103	94	19	8	18	10	71
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	206	1455	780	50	1143	554	286	393	378	97	291	758
Arrive On Green	0.12	0.44	0.44	0.03	0.34	0.34	0.09	0.22	0.22	0.03	0.17	0.17
Sat Flow, veh/h	1668	3328	1485	1668	3328	1485	3237	1752	1485	3237	1752	2613
Grp Volume(v), veh/h	174	518	117	18	1015	103	94	19	8	18	10	71
Grp Sat Flow(s),veh/h/ln	1668	1664	1485	1668	1664	1485	1618	1752	1485	1618	1752	1306
Q Serve(g_s), s	6.6	6.7	2.6	0.7	18.6	3.0	1.8	0.5	0.3	0.4	0.3	1.3
Cycle Q Clear(g_c), s	6.6	6.7	2.6	0.7	18.6	3.0	1.8	0.5	0.3	0.4	0.3	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	206	1455	780	50	1143	554	286	393	378	97	291	758
V/C Ratio(X)	0.84	0.36	0.15	0.36	0.89	0.19	0.33	0.05	0.02	0.19	0.03	0.09
Avail Cap(c_a), veh/h	206	1455	780	206	1184	572	400	393	378	400	352	849
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	12.1	7.9	30.8	20.1	13.6	27.7	19.7	18.1	30.6	22.6	16.8
Incr Delay (d2), s/veh	25.8	0.1	0.1	4.3	8.3	0.2	0.7	0.1	0.0	0.9	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	2.2	0.7	0.3	7.8	0.9	0.7	0.2	0.1	0.1	0.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.6	12.3	8.0	35.1	28.4	13.8	28.3	19.7	18.1	31.5	22.7	16.8
LnGrp LOS	D	B	A	D	C	B	C	B	B	C	C	B
Approach Vol, veh/h		809			1136			121			99	
Approach Delay, s/veh		20.5			27.2			26.3			20.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.9	19.5	5.9	33.3	9.7	15.8	12.0	27.2
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	8.0	13.0	8.0	23.0	8.0	13.0	8.0	23.0
Max Q Clear Time (g_c+I1), s	2.4	2.5	2.7	8.7	3.8	3.3	8.6	20.6
Green Ext Time (p_c), s	0.0	0.0	0.0	3.4	0.1	0.1	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	24.3
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1153	237	25	689	46	131	13	47	89	17	160
Future Volume (veh/h)	51	1153	237	25	689	46	131	13	47	89	17	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1781	1781	1781	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	54	1227	252	27	733	49	139	14	50	95	18	170
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	7	7	8	8	8	8	8	8	8	8	8
Cap, veh/h	113	1411	777	70	1315	718	319	337	348	286	319	652
Arrive On Green	0.07	0.41	0.41	0.04	0.39	0.39	0.10	0.19	0.19	0.09	0.18	0.18
Sat Flow, veh/h	1711	3413	1522	1697	3385	1510	3291	1781	1510	3291	1781	2657
Grp Volume(v), veh/h	54	1227	252	27	733	49	139	14	50	95	18	170
Grp Sat Flow(s),veh/h/ln	1711	1706	1522	1697	1692	1510	1646	1781	1510	1646	1781	1329
Q Serve(g_s), s	2.0	22.0	6.5	1.0	11.3	1.2	2.7	0.4	1.8	1.8	0.6	3.4
Cycle Q Clear(g_c), s	2.0	22.0	6.5	1.0	11.3	1.2	2.7	0.4	1.8	1.8	0.6	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	113	1411	777	70	1315	718	319	337	348	286	319	652
V/C Ratio(X)	0.48	0.87	0.32	0.39	0.56	0.07	0.44	0.04	0.14	0.33	0.06	0.26
Avail Cap(c_a), veh/h	205	1480	808	203	1468	786	394	337	348	394	320	653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	18.0	9.6	31.2	16.0	9.5	28.5	22.1	20.5	28.7	22.8	20.3
Incr Delay (d2), s/veh	3.1	5.7	0.2	3.4	0.4	0.0	0.9	0.0	0.2	0.7	0.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	8.8	1.9	0.5	4.0	0.4	1.0	0.2	0.6	0.7	0.2	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.2	23.6	9.8	34.7	16.3	9.6	29.4	22.2	20.7	29.4	22.8	20.5
LnGrp LOS	C	C	A	C	B	A	C	C	C	C	C	C
Approach Vol, veh/h		1533			809			203			283	
Approach Delay, s/veh		21.7			16.5			26.8			23.7	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	17.7	6.8	32.6	10.5	17.0	8.4	31.0
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	8.0	12.0	8.0	29.0	8.0	12.0	8.0	29.0
Max Q Clear Time (g_c+I1), s	3.8	3.8	3.0	24.0	4.7	5.4	4.0	13.3
Green Ext Time (p_c), s	0.1	0.1	0.0	3.6	0.1	0.4	0.0	4.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	20.8
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	554	125	19	1086	111	101	20	8	19	11	76
Future Volume (veh/h)	186	554	125	19	1086	111	101	20	8	19	11	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	209	622	140	21	1220	125	113	22	9	21	12	85
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	239	1662	865	55	1294	626	269	351	346	107	263	767
Arrive On Green	0.14	0.50	0.50	0.03	0.39	0.39	0.08	0.20	0.20	0.03	0.15	0.15
Sat Flow, veh/h	1668	3328	1485	1668	3328	1485	3237	1752	1485	3237	1752	2613
Grp Volume(v), veh/h	209	622	140	21	1220	125	113	22	9	21	12	85
Grp Sat Flow(s),veh/h/ln	1668	1664	1485	1668	1664	1485	1618	1752	1485	1618	1752	1306
Q Serve(g_s), s	9.4	8.8	3.3	0.9	27.1	4.1	2.5	0.8	0.4	0.5	0.4	1.8
Cycle Q Clear(g_c), s	9.4	8.8	3.3	0.9	27.1	4.1	2.5	0.8	0.4	0.5	0.4	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	1662	865	55	1294	626	269	351	346	107	263	767
V/C Ratio(X)	0.87	0.37	0.16	0.38	0.94	0.20	0.42	0.06	0.03	0.20	0.05	0.11
Avail Cap(c_a), veh/h	239	1662	865	174	1302	630	338	351	346	338	297	818
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	11.8	7.4	36.3	22.6	14.0	33.4	24.8	22.7	36.1	27.9	19.8
Incr Delay (d2), s/veh	27.9	0.1	0.1	4.3	13.5	0.2	1.0	0.1	0.0	0.9	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	3.0	0.9	0.4	12.2	1.3	1.0	0.3	0.1	0.2	0.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.0	12.0	7.5	40.6	36.2	14.2	34.4	24.9	22.7	37.0	28.0	19.8
LnGrp LOS	E	B	A	D	D	B	C	C	C	D	C	B
Approach Vol, veh/h		971			1366			144			118	
Approach Delay, s/veh		21.7			34.2			32.3			23.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	20.3	6.5	43.3	10.4	16.5	15.0	34.8
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	8.0	13.0	8.0	33.0	8.0	13.0	11.0	30.0
Max Q Clear Time (g_c+I1), s	2.5	2.8	2.9	10.8	4.5	3.8	11.4	29.1
Green Ext Time (p_c), s	0.0	0.0	0.0	4.9	0.1	0.2	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	28.9
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	1390	285	30	832	55	157	16	56	107	20	192
Future Volume (veh/h)	61	1390	285	30	832	55	157	16	56	107	20	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1781	1781	1781	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	65	1479	303	32	885	59	167	17	60	114	21	204
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	7	7	8	8	8	8	8	8	8	8	8
Cap, veh/h	119	1561	836	77	1466	783	301	300	323	282	289	616
Arrive On Green	0.07	0.46	0.46	0.05	0.43	0.43	0.09	0.17	0.17	0.09	0.16	0.16
Sat Flow, veh/h	1711	3413	1522	1697	3385	1510	3291	1781	1510	3291	1781	2657
Grp Volume(v), veh/h	65	1479	303	32	885	59	167	17	60	114	21	204
Grp Sat Flow(s),veh/h/ln	1711	1706	1522	1697	1692	1510	1646	1781	1510	1646	1781	1329
Q Serve(g_s), s	2.7	30.7	8.3	1.4	14.8	1.4	3.6	0.6	2.4	2.4	0.7	4.7
Cycle Q Clear(g_c), s	2.7	30.7	8.3	1.4	14.8	1.4	3.6	0.6	2.4	2.4	0.7	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	119	1561	836	77	1466	783	301	300	323	282	289	616
V/C Ratio(X)	0.54	0.95	0.36	0.41	0.60	0.08	0.55	0.06	0.19	0.40	0.07	0.33
Avail Cap(c_a), veh/h	185	1569	839	183	1556	823	356	300	323	356	289	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	19.2	9.4	34.3	16.1	8.9	32.2	25.8	23.8	32.0	26.3	23.6
Incr Delay (d2), s/veh	3.8	12.4	0.3	3.5	0.6	0.0	1.6	0.1	0.3	0.9	0.1	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	13.5	2.5	0.6	5.4	0.4	1.5	0.3	0.9	1.0	0.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.1	31.6	9.7	37.8	16.7	9.0	33.7	25.9	24.1	33.0	26.4	23.9
LnGrp LOS	D	C	A	D	B	A	C	C	C	C	C	C
Approach Vol, veh/h		1847			976			244			339	
Approach Delay, s/veh		28.2			16.9			30.8			27.1	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	17.4	7.4	38.8	10.8	17.0	9.2	37.0
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	8.3	12.0	8.0	34.0	8.0	12.0	8.0	34.0
Max Q Clear Time (g_c+I1), s	4.7	4.4	3.4	32.7	5.6	6.7	4.7	16.8
Green Ext Time (p_c), s	0.1	0.1	0.0	1.1	0.1	0.4	0.0	6.1

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		25.1
HCM 6th LOS		C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	554	736	148	1086	111	266	20	41	19	11	76
Future Volume (veh/h)	186	554	736	148	1086	111	266	20	41	19	11	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	209	622	827	166	1220	125	299	22	46	21	12	85
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	222	1004	618	331	1257	608	371	450	676	103	305	804
Arrive On Green	0.13	0.30	0.30	0.20	0.38	0.38	0.11	0.26	0.26	0.03	0.17	0.17
Sat Flow, veh/h	1668	3328	1485	1668	3328	1485	3237	1752	1485	3237	1752	2613
Grp Volume(v), veh/h	209	622	827	166	1220	125	299	22	46	21	12	85
Grp Sat Flow(s),veh/h/ln	1668	1664	1485	1668	1664	1485	1618	1752	1485	1618	1752	1306
Q Serve(g_s), s	11.2	14.4	20.7	8.0	32.4	4.9	8.1	0.9	0.2	0.6	0.5	2.1
Cycle Q Clear(g_c), s	11.2	14.4	20.7	8.0	32.4	4.9	8.1	0.9	0.2	0.6	0.5	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	222	1004	618	331	1257	608	371	450	676	103	305	804
V/C Ratio(X)	0.94	0.62	1.34	0.50	0.97	0.21	0.81	0.05	0.07	0.20	0.04	0.11
Avail Cap(c_a), veh/h	222	1109	665	331	1257	608	432	450	676	288	305	804
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.26	0.26	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	27.0	12.3	32.1	27.5	17.1	38.9	25.1	6.2	42.5	30.9	22.3
Incr Delay (d2), s/veh	43.7	0.9	162.9	0.3	7.4	0.0	9.4	0.2	0.2	1.0	0.2	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	5.7	33.5	3.2	13.5	1.6	3.7	0.4	0.3	0.2	0.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.3	27.9	175.2	32.4	34.9	17.2	48.3	25.4	6.4	43.4	31.1	22.6
LnGrp LOS	F	C	F	C	C	B	D	C	A	D	C	C
Approach Vol, veh/h		1658			1511			367			118	
Approach Delay, s/veh		108.2			33.2			41.7			27.1	
Approach LOS		F			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	28.1	22.8	32.2	14.3	20.7	16.0	39.0
Change Period (Y+Rc), s	4.0	5.0	5.0	* 5	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	8.0	18.0	16.0	* 30	12.0	14.0	12.0	34.0
Max Q Clear Time (g_c+I1), s	2.6	2.9	10.0	22.7	10.1	4.1	13.2	34.4
Green Ext Time (p_c), s	0.0	0.2	0.2	4.4	0.2	0.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	67.9
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	1390	523	79	832	55	704	40	175	107	30	192
Future Volume (veh/h)	61	1390	523	79	832	55	704	40	175	107	30	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1767	1752	1781	1781	1752	1752	1752	1781	1781	1781
Adj Flow Rate, veh/h	65	1479	556	84	885	59	749	43	186	114	32	204
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	7	9	10	8	8	10	10	10	8	8	8
Cap, veh/h	95	1457	986	105	1469	750	751	491	510	207	198	444
Arrive On Green	0.06	0.43	0.43	0.06	0.43	0.43	0.23	0.28	0.28	0.06	0.11	0.11
Sat Flow, veh/h	1711	3413	1497	1668	3385	1510	3237	1752	1485	3291	1781	2657
Grp Volume(v), veh/h	65	1479	556	84	885	59	749	43	186	114	32	204
Grp Sat Flow(s),veh/h/ln	1711	1706	1497	1668	1692	1510	1618	1752	1485	1646	1781	1329
Q Serve(g_s), s	4.0	46.0	21.7	5.4	21.6	2.2	24.9	2.0	10.1	3.6	1.8	7.5
Cycle Q Clear(g_c), s	4.0	46.0	21.7	5.4	21.6	2.2	24.9	2.0	10.1	3.6	1.8	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	95	1457	986	105	1469	750	751	491	510	207	198	444
V/C Ratio(X)	0.68	1.02	0.56	0.80	0.60	0.08	1.00	0.09	0.36	0.55	0.16	0.46
Avail Cap(c_a), veh/h	159	1457	986	124	1469	750	751	491	510	244	215	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	30.9	10.0	49.8	23.4	14.2	41.4	28.6	26.6	49.0	43.3	40.5
Incr Delay (d2), s/veh	8.3	27.4	0.7	26.5	0.7	0.0	32.2	0.1	0.4	2.3	0.4	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	23.7	6.7	3.0	8.6	0.8	13.1	0.8	3.6	1.6	0.8	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.2	58.3	10.7	76.4	24.1	14.2	73.6	28.7	27.0	51.3	43.7	41.2
LnGrp LOS	E	F	B	E	C	B	E	C	C	D	D	D
Approach Vol, veh/h		2100			1028			978			350	
Approach Delay, s/veh		45.7			27.8			62.7			44.7	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	35.2	10.8	51.0	29.0	17.0	10.0	51.8
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	6.8	30.0	8.0	46.0	25.0	13.0	10.0	44.0
Max Q Clear Time (g_c+I1), s	5.6	12.1	7.4	48.0	26.9	9.5	6.0	23.6
Green Ext Time (p_c), s	0.1	0.8	0.0	0.0	0.0	0.3	0.0	6.6

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		45.2
HCM 6th LOS		D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	554	736	148	1086	111	266	20	41	19	11	76
Future Volume (veh/h)	186	554	736	148	1086	111	266	20	41	19	11	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	209	622	827	166	1220	125	299	22	46	21	12	85
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	10	10	10	10	10	10	10	10	10	10	10	10
Cap, veh/h	178	886	974	355	1284	622	345	411	664	107	282	699
Arrive On Green	0.11	0.27	0.27	0.21	0.39	0.39	0.11	0.23	0.23	0.03	0.16	0.16
Sat Flow, veh/h	1668	3328	2613	1668	3328	1485	3237	1752	1485	3237	1752	2613
Grp Volume(v), veh/h	209	622	827	166	1220	125	299	22	46	21	12	85
Grp Sat Flow(s),veh/h/ln	1668	1664	1306	1668	1664	1485	1618	1752	1485	1618	1752	1306
Q Serve(g_s), s	8.0	12.7	9.6	6.5	26.7	4.0	6.8	0.7	0.2	0.5	0.4	1.8
Cycle Q Clear(g_c), s	8.0	12.7	9.6	6.5	26.7	4.0	6.8	0.7	0.2	0.5	0.4	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	178	886	974	355	1284	622	345	411	664	107	282	699
V/C Ratio(X)	1.17	0.70	0.85	0.47	0.95	0.20	0.87	0.05	0.07	0.20	0.04	0.12
Avail Cap(c_a), veh/h	178	1065	1115	355	1287	623	345	411	664	345	282	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.26	0.26	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	24.8	8.4	25.8	22.3	13.8	33.0	22.3	4.6	35.3	26.6	20.8
Incr Delay (d2), s/veh	122.2	1.6	5.7	0.2	5.2	0.0	20.0	0.2	0.2	0.9	0.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	4.9	3.5	2.5	10.5	1.3	3.5	0.3	0.2	0.2	0.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	155.7	26.5	14.1	26.0	27.5	13.9	53.0	22.5	4.8	36.2	26.9	21.1
LnGrp LOS	F	C	B	C	C	B	D	C	A	D	C	C
Approach Vol, veh/h		1658			1511			367			118	
Approach Delay, s/veh		36.6			26.2			45.1			24.4	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	22.6	21.0	25.0	12.0	17.1	12.0	33.9
Change Period (Y+Rc), s	4.0	5.0	5.0	* 5	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	8.0	12.0	13.0	* 24	8.0	12.0	8.0	29.0
Max Q Clear Time (g_c+I1), s	2.5	2.7	8.5	14.7	8.8	3.8	10.0	28.7
Green Ext Time (p_c), s	0.0	0.1	0.2	5.3	0.0	0.2	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	32.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	1390	523	79	832	55	704	40	175	107	30	192
Future Volume (veh/h)	61	1390	523	79	832	55	704	40	175	107	30	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1767	1752	1781	1781	1752	1752	1752	1781	1781	1781
Adj Flow Rate, veh/h	65	1479	556	84	885	59	749	43	186	114	32	204
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	7	9	10	8	8	10	10	10	8	8	8
Cap, veh/h	95	1457	1736	105	1469	750	751	491	510	207	198	444
Arrive On Green	0.06	0.43	0.43	0.06	0.43	0.43	0.23	0.28	0.28	0.06	0.11	0.11
Sat Flow, veh/h	1711	3413	2635	1668	3385	1510	3237	1752	1485	3291	1781	2657
Grp Volume(v), veh/h	65	1479	556	84	885	59	749	43	186	114	32	204
Grp Sat Flow(s),veh/h/ln	1711	1706	1317	1668	1692	1510	1618	1752	1485	1646	1781	1329
Q Serve(g_s), s	4.0	46.0	9.8	5.4	21.6	2.2	24.9	2.0	10.1	3.6	1.8	7.5
Cycle Q Clear(g_c), s	4.0	46.0	9.8	5.4	21.6	2.2	24.9	2.0	10.1	3.6	1.8	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	95	1457	1736	105	1469	750	751	491	510	207	198	444
V/C Ratio(X)	0.68	1.02	0.32	0.80	0.60	0.08	1.00	0.09	0.36	0.55	0.16	0.46
Avail Cap(c_a), veh/h	127	1457	1736	124	1469	750	751	491	510	244	215	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	30.9	7.9	49.8	23.4	14.2	41.4	28.6	26.6	49.0	43.3	40.5
Incr Delay (d2), s/veh	9.0	27.4	0.1	26.5	0.7	0.0	32.2	0.1	0.4	2.3	0.4	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	23.7	2.6	3.0	8.6	0.8	13.1	0.8	3.6	1.6	0.8	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.9	58.3	8.1	76.4	24.1	14.2	73.6	28.7	27.0	51.3	43.7	41.2
LnGrp LOS	E	F	A	E	C	B	E	C	C	D	D	D
Approach Vol, veh/h		2100			1028			978			350	
Approach Delay, s/veh		45.0			27.8			62.7			44.7	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	35.2	10.8	51.0	29.0	17.0	10.0	51.8
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	8.8	30.0	8.0	46.0	25.0	13.0	8.0	46.0
Max Q Clear Time (g_c+I1), s	5.6	12.1	7.4	48.0	26.9	9.5	6.0	23.6
Green Ext Time (p_c), s	0.1	0.8	0.0	0.0	0.0	0.3	0.0	6.9

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	44.9
HCM 6th LOS	D

AMERIPLEX PARKWAY & FLYNN ROAD

TRAFFIC VOLUME COUNTS
CAPACITY ANALYSIS

AMERIPLEX PKWY & FLYNN RD - TMC

Tue Apr 18, 2023
Full Length (6:30 AM-9 AM, 3:30 PM-7 PM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1058449, Location: 39.677307, -86.307691

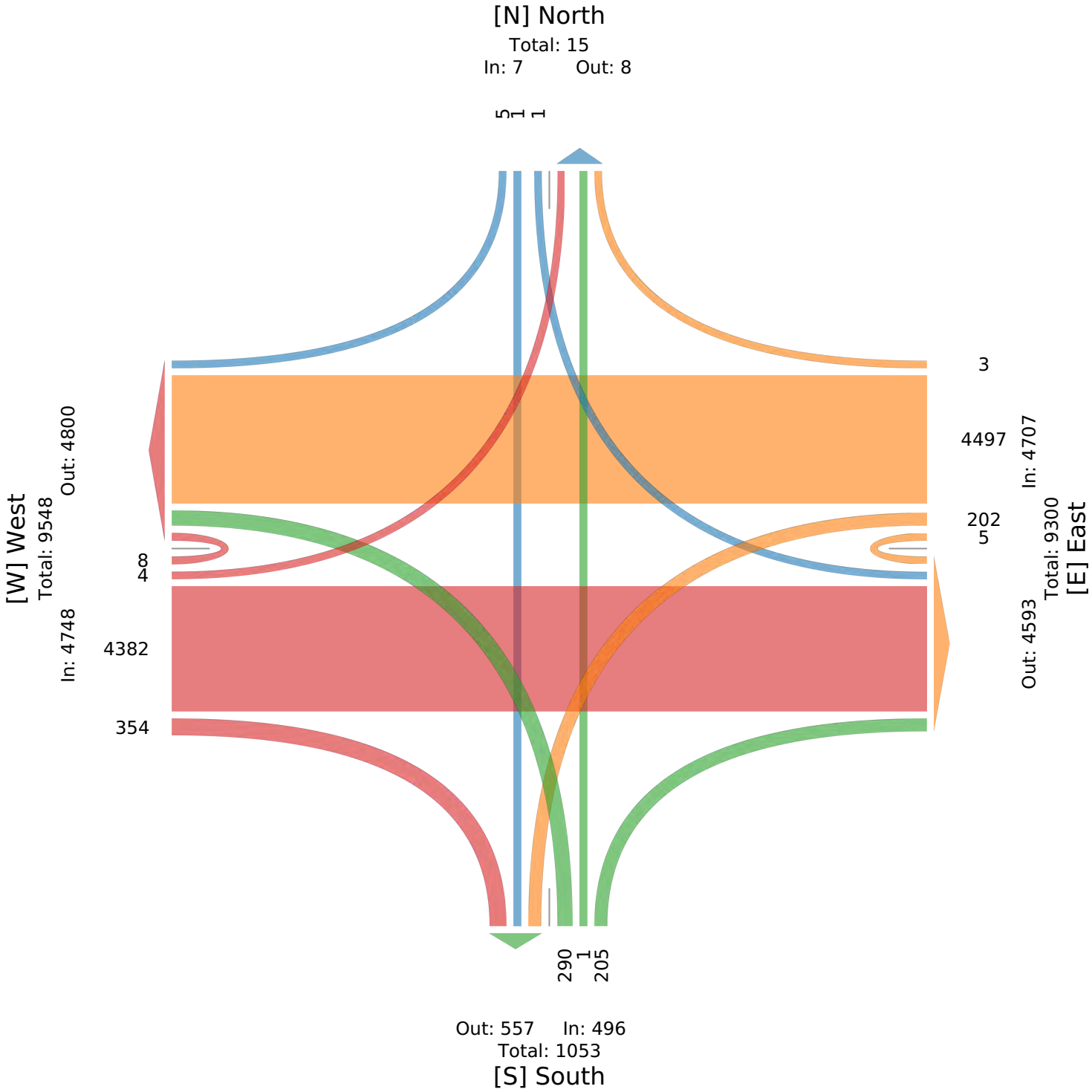
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South					North					West					East					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2023-04-18 6:30AM	17	0	7	0	**24**	0	0	0	0	**0**	0	85	5	0	**90**	6	256	0	0	**262**	**376**
6:45AM	26	0	4	0	**30**	0	0	1	0	**1**	2	95	4	0	**101**	6	207	0	0	**213**	**345**
Hourly Total	43	0	11	0	**54**	0	0	1	0	**1**	2	180	9	0	**191**	12	463	0	0	**475**	**721**
7:00AM	17	0	10	0	**27**	0	0	0	0	**0**	0	102	6	0	**108**	7	246	0	1	**254**	**389**
7:15AM	22	0	17	0	**39**	0	0	0	0	**0**	0	123	2	0	**125**	9	230	0	0	**239**	**403**
7:30AM	34	0	12	0	**46**	0	0	0	0	**0**	0	130	11	2	**143**	6	259	0	0	**265**	**454**
7:45AM	28	0	12	0	**40**	0	0	0	0	**0**	0	150	8	0	**158**	12	288	2	0	**302**	**500**
Hourly Total	101	0	51	0	**152**	0	0	0	0	**0**	0	505	27	2	**534**	34	1023	2	1	**1060**	**1746**
8:00AM	14	0	9	0	**23**	1	0	1	0	**2**	0	126	9	0	**135**	7	215	0	0	**222**	**382**
8:15AM	17	0	10	0	**27**	0	1	0	0	**1**	0	141	4	0	**145**	9	185	1	0	**195**	**368**
8:30AM	6	0	10	0	**16**	0	0	0	0	**0**	0	81	4	0	**85**	3	178	0	0	**181**	**282**
8:45AM	5	0	6	0	**11**	0	0	1	0	**1**	1	114	12	0	**127**	4	178	0	1	**183**	**322**
Hourly Total	42	0	35	0	**77**	1	1	2	0	**4**	1	462	29	0	**492**	23	756	1	1	**781**	**1354**
3:30PM	3	0	14	0	**17**	0	0	1	0	**1**	0	241	28	0	**269**	7	200	0	1	**208**	**495**
3:45PM	7	0	10	0	**17**	0	0	0	0	**0**	0	305	23	2	**330**	14	198	0	0	**212**	**559**
Hourly Total	10	0	24	0	**34**	0	0	1	0	**1**	0	546	51	2	**599**	21	398	0	1	**420**	**1054**
4:00PM	6	0	12	0	**18**	0	0	0	0	**0**	0	229	19	0	**248**	12	225	0	1	**238**	**504**
4:15PM	7	0	8	0	**15**	0	0	0	0	**0**	1	259	28	0	**288**	13	180	0	0	**193**	**496**
4:30PM	5	0	6	0	**11**	0	0	0	0	**0**	0	272	22	1	**295**	19	203	0	0	**222**	**528**
4:45PM	9	0	15	0	**24**	0	0	1	0	**1**	0	278	29	0	**307**	13	174	0	0	**187**	**519**
Hourly Total	27	0	41	0	**68**	0	0	1	0	**1**	1	1038	98	1	**1138**	57	782	0	1	**840**	**2047**
5:00PM	11	1	3	0	**15**	0	0	0	0	**0**	0	297	17	0	**314**	12	193	0	0	**205**	**534**
5:15PM	11	0	9	0	**20**	0	0	0	0	**0**	0	309	26	1	**336**	9	155	0	0	**164**	**520**
5:30PM	9	0	5	0	**14**	0	0	0	0	**0**	0	257	20	0	**277**	3	144	0	0	**147**	**438**
5:45PM	5	0	8	0	**13**	0	0	0	0	**0**	0	207	24	1	**232**	9	139	0	0	**148**	**393**
Hourly Total	36	1	25	0	**62**	0	0	0	0	**0**	0	1070	87	2	**1159**	33	631	0	0	**664**	**1885**
6:00PM	9	0	3	0	**12**	0	0	0	0	**0**	0	189	16	0	**205**	10	121	0	0	**131**	**348**
6:15PM	11	0	3	0	**14**	0	0	0	0	**0**	0	155	15	1	**171**	5	123	0	0	**128**	**313**
6:30PM	5	0	4	0	**9**	0	0	0	0	**0**	0	126	13	0	**139**	5	104	0	1	**110**	**258**
6:45PM	6	0	8	0	**14**	0	0	0	0	**0**	0	111	9	0	**120**	2	96	0	0	**98**	**232**
Hourly Total	31	0	18	0	**49**	0	0	0	0	**0**	0	581	53	1	**635**	22	444	0	1	**467**	**1151**
Total	290	1	205	0	**496**	1	1	5	0	**7**	4	4382	354	8	**4748**	202	4497	3	5	**4707**	**9958**
% Approach	58.5%	0.2%	41.3%	0%	**-**	14.3%	14.3%	71.4%	0%	**-**	0.1%	92.3%	7.5%	0.2%	**-**	4.3%	95.5%	0.1%	0.1%	**-**	**-**
% Total	2.9%	0%	2.1%	0%	**5.0%**	0%	0%	0.1%	0%	**0.1%**	0%	44.0%	3.6%	0.1%	**47.7%**	2.0%	45.2%	0%	0.1%	**47.3%**	**-**
Lights and Motorcycles	280	1	196	0	**477**	1	1	3	0	**5**	3	4060	352	8	**4423**	195	4111	2	5	**4313**	9218
% Lights and Motorcycles	96.6%	100%	95.6%	0%	**96.2%**	100%	100%	60.0%	0%	**71.4%**	75.0%	92.7%	99.4%	100%	**93.2%**	96.5%	91.4%	66.7%	100%	**91.6%**	92.6%
Heavy	10	0	9	0	**19**	0	0	2	0	**2**	1	322	2	0	**325**	7	386	1	0	**394**	740
% Heavy	3.4%	0%	4.4%	0%	**3.8%**	0%	0%	40.0%	0%	**28.6%**	25.0%	7.3%	0.6%	0%	**6.8%**	3.5%	8.6%	33.3%	0%	**8.4%**	7.4%

*L: Left, R: Right, T: Thru, U: U-Turn

AMERIPLEX PKWY & FLYNN RD - TMC
Tue Apr 18, 2023
Full Length (6:30 AM-9 AM, 3:30 PM-7 PM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1058449, Location: 39.677307, -86.307691

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



AMERIPLEX PKWY & FLYNN RD - TMC

Tue Apr 18, 2023
AM Peak (7 AM - 8 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1058449, Location: 39.677307, -86.307691

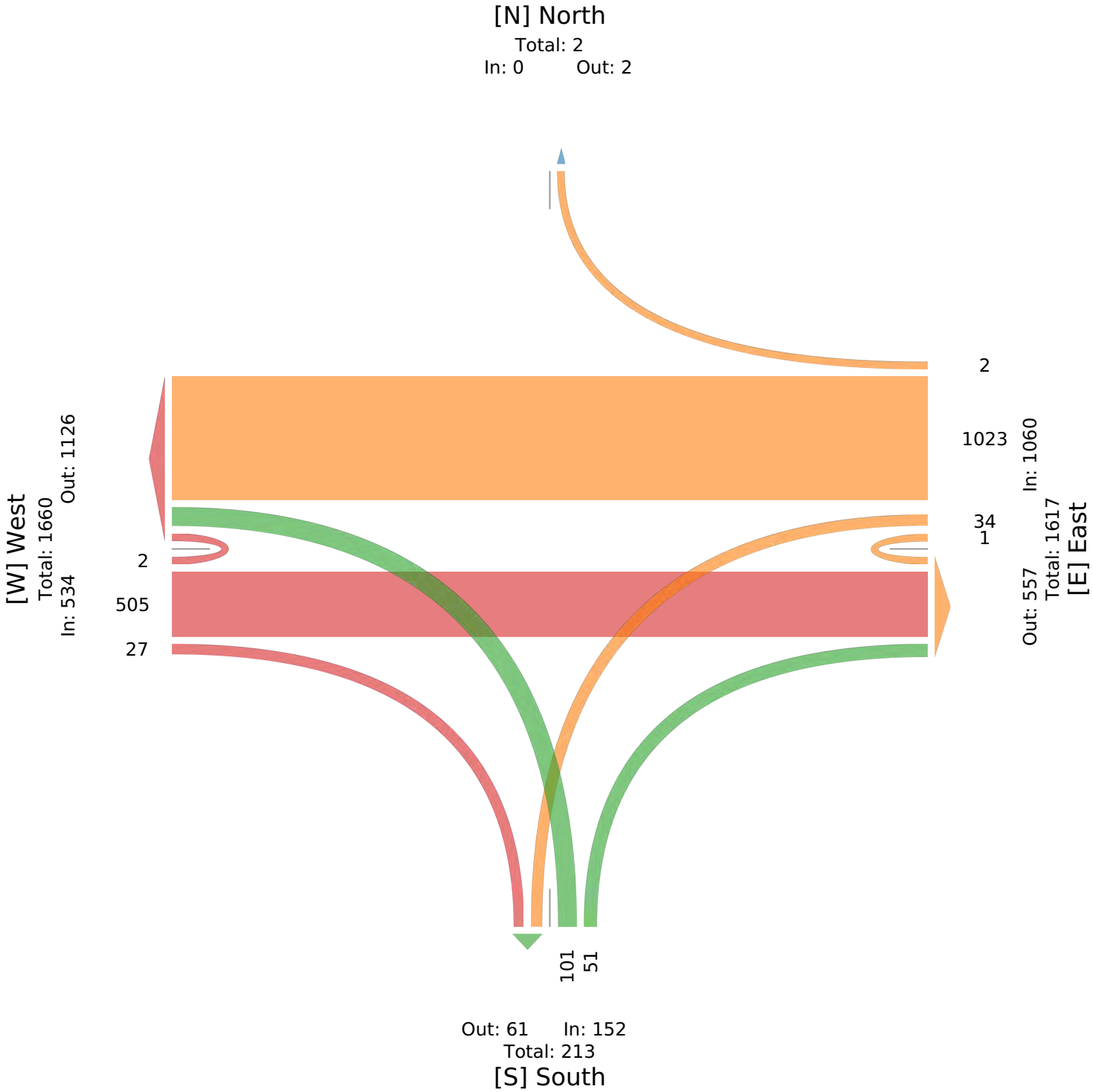
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South					North					West					East					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2023-04-18 7:00AM	17	0	10	0	**27**	0	0	0	0	**0**	0	102	6	0	**108**	7	246	0	1	**254**	**389**
7:15AM	22	0	17	0	**39**	0	0	0	0	**0**	0	123	2	0	**125**	9	230	0	0	**239**	**403**
7:30AM	34	0	12	0	**46**	0	0	0	0	**0**	0	130	11	2	**143**	6	259	0	0	**265**	**454**
7:45AM	28	0	12	0	**40**	0	0	0	0	**0**	0	150	8	0	**158**	12	288	2	0	**302**	**500**
Total	101	0	51	0	**152**	0	0	0	0	**0**	0	505	27	2	**534**	34	1023	2	1	**1060**	**1746**
% Approach	66.4%	0%	33.6%	0%	**-**	0%	0%	0%	0%	**-**	0%	94.6%	5.1%	0.4%	**-**	3.2%	96.5%	0.2%	0.1%	**-**	-
% Total	5.8%	0%	2.9%	0%	**8.7%**	0%	0%	0%	0%	**0%**	0%	28.9%	1.5%	0.1%	**30.6%**	1.9%	58.6%	0.1%	0.1%	**60.7%**	-
PHF	0.743	-	0.750	-	**0.826**	-	-	-	-	**-**	-	0.842	0.614	0.250	**0.845**	0.708	0.888	0.250	0.250	**0.877**	0.873
Lights and Motorcycles	101	0	48	0	**149**	0	0	0	0	**0**	0	456	26	2	**484**	32	963	2	1	**998**	1631
% Lights and Motorcycles	100%	0%	94.1%	0%	**98.0%**	0%	0%	0%	0%	**-**	0%	90.3%	96.3%	100%	**90.6%**	94.1%	94.1%	100%	100%	**94.2%**	93.4%
Heavy	0	0	3	0	**3**	0	0	0	0	**0**	0	49	1	0	**50**	2	60	0	0	**62**	115
% Heavy	0%	0%	5.9%	0%	**2.0%**	0%	0%	0%	0%	**-**	0%	9.7%	3.7%	0%	**9.4%**	5.9%	5.9%	0%	0%	**5.8%**	6.6%

*L: Left, R: Right, T: Thru, U: U-Turn

AMERIPLEX PKWY & FLYNN RD - TMC
Tue Apr 18, 2023
AM Peak (7 AM - 8 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1058449, Location: 39.677307, -86.307691

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



AMERIPLEX PKWY & FLYNN RD - TMC

Tue Apr 18, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1058449, Location: 39.677307, -86.307691

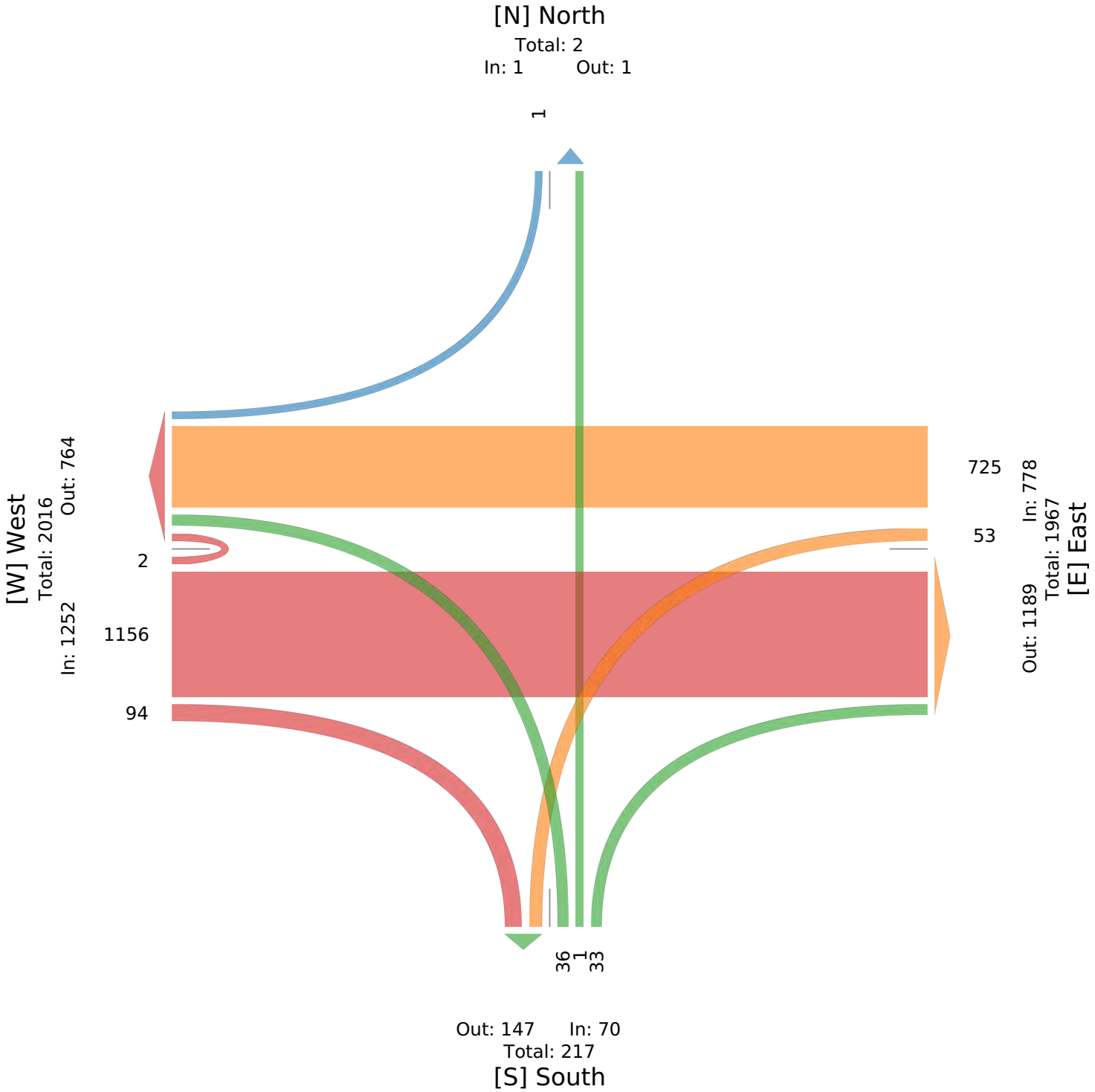
Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

Leg	South					North					West					East					
Direction	Northbound					Southbound					Eastbound					Westbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2023-04-18 4:30PM	5	0	6	0	**11**	0	0	0	0	**0**	0	272	22	1	**295**	19	203	0	0	**222**	**528**
4:45PM	9	0	15	0	**24**	0	0	1	0	**1**	0	278	29	0	**307**	13	174	0	0	**187**	**519**
5:00PM	11	1	3	0	**15**	0	0	0	0	**0**	0	297	17	0	**314**	12	193	0	0	**205**	**534**
5:15PM	11	0	9	0	**20**	0	0	0	0	**0**	0	309	26	1	**336**	9	155	0	0	**164**	**520**
Total	36	1	33	0	**70**	0	0	1	0	**1**	0	1156	94	2	**1252**	53	725	0	0	**778**	**2101**
% Approach	51.4%	1.4%	47.1%	0%	**-**	0%	0%	100%	0%	**-**	0%	92.3%	7.5%	0.2%	**-**	6.8%	93.2%	0%	0%	**-**	-
% Total	1.7%	0%	1.6%	0%	**3.3%**	0%	0%	0%	0%	**0%**	0%	55.0%	4.5%	0.1%	**59.6%**	2.5%	34.5%	0%	0%	**37.0%**	-
PHF	0.818	0.250	0.550	-	**0.729**	-	-	0.250	-	**0.250**	-	0.935	0.810	0.500	**0.932**	0.697	0.893	-	-	**0.876**	0.984
Lights and Motorcycles	33	1	32	0	**66**	0	0	0	0	**0**	0	1097	94	2	**1193**	53	682	0	0	**735**	1994
% Lights and Motorcycles	91.7%	100%	97.0%	0%	**94.3%**	0%	0%	0%	0%	**0%**	0%	94.9%	100%	100%	**95.3%**	100%	94.1%	0%	0%	**94.5%**	94.9%
Heavy	3	0	1	0	**4**	0	0	1	0	**1**	0	59	0	0	**59**	0	43	0	0	**43**	107
% Heavy	8.3%	0%	3.0%	0%	**5.7%**	0%	0%	100%	0%	**100%**	0%	5.1%	0%	0%	**4.7%**	0%	5.9%	0%	0%	**5.5%**	5.1%

*L: Left, R: Right, T: Thru, U: U-Turn

AMERIPLEX PKWY & FLYNN RD - TMC
Tue Apr 18, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1058449, Location: 39.677307, -86.307691

Provided by: A&F Engineering
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	505	27	34	1023	2	101	0	51	0	0	0
Future Volume (veh/h)	0	505	27	34	1023	2	101	0	51	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1811	1811	1811	1870	1870	1870	1900	1900	1900
Adj Flow Rate, veh/h	0	580	31	39	1176	2	116	0	59	0	0	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	9	9	9	6	6	6	2	2	2	0	0	0
Cap, veh/h	289	1031	55	424	1700	3	383	30	132	0	497	0
Arrive On Green	0.00	0.32	0.32	0.06	0.48	0.48	0.26	0.00	0.26	0.00	0.00	0.00
Sat Flow, veh/h	1682	3241	173	1725	3525	6	878	116	505	0	1900	0
Grp Volume(v), veh/h	0	300	311	39	574	604	175	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1682	1678	1735	1725	1721	1810	1499	0	0	0	1900	0
Q Serve(g_s), s	0.0	5.8	5.8	0.5	10.1	10.1	2.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	5.8	5.8	0.5	10.1	10.1	3.7	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.00	0.66		0.34	0.00		0.00
Lane Grp Cap(c), veh/h	289	534	552	424	830	873	545	0	0	0	497	0
V/C Ratio(X)	0.00	0.56	0.56	0.09	0.69	0.69	0.32	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	630	1118	1156	671	1146	1206	613	0	0	0	584	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	11.1	11.1	7.3	7.8	7.8	11.9	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.9	0.1	1.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.8	1.8	0.1	2.6	2.7	1.1	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.0	12.0	7.4	8.9	8.8	12.3	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	B	A	A	A	A	A
Approach Vol, veh/h		611			1217			175			0	
Approach Delay, s/veh		12.0			8.8			12.3			0.0	
Approach LOS		B			A			B				

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	15.2	6.4	17.4	15.2	0.0	23.8
Change Period (Y+Rc), s	5.0	4.0	5.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	12.0	8.0	26.0	12.0	8.0	26.0
Max Q Clear Time (g_c+I1), s	5.7	2.5	7.8	0.0	0.0	12.1
Green Ext Time (p_c), s	0.4	0.0	3.6	0.0	0.0	6.7

Intersection Summary	
HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1156	94	53	725	0	36	1	33	0	0	1
Future Volume (veh/h)	0	1156	94	53	725	0	36	1	33	0	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1811	1811	1811	1811	1811	1811	1870	1870	418
Adj Flow Rate, veh/h	0	1180	96	54	740	0	37	1	34	0	0	1
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, %	5	5	5	6	6	6	6	6	6	2	2	100
Cap, veh/h	486	1524	124	353	2167	0	205	35	111	0	0	249
Arrive On Green	0.00	0.47	0.47	0.08	0.63	0.00	0.16	0.16	0.16	0.00	0.00	0.16
Sat Flow, veh/h	1739	3249	264	1725	3532	0	567	226	709	0	0	1585
Grp Volume(v), veh/h	0	629	647	54	740	0	72	0	0	0	0	1
Grp Sat Flow(s),veh/h/ln	1739	1735	1778	1725	1721	0	1502	0	0	0	0	1585
Q Serve(g_s), s	0.0	14.2	14.2	0.6	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	14.2	14.2	0.6	4.8	0.0	1.8	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.00	0.51		0.47	0.00		1.00
Lane Grp Cap(c), veh/h	486	814	834	353	2167	0	352	0	0	0	0	249
V/C Ratio(X)	0.00	0.77	0.78	0.15	0.34	0.00	0.20	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	779	961	986	517	2167	0	495	0	0	0	0	406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.4	10.4	7.3	4.1	0.0	17.4	0.0	0.0	0.0	0.0	16.7
Incr Delay (d2), s/veh	0.0	3.3	3.3	0.2	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.8	4.9	0.2	0.9	0.0	0.6	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.7	13.7	7.5	4.2	0.0	17.7	0.0	0.0	0.0	0.0	16.7
LnGrp LOS	A	B	B	A	A	A	B	A	A	A	A	B
Approach Vol, veh/h		1276			794			72			1	
Approach Delay, s/veh		13.7			4.4			17.7			16.7	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	12.4	7.5	27.0	12.4	0.0	34.5
Change Period (Y+Rc), s	5.0	4.0	5.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	12.0	8.0	26.0	12.0	8.0	26.0
Max Q Clear Time (g_c+I1), s	3.8	2.6	16.2	2.0	0.0	6.8
Green Ext Time (p_c), s	0.2	0.0	5.8	0.0	0.0	5.1

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	607	32	42	1231	2	121	0	62	0	0	0
Future Volume (veh/h)	0	607	32	42	1231	2	121	0	62	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1811	1811	1811	1870	1870	1870	1900	1900	1900
Adj Flow Rate, veh/h	0	698	37	48	1415	2	139	0	71	0	0	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	9	9	9	6	6	6	2	2	2	0	0	0
Cap, veh/h	238	1148	61	411	1822	3	361	27	128	0	482	0
Arrive On Green	0.00	0.35	0.35	0.07	0.52	0.52	0.25	0.00	0.25	0.00	0.00	0.00
Sat Flow, veh/h	1682	3242	172	1725	3526	5	883	108	506	0	1900	0
Grp Volume(v), veh/h	0	361	374	48	690	727	210	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1682	1678	1736	1725	1721	1810	1497	0	0	0	1900	0
Q Serve(g_s), s	0.0	7.7	7.7	0.7	14.1	14.1	4.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	7.7	7.7	0.7	14.1	14.1	5.2	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.00	0.66		0.34	0.00		0.00
Lane Grp Cap(c), veh/h	238	594	615	411	889	935	517	0	0	0	482	0
V/C Ratio(X)	0.00	0.61	0.61	0.12	0.78	0.78	0.41	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	543	1001	1036	606	1027	1080	549	0	0	0	523	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	11.6	11.6	7.4	8.5	8.5	14.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	1.0	0.1	3.3	3.2	0.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.4	2.5	0.2	4.2	4.4	1.6	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.6	12.6	7.6	11.8	11.7	14.5	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	A	B	B	A	B	B	B	A	A	A	A	A
Approach Vol, veh/h		735			1465			210			0	
Approach Delay, s/veh		12.6			11.6			14.5			0.0	
Approach LOS		B			B			B				

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	16.1	7.1	20.4	16.1	0.0	27.5
Change Period (Y+Rc), s	5.0	4.0	5.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	12.0	8.0	26.0	12.0	8.0	26.0
Max Q Clear Time (g_c+I1), s	7.2	2.7	9.7	0.0	0.0	16.1
Green Ext Time (p_c), s	0.5	0.0	4.3	0.0	0.0	6.4

Intersection Summary	
HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1393	114	66	874	0	44	1	42	0	0	1
Future Volume (veh/h)	0	1393	114	66	874	0	44	1	42	0	0	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1811	1811	1811	1811	1811	1811	1870	1870	418
Adj Flow Rate, veh/h	0	1421	116	67	892	0	45	1	43	0	0	1
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, %	5	5	5	6	6	6	6	6	6	2	2	100
Cap, veh/h	442	1665	135	308	2283	0	189	31	116	0	0	254
Arrive On Green	0.00	0.51	0.51	0.08	0.66	0.00	0.16	0.16	0.16	0.00	0.00	0.16
Sat Flow, veh/h	1739	3249	264	1725	3532	0	582	191	722	0	0	1585
Grp Volume(v), veh/h	0	756	781	67	892	0	89	0	0	0	0	1
Grp Sat Flow(s),veh/h/ln	1739	1735	1778	1725	1721	0	1495	0	0	0	0	1585
Q Serve(g_s), s	0.0	21.3	21.7	0.9	6.7	0.0	0.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	21.3	21.7	0.9	6.7	0.0	2.8	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.00	0.51		0.48	0.00		1.00
Lane Grp Cap(c), veh/h	442	889	911	308	2283	0	335	0	0	0	0	254
V/C Ratio(X)	0.00	0.85	0.86	0.22	0.39	0.00	0.27	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	684	948	972	413	2283	0	409	0	0	0	0	335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.9	12.0	10.3	4.3	0.0	21.1	0.0	0.0	0.0	0.0	20.0
Incr Delay (d2), s/veh	0.0	7.1	7.4	0.3	0.1	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.2	8.6	0.3	1.5	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.0	19.4	10.6	4.4	0.0	21.6	0.0	0.0	0.0	0.0	20.0
LnGrp LOS	A	B	B	B	A	A	C	A	A	A	A	C
Approach Vol, veh/h		1537			959			89			1	
Approach Delay, s/veh		19.2			4.9			21.6			20.0	
Approach LOS		B			A			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	14.1	8.6	34.1	14.1	0.0	42.6
Change Period (Y+Rc), s	5.0	4.0	5.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	12.0	8.0	31.0	12.0	8.0	31.0
Max Q Clear Time (g_c+I1), s	4.8	2.9	23.7	2.0	0.0	8.7
Green Ext Time (p_c), s	0.2	0.0	5.4	0.0	0.0	6.7

Intersection Summary	
HCM 6th Ctrl Delay	14.0
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	634	32	42	1339	2	121	0	62	0	0	21
Future Volume (veh/h)	5	634	32	42	1339	2	121	0	62	0	0	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1752	1767	1811	1781	1811	1870	1870	1870	1900	1900	1900
Adj Flow Rate, veh/h	6	729	37	48	1539	2	139	0	71	0	0	24
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	9	10	9	6	8	6	2	2	2	0	0	0
Cap, veh/h	136	1407	71	343	1639	2	351	18	142	0	0	460
Arrive On Green	0.01	0.44	0.44	0.06	0.47	0.47	0.29	0.00	0.29	0.00	0.00	0.29
Sat Flow, veh/h	1682	3223	164	1725	3468	5	906	64	496	0	0	1610
Grp Volume(v), veh/h	6	376	390	48	751	790	210	0	0	0	0	24
Grp Sat Flow(s),veh/h/ln	1682	1664	1722	1725	1692	1781	1466	0	0	0	0	1610
Q Serve(g_s), s	0.0	10.7	10.7	1.0	27.3	27.3	6.6	0.0	0.0	0.0	0.0	0.7
Cycle Q Clear(g_c), s	0.0	10.7	10.7	1.0	27.3	27.3	7.6	0.0	0.0	0.0	0.0	0.7
Prop In Lane	1.00		0.09	1.00		0.00	0.66		0.34	0.00		1.00
Lane Grp Cap(c), veh/h	136	727	752	343	800	841	511	0	0	0	0	460
V/C Ratio(X)	0.04	0.52	0.52	0.14	0.94	0.94	0.41	0.00	0.00	0.00	0.00	0.05
Avail Cap(c_a), veh/h	325	794	821	448	807	849	511	0	0	0	0	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	31.0	13.3	13.3	11.8	16.3	16.3	19.2	0.0	0.0	0.0	0.0	16.8
Incr Delay (d2), s/veh	0.1	0.4	0.4	0.2	18.4	17.8	2.4	0.0	0.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.6	3.7	0.4	13.0	13.6	2.8	0.0	0.0	0.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	13.7	13.7	11.9	34.7	34.0	21.7	0.0	0.0	0.0	0.0	17.1
LnGrp LOS	C	B	B	B	C	C	C	A	A	A	A	B
Approach Vol, veh/h		772			1589			210			24	
Approach Delay, s/veh		13.8			33.7			21.7			17.1	
Approach LOS		B			C			C			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.6	8.1	33.4	23.6	5.7	35.7
Change Period (Y+Rc), s	5.0	4.0	5.0	5.0	5.0	* 5
Max Green Setting (Gmax), s	12.0	8.0	31.0	12.0	8.0	* 31
Max Q Clear Time (g_c+I1), s	9.6	3.0	12.7	2.7	2.0	29.3
Green Ext Time (p_c), s	0.3	0.0	4.7	0.0	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	26.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1495	114	66	916	0	44	1	42	0	0	8
Future Volume (veh/h)	17	1495	114	66	916	0	44	1	42	0	0	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1796	1826	1811	1781	1811	1811	1811	1811	1870	1870	418
Adj Flow Rate, veh/h	17	1526	116	67	935	0	45	1	43	0	0	8
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, %	5	7	5	6	8	6	6	6	6	2	2	100
Cap, veh/h	420	1750	132	285	2005	0	178	28	112	0	0	247
Arrive On Green	0.03	0.54	0.54	0.08	0.59	0.00	0.16	0.16	0.16	0.00	0.00	0.16
Sat Flow, veh/h	1739	3216	243	1725	3474	0	589	180	719	0	0	1585
Grp Volume(v), veh/h	17	805	837	67	935	0	89	0	0	0	0	8
Grp Sat Flow(s),veh/h/ln	1739	1706	1753	1725	1692	0	1488	0	0	0	0	1585
Q Serve(g_s), s	0.3	25.6	26.1	0.9	9.8	0.0	1.3	0.0	0.0	0.0	0.0	0.3
Cycle Q Clear(g_c), s	0.3	25.6	26.1	0.9	9.8	0.0	3.2	0.0	0.0	0.0	0.0	0.3
Prop In Lane	1.00		0.14	1.00		0.00	0.51		0.48	0.00		1.00
Lane Grp Cap(c), veh/h	420	929	954	285	2005	0	318	0	0	0	0	247
V/C Ratio(X)	0.04	0.87	0.88	0.24	0.47	0.00	0.28	0.00	0.00	0.00	0.00	0.03
Avail Cap(c_a), veh/h	592	978	1005	372	2005	0	369	0	0	0	0	303
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	6.2	12.3	12.5	11.9	7.2	0.0	23.7	0.0	0.0	0.0	0.0	22.5
Incr Delay (d2), s/veh	0.0	8.1	8.6	0.4	0.2	0.0	0.5	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	9.8	10.4	0.4	2.8	0.0	1.2	0.0	0.0	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.2	20.4	21.1	12.3	7.4	0.0	24.1	0.0	0.0	0.0	0.0	22.5
LnGrp LOS	A	C	C	B	A	A	C	A	A	A	A	C
Approach Vol, veh/h		1659			1002			89			8	
Approach Delay, s/veh		20.6			7.7			24.1			22.5	
Approach LOS		C			A			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	14.8	8.8	39.2	14.8	5.8	42.2
Change Period (Y+Rc), s	5.0	4.0	5.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	12.0	8.0	36.0	12.0	8.0	36.0
Max Q Clear Time (g_c+I1), s	5.2	2.9	28.1	2.3	2.3	11.8
Green Ext Time (p_c), s	0.2	0.0	6.0	0.0	0.0	7.3

Intersection Summary	
HCM 6th Ctrl Delay	16.0
HCM 6th LOS	B

CAMBY ROAD & PROPOSED RI/RO ACCESS

CAPACITY ANALYSIS

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱			↑↑↱				↱			↱
Traffic Vol, veh/h	0	1580	93	0	506	34	0	0	5	0	0	101
Future Vol, veh/h	0	1580	93	0	506	34	0	0	5	0	0	101
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	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	10	10	2	10	10	2	2	10	2	2	10
Mvmt Flow	0	1717	101	0	550	37	0	0	5	0	0	110

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	909	-	-	294
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.1	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.4	-	-	3.4
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	263	0	0	679
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	263	-	-	679
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	19	11.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	263	-	-	-	-	679
HCM Lane V/C Ratio	0.021	-	-	-	-	0.162
HCM Control Delay (s/veh)	19	-	-	-	-	11.3
HCM Lane LOS	C	-	-	-	-	B
HCM 95th %tile Q (veh)	0.1	-	-	-	-	0.6

Intersection	
Int Delay, s/veh	28.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱			↑↑↱				↱			↱
Traffic Vol, veh/h	0	1254	62	0	1606	41	0	0	22	0	0	360
Future Vol, veh/h	0	1254	62	0	1606	41	0	0	22	0	0	360
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	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	10	10	2	10	10	2	2	10	2	2	10
Mvmt Flow	0	1363	67	0	1746	45	0	0	24	0	0	391

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	715	-	-	896
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	7.1	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.4	-	-	3.4
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	355	0	0	~ 268
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	355	-	-	~ 268
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	15.9	261.7
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	355	-	-	-	-	268
HCM Lane V/C Ratio	0.067	-	-	-	-	1.46
HCM Control Delay (s/veh)	15.9	-	-	-	-	261.7
HCM Lane LOS	C	-	-	-	-	F
HCM 95th %tile Q (veh)	0.2	-	-	-	-	22.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

CAMBY ROAD & PROPOSED ROAD A

CAPACITY ANALYSIS

Intersection	
Int Delay, s/veh	16.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	398	210	359	132	30	198
Future Vol, veh/h	398	210	359	132	30	198
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	433	228	390	143	33	215

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	533	0	-	0	1556	462
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	1094	-
Critical Hdwy	4.2	-	-	-	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	2.29	-	-	-	3.59	3.39
Pot Cap-1 Maneuver	995	-	-	-	119	583
Stage 1	-	-	-	-	618	-
Stage 2	-	-	-	-	310	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	995	-	-	-	60	583
Mov Cap-2 Maneuver	-	-	-	-	60	-
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	310	-

Approach	EB	WB	SB
HCM Control Delay, s/v	7.4	0	74.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	995	-	-	-	272
HCM Lane V/C Ratio	0.435	-	-	-	0.911
HCM Control Delay (s/veh)	11.4	0	-	-	74.6
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q (veh)	2.2	-	-	-	8.2

Intersection	
Int Delay, s/veh	78

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	208	428	337	48	113	287
Future Vol, veh/h	208	428	337	48	113	287
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	226	465	366	52	123	312

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	418	0	-	0	1309	392
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	917	-
Critical Hdwy	4.2	-	-	-	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	2.29	-	-	-	3.59	3.39
Pot Cap-1 Maneuver	1099	-	-	-	169	640
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	377	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1099	-	-	-	~ 122	640
Mov Cap-2 Maneuver	-	-	-	-	~ 122	-
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	377	-

Approach	EB	WB	SB
HCM Control Delay, s/v	3	0	272.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1099	-	-	-	291
HCM Lane V/C Ratio	0.206	-	-	-	1.494
HCM Control Delay (s/veh)	9.1	0	-	-	272.3
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q (veh)	0.8	-	-	-	24.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

ORLY ROAD & PROPOSED ROAD A

CAPACITY ANALYSIS

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Approach	WB	SE	NE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	613	115	283
Demand Flow Rate, veh/h	675	127	312
Vehicles Circulating, veh/h	31	426	119
Vehicles Exiting, veh/h	400	280	434
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.5	5.9	5.6
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	LR	LR
Assumed Moves	LR	LR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	675	127	312
Cap Entry Lane, veh/h	1337	894	1222
Entry HV Adj Factor	0.908	0.906	0.907
Flow Entry, veh/h	613	115	283
Cap Entry, veh/h	1214	809	1109
V/C Ratio	0.505	0.142	0.255
Control Delay, s/veh	8.5	5.9	5.6
LOS	A	A	A
95th %tile Queue, veh	3	0	1

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Approach	WB	SE	NE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	402	239	399
Demand Flow Rate, veh/h	442	263	439
Vehicles Circulating, veh/h	12	266	238
Vehicles Exiting, veh/h	665	188	291
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.9	6.3	8.2
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	LR	LR
Assumed Moves	LR	LR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	442	263	439
Cap Entry Lane, veh/h	1363	1052	1082
Entry HV Adj Factor	0.910	0.909	0.909
Flow Entry, veh/h	402	239	399
Cap Entry, veh/h	1240	956	984
V/C Ratio	0.324	0.250	0.406
Control Delay, s/veh	5.9	6.3	8.2
LOS	A	A	A
95th %tile Queue, veh	1	1	2