Environmental Study Report

Ward Street, Bridgenorth, Ontario

County of Peterborough

Engage Project Number 22129

Engage Engineering Ltd.

Issued for Approval

January 23, 2025

Revision Summary

Revision No.	Revision Title	Date	Revision Summary
1	Issued for Review	January 14, 2025	Draft
2	Issued for Approval	January 23, 2025	Final

Land Acknowledgement

The County of Peterborough, Township of Selwyn, and Engage Engineering would like to acknowledge that our concern is in the traditional territory of the Michi Saagiig Anishinaabe and is part of the land and people encompassed within Treaty #20 and the Williams Treaty. We believe it is important to acknowledge these treaties, as our projects and designs often have a lasting impact on the lands, waters, wildlife, and people of this territory. We thank our local First Nations and communities for their ongoing stewardship of these lands and waters and strive to centre their voices in our work and honor our treaty obligations. May we dedicate ourselves as treaty people to moving forward in the spirit of reconciliation and enduring collaboration.

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Executive Summary

The County of Peterborough, in consultation with the Township of Selwyn, has undertaken a Municipal Class Environmental Assessment Study to review of the Ward Street corridor between the James A. Gifford Causeway (Bridge Road) and Champlain Road in Bridgenorth, Ontario.

Purpose of the study

The traffic capacity issues of the Ward Street corridor in Bridgenorth, Ontario has been studied for more than 50 years. Heavy traffic has been observed along the corridor triggering the need for an Environmental Assessment to evaluate the extent of the problem and determine a recommended plan to solve the objectives of the problem and opportunity statement.

Problem and Opportunity Statement

The objective of the project is to enhance traffic capacity and optimize traffic circulation along the Ward Street (County Road 18) Corridor for the short to medium term horizon. The project will also consider active transportation opportunities in the community and provide space within the corridor for implementation of the Township Community Improvement Plans.

Municipal Class Environmental Assessment

This project has been completed following the Municipal Class Environmental Assessment framework. The project has been classified as a Schedule C and includes five phases:

Phase 1: Identifying the problem and objectives
Phase 2: Evaluation of Alternative Solutions
Phase 3: Alternative Desing Concepts for the Preferred Solutions
Phase 4: Environmental Study Report
Phase 5: Detailed Design and Implementation

This report is being prepared in Phase 4 of the project. The technical recommendations of the study were endorsed in principle by the Township of Selwyn on January 14, 2025, and are being presented to the County of Peterborough for adoption on February 5, 2025.

Project Background

Ward Street is the main transportation corridor through Bridgenorth and functions as the main street of Bridgenorth. This dual purpose results in multiple stakeholders and interests in the future of the street. The traffic capacity of Ward Street has been studied for many years and various alternative solutions have been proposed. A previous

Environmental Assessment Study was undertaken and endorsed in the 1990s. The preferred solution at the time was to construct a by-pass around Bridgenorth, redirecting traffic away from Ward Street. This by-pass project was deferred for many years and in 2022 was removed from the Transportation Master Plan at the discretion of the County of Peterborough Council.

With the removal of the by-pass, the County of Peterborough needs a new solution to address Ward Streets capacity issues, poor road conditions, and community improvements. This Municipal Class Environmental Assessment was initiated by the County of Peterborough following recommendations in the 2022 Transportation Master Plan.

Project Team

At the onset of the project a Technical Advisory Committee was assembled to direct the Environmental Assessment Study. The committee includes staff from the County of Peterborough, Township of Selwyn, Engage Engineering, and Tranplan Associates.

Stakeholder Consultation

A proactive stakeholder consultation plan was developed to actively involve the public, elected officials, and approval agencies in the decision making process. Public notices were distributed to all identified stakeholders. Two Public Information Centres were held to introduce the project, outline the planning process, and allow for stakeholders to provide feedback and share comments. These sessions were hosted at the Bridgenorth Community Hall.

The two Public Information Centres were well attended, and feedback from the participants was generally positive. The feedback indicated support for one or more of the alternatives and design solutions that were carried forward. The comments were consistent with, and reinforced the project objectives, particularly in addressing traffic issues, improving pedestrian accessibility and walkability, and a desire for improved community space in the corridor.

Individual meetings with property and business owners were held at their respective properties. These meetings facilitated transparent communication, fostered collaboration, and ensured that stakeholder needs were understood and addressed. As a result, several adjustments were made to the preferred alternative design based on input received during these consultations.

Traffic Conditions

The traffic analysis revealed new traffic patterns that have changed from previous studies, reflecting the widespread adoption of remote work following the COVID-19 pandemic. Currently, Ward Street operates below capacity and is projected to maintain

adequate capacity through 2041. However, Ward Street is anticipated to experience capacity shortfalls during peak traffic periods beyond 2041.

Alternative Solutions and Design Concepts

The Technical Advisory Committee developed reasonable and feasible alternative solutions to address the project objectives. The alternatives were assessed based on specific criteria related to land use, socio-economic environments, traffic and other forms of transportation. Eight alternative designs concepts were evaluated:

Alternative 1: Road Rehabilitation with Localized Improvements
Alternative 2: Roundabout at the Ward Street and Bridge Street intersection
Alternative 3: Roundabout at the Ward Street and Bridge Street intersection and center turning lane form Gore Street to Tim Hortons
Alternative 4: Roundabout at the Ward Street and Bridge Street intersection and signals at Tim Hortons
Alternative 5: Optimize signal timing at Ward Street and Bridge Street intersection
Alternative 6: Optimize signal timing at Ward Street and Bridge Street intersection and extend center turning lane from Gore Street to Tim Hortons
Alternative 7: Optimise signal Timing at Ward Street and Bridge Street intersection and signalize the Tim Hortons intersection
Alternative 8: Shift traffic signal from the Ward Street and Wilcox Street intersection to Ward Street and Gore Street

Through the evaluation process the recommended design was determined to be Alternative 1, Road Rehabilitation with Localized Improvements. The recommended design was further refined after public and stakeholder consultation and is presented as the recommended plan.

Recommended Plan

The recommended plan consists of a full road reconstruction with geometric improvement, new active transportation options, and additional stormwater management improvements. The preferred design will implement actions identified in the Community Improvement Plan, and have minimal natural environmental impacts with the potential to improve stormwater quality. The road rehabilitation and localized improvements will maintain corridor capacity and level of service for the short to medium term, increase pedestrian safety and add new active transportation options.

Environmental Impact Mitigation

Anticipated or potential environmental impacts associated with the recommended plan were considered and proposed mitigation measures were provided. These mitigation measures include, managing and controlling silt and sediment transfer during

construction, additional stormwater quality control features, and early consultation with affected property owners.

Next Steps

Following endorsement in principal and adoption of the recommended design by the County of Peterborough Council, a Notice of Study Completion will be distributed, and the Environmental Study Report will be placed on public record for 30 days for further review. If no additional concerns are brough forward, the report can be filed, and the project will proceed to Phase 5: Detailed Desing and Implementation.

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1.0 Introduction

The County of Peterborough has undertaken a Municipal Class Environmental Assessment Study for the review of the Ward Street corridor between the James A. Gifford Causeway (Bridge Road) and Champlain Road. The study identifies and evaluates potential improvements to address capacity issues, increase safety, promote active transportation, improve access to properties, and implement recommendations from the Selwyn Community Improvement Plan.

The Environmental Assessment Study follows the Schedule C procedure outlined in the Municipal Class Environmental Assessment framework developed by the Municipal Engineers Association under the Province of Ontario's Environmental Assessment Act. Several amendments have been made to the framework document following the original publication in October 2000. This study follows the process outlined in the framework as last amended in 2024. The Environmental Assessment Study includes distinguishing the problem and or opportunity present, an evaluation of alternative solutions and determining the best method of implementing the preferred solution. This Environmental Study Report documents the rationale, planning, design, and consultation process of the Ward Street project.

1.1 Study Area

The study area is in the Village of Bridgenorth, Ontario within the Township of Selwyn and County of Peterborough. The site location contains approximately 1.2km of Ward Street (County Road 18) from Champlain Road to Bridge Road at the James A. Gifford Causeway (County Road 14). The study area can be found on **Figure 1**. Ward Street is the main transportation corridor through Bridgenorth and provides connectivity from the City of Peterborough to the northern portions of Peterborough County. Ward Street also functions as the main street in Bridgenorth, providing access to commercial and residential properties.

Figure 1: Study Area

1.2 Project Background

Traffic capacity concerns on Ward Streets date back more than 55 years to 1969 when a functional study was completed by Greer Galloway and Associates Limited, identifying structural and traffic issues with the corridor. This study presented recommendations to improve the facilities and provide for additional traffic growth over a twenty year planning period. The growth projections indicated that by the end of the planning period, 1990, two additional traffic lanes would be required. The study suggested the widening of Ward Street to a four lane facility or the construction of a new two lane road.

In the 1970s additional studies were completed that confirmed the conclusions of the 1969 study. Preliminary concepts for a two stage by-pass, located southeast of Bridgenorth, commenced but were postponed pending a municipal services study by the Ministry of Environment.

In 1982 an Environmental Impact Study for the proposed Bridgenorth by-pass was completed, documenting the environmental effects of the preferred by-pass design and identified measures to mitigate negative environmental impacts.

In 1992 the Peterborough Suburban Roads Commission (now County of Peterborough) decided to continue the planning and engineering for the Bridgenorth by-pass. Due to updates in legislation a Class Environmental Assessment for Municipal Projects was required. The respective Environmental Study Report for the Bridgenorth by-pass was completed and filed on February 26, 1996. This by-pass would provide additional traffic capacity to Bridgenorth and reduce the demand on Ward Street.

Three addendums to the original Environmental Study Report were completed in 2001, 2006, and 2018 to ensure the Environmental Study Report was maintained on public record. As part of the addendums, widening of the Ward Street corridor was completed by the County of Peterborough in the early 2000s. A centre turning lane was added to the northern section of the street from Gore Street to the Causeway. The intent of the turning lane was to alleviate some of the traffic congestion in the corridor and improve access to local businesses. There were no plans to proceed with the detailed design of the by-pass at this time.

In consideration of the draft 2022 Development Charges Background Study, the County of Peterborough's Council passed Resolution No. 81-2022 that removed the Bridgenorth by-pass from the Transportation Master Plan list of projects for upgrades or capacity expansion. The County Council resolution effectively precludes further consideration of the Bridgenorth by-pass as a potential solution to projected traffic congestion on Ward Street. The resolution includes allocating sufficient funds to the Ward Street corridor improvements to reflect the elimination of the by-pass from consideration.

A detailed traffic assessment of Bridgenorth was completed for the County of Peterborough's 2022 Transportation Master Plan. The assessment identified future County Road capacity deficiencies and needed improvements. The traffic forecasting identified a road network capacity deficiency for Ward Street (County Road 18) by the year 2051.

The 2022 Transportation Master Plan Update recommends resuming the Ward Street widening Class Environmental Assessment and revisit the problem and opportunity statement considering Council Resolution No. 81-2022.

1.3 Municipal Class Environment Assessment Planning Process

This report has been prepared within the framework of the Municipal Class Environmental Assessment. This structure enables the planning and implementation of municipal infrastructure to be undertaken in accordance with an approved procedure designed to protect the environment. The Municipal Class Environment Assessment process is a proven way to comply with the requirements in Ontario's Environmental Assessment Act.

There are five main elements of the Municipal Class Environment Assessment planning process that are incorporation into the following phases:

Phase 1 – Identify the problem, deficiency or opportunity.

Phase 2 – Identify alternative solutions to address the problem deficiency, or opportunity and establish the preferred solution taking into account public and review agency input.

Phase 3 – Examine alternative methods of implementing the preferred solution based on minimizing negative effects and maximizing positive effects on the existing and anticipated environment. The preferred solution should consider public and review agency input.

Phase 4 – Complete an Environmental Study Report summarizing the rationale, planning, design, and consultation process of the project and make the document available for review by agencies, Indigenous Communities and the Public.

Phase 5 – Complete contract drawing and documents and proceed to construction and operation monitor construction for adherence to environmental provisions and commitments. Where special conditions dictate, also monitor the operation of the completed facilities.

The following flow chart outlines the steps of the Municipal Class Environmental Assessment planning and design process. This project has been classified as a Schedule C. This report is being completed in Phase 4 of the project.

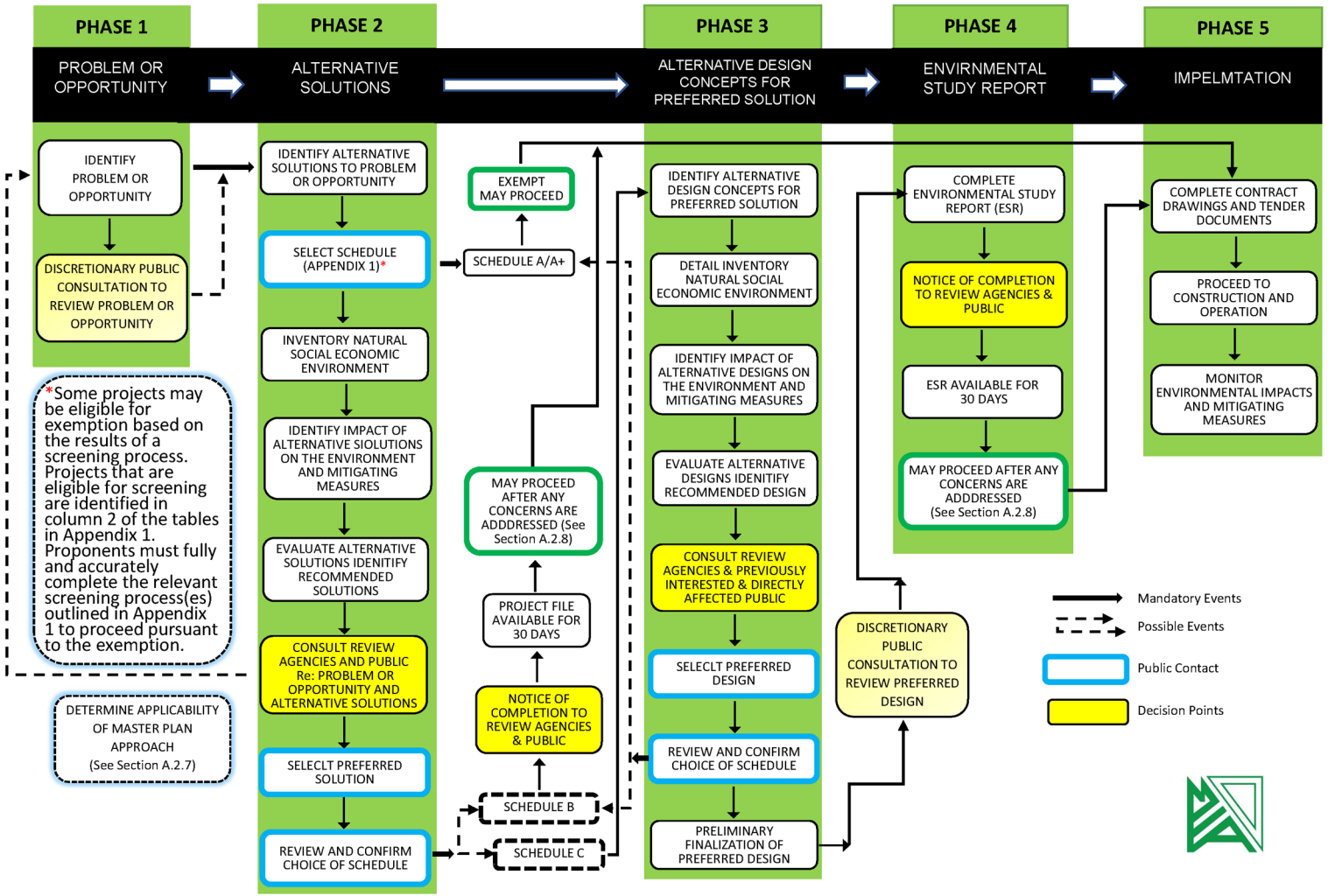


Figure 2: Municipal Class Environmental Assessment Planning and Desing Process

1.4 Project Team

A Technical Advisory Committee has been assembled to steer the project through the Environment Assessment proves and ensure that all technical and stakeholder concerns are considered. The Technical Advisory Committee held regular meetings at the County of Peterborough's Planning and Public Works Department office. The Technical Advisory Committee members include staff from the County of Peterborough, Township of Selwyn, Engage Engineering, and Tranplan Associates. All members bring a unique perspective and area of expertise to the project to ensure a successful outcome. The current committee and associated roles area identified below:

Table 1 – Technical Advisory Committee

Member Name	Company	Role
Doug Saccoccia	County of Peterborough	Project Manager – County
Bryan Weir/Iain Mudd	County of Peterborough	Project Advisor – County
Kyle Darling	County of Peterborough	Project Reviewer – County
Katie Green	County of Peterborough	Project Administration – County
Swan Im	Tranplan Associates	Traffic Advisor
Paul Hurley	Engage Engineering	Project Advisor – Engage
Jason Armstrong	Engage Engineering	Project Manager – Engage
Steve Dingman	Engage Engineering	Project Designer – Engage
Logan Mattern	Engage Engineering	Project Administrator – Engage
Angela Chittick	Township of Selwyn	Township Representative
Adam Tobin	Township of Selwyn	Township Representative

1.5 Project Schedule

An estimated project schedule was developed at the initiation of the project to ensure the project was completed in a timely manner. The schedule was updated as the project progressed, and deliverables were completed. The schedule of key project milestones is included in **Table 2**.

Table 2 – Project Schedule

Task	Completion Date
Project award	January 15, 2023
Start up meeting	February 8, 2023
Study design and problem statement	March 17, 2023
Preparation of base plans and development of alternative Solutions	April 28, 2023
Traffic analysis complete	October 1, 2023
Public Information Centre no. 1	February 20, 2024
Refinement of alternatives	March 15, 2024
Evaluation of alternatives and selection of preferred alternatives	August 20, 2024
Prepare preliminary design plans	September 26, 2024
Public Information Centre no. 2	October 15, 2024
Refine design of preferred solution	December 20, 2024
Prepare draft project reporting	December 20, 2024
Presentation to Township of Selwyn Council	January 14, 2025
Presentation to County of Peterborough Council	February 5, 2025
Filing of Environmental Study Report	February 14, 2025

2.0 Problems and Opportunities

At the onset of the project, following Phase 1 of the Municipal Class Environment Assessment planning process, the Technical Advisory Committee developed an overarching problem statement to guide the Ward Street Environmental Assessment. The problem statement was developed based on the recommendations from the County of Peterborough's Transportation Master Plan and Township of Selwyn's Community Improvement Plan.

2.1 Problem and Opportunity Statement

The original problem and opportunity statement agreed to by the Technical Advisory Committee was:

The objective of the project is to provide additional traffic capacity and improve traffic flow within the Ward Street (County Road 18) Corridor for the medium to long term horizon. The project will also consider active transportation opportunities in the community and provide space within the corridor for implementation of the Township of Selwyn's Community Improvement Plans.

The problem statement was altered following the initial results of the Ward Street traffic capacity study. The initial results of the traffic analysis indicated traffic volumes peaked in 2017 with lower volumes observed in 2020 and 2023. The decreased traffic volumes contradicted the results of the County of Peterborough's Ward Street analysis completed for the 2022 Transportation Master Plan. Forecasting the traffic volumes collected during the 2023 traffic survey into the medium to long term horizon indicated Ward Street will have additional capacity.

With the change in trajectory of the traffic volumes, the County staff were not comfortable making a long term decision for the corridor. The Technical Advisory Committee agreed to change the problem statement in response to the new traffic volumes and forecasts. The outlook horizon of the Environmental Assessment was reduced to the short to medium term horizon which will allow the County to monitor the traffic data trend before making any long term decisions for the corridor. The problem and opportunity statement was changed to the following:

The objective of the project is to enhance traffic capacity and optimize traffic circulation along the Ward Street (County Road 18) Corridor for the short to medium term horizon. The project will also consider active transportation opportunities in the community and provide space within the corridor for implementation of the Township Community Improvement Plans.

2.2 Study objectives

With the removal of the Bridgenorth by-pass from the Transportation Master Plan, the solution identified through this study will need to service the traffic within Bridgenorth for the life expectancy of the roadway. Ward Street also functions as the main street in Bridgenorth, providing access to commercial centres, residential properties and recreational areas in the community. For that reason, the Study must address more than traffic capacity issues. The recommended plan should provide for improved access to commercial properties, improved opportunities for pedestrian travel through the community and provision of links for active transportation in accordance with the recommendations of the County Active Transportation Master Plan. The recommended plan should also consider the streetscape and built form of the Ward Street corridor and provide opportunities for implementation of the recommendations in the Selwyn Community Improvement Plan.

The Technical Advisory Committee identified the following objectives for the study:

- Provide enhanced traffic capacity to improve levels of service in the short (2031) to medium term (2041) horizons
- Optimize traffic circulation and access to side streets and commercial properties to improve levels of service
- Provide improved active transportation facilities for both pedestrians and cyclists on both sides of Ward Street. The facilities should extend the full length of the corridor.
- Provide space within the corridor for implementation of items outlined in the Selwyn Community Improvement Plan including streetscaping and built form.

2.3 Study Issues and Opportunities

The following is a preliminary list of the issues and opportunities that were considered during the consultation and evaluation process of this Environmental Assessment.

Traffic Capacity and Access

- Address capacity shortfalls through the corridor (throughput and at intersections) for short to medium (10-20 year) horizon
- Improve access to commercial nodes

Utility Constraints

- Utility relocation to accommodate wider road cross section
- Changing and updating utility standards may affect cost and scope of relocation

Right-of-Way/ Property Constraints

- Ward Street Right-of-Way has a narrow cross sectional width for an arterial road, ranging between 18 m and 20 m
- The narrow cross section will prove to be challenging to accommodate additional traffic lanes while providing space for sidewalk and active transportation links
- Existing properties and structures may be encroaching within the Right-of-Way, which will create challenges for widening and grading

Balancing Competing Needs

- Ward Street provides access to commercial properties as well as residential properties

- These stakeholder groups may have competing interests and needs which will need to be considered throughout the consultation process

Pedestrian and Active Transportation Opportunities

- Pedestrian movement is important to promote a more walkable and inviting streetscape in Bridgenorth. The recommended plan should incorporate sidewalks to improve walkability in the community

- Consideration must be given to the recommendations of the County Active Transportation Master Plan for infrastructure

Proximity to Chemong Lake/Storm Sewer Outlets

- Consideration must be given to addressing runoff volume and quality to Chemong Lake consistent with current environmental regulations and standards

Selwyn Community Improvement Plan

- The Selwyn Community Improvement Plan (CIP) identifies actions to improve the character and built form of the corridor including on-street parking as well as making it more pedestrian friendly

- Recommendations including continuous sidewalks, improved pedestrian crossings and streetscaping improvements

3.0 Public Consultation

Throughout the study, impacted parties have had opportunities to make comments, identify concerns and provide additional feedback to the Technical Advisory Committee. The Ward Street consultation program, used throughout study, follows the Municipal Class Environmental Assessment requirements for Schedule C. The proactive consultation strategy consists of:

- Distributed Public Notices
- Two Public Information Centres
- Affected property owners meeting
- Presentations to Township and County Councils

The following sections provide a summary of the consultations held throughout the duration of the study.

3.1 Contact List

A public and stakeholder mailing list was created at the commencement of the study. The project contact list was developed with both public and agency stakeholders, in consultation with the Technical Advisory Committee. The list of public stakeholders was initially generated based on proximity to the project limits. Any registered landowner within 1.0 km of the project was included on the list.

The agency contact list was generated based on a standard contact listed used by the County of Peterborough for Environmental Assessment projects and tailored to the scope and location of the Ward Street project. The contact list was updated during the study period in response to requests from public and agency stakeholders. The final contact list is included in **Appendix D.**

3.2 Public Notices

Three public notices have been distributed to public and agency stakeholders in accordance with the Municipal Class Environmental Assessment process. The notices were mailed to members of the mailing list and was posted on the County and Township websites.

The notices provided information on the study location, Environmental Assessment classification, objectives of the study and expected next steps. The notice informed the stakeholders of their ability to provide comments at any stage of the Environmental Assessment and included contact information of project representatives.

The four distributed public notices include:

1. Notice of Study Commencement, distributed March 2023
2. Notice of Public Information Centre No.1, distributed January 2024
3. Notice of Public Information Centre No.2, distributed September 2024
4. Notice of Study Completion, distributed February 2025

3.3 Public Information Centers

Direct public consultation is a key element to the success of any Municipal Class Environmental Assessment study. Public Information Centres are typically used in Class EA studies as a consultation tool, to provide a platform for information exchange between interested stakeholders and the project team.

3.3.1 Public Information Centre No. 1

Public Information Centre No.1 was held on February 20, 2024, from 5:00 p.m. to 7:30 p.m. at the Bridgenorth Community Hall located at 836 Charles Street, Bridgenorth, Ontario.

The purpose of the first Public Information Centre was to introduce project issues, opportunities, and present the alternative solutions developed to address the study objectives. The Public Information Centre was open to all stakeholders in the community and was presented in an Open House format. Participants could view display boards with project information and ask questions to the Technical Advisory Committee.

Attendees were encouraged to provide comments on the project and the alternatives presented for the Ward Street Environmental Assessment. Comment sheets were made available at the open house and on the County of Peterborough's and Township of Selwyn's websites. The display boards presented at the Public Information Centre were made available online for future review. The comment period was open for 30 days after the Public Information Centre.

A Public Information Centre summary report was prepared that outlined the contents of the Public Information Centre No.1 and all feedback received. This report was presented and reviewed by the Technical Advisory Committee.

3.3.2 Public Information Centre No. 2

Public Information Centre No.2 was held on October 15, 2024, from 5:00 p.m. to 6:30 p.m. at the Bridgenorth Community Hall located at 836 Charles Street, Bridgenorth, Ontario.

The second Public Information Centre for the Ward Street Environmental Assessment provided an update on the project and showcased the preliminary design concepts for the preferred solution. Structured as an Open House, the event invited community stakeholders to review detailed display boards highlighting key aspects of the project.

Attendees were encouraged to share their feedback on the project and the preliminary concepts. Comment sheets were available at the Open House and on the County of Peterborough's and Township of Selwyn's websites. The display boards were also posted online for future reference. The comment period was open for 30 days after the Public Information Centre.

A sign-in sheet was used at the entrance to track attendance, and members of the Technical Advisory Committee were on hand to answer questions and engage directly with attendees. This format encouraged meaningful dialogue and supported the collection of perspectives on the project.

A Public Information Centre summary report was prepared that outlined the contents of the Public Information Centre No.2 and all feedback received. This report was presented and reviewed by the Technical Advisory Committee.

3.4 Stakeholder Consultation

3.4.1 Property and Business Owners Meetings

Meetings with property and business owners were held at their respective properties before the second Public Information Centre. These meetings were scheduled to discuss the specific impacts to the property owners. The purpose of theses meeting was to discuss the changes to the Ward Street corridor and the ways to mitigate any impacts to local businesses.

The meetings were held with four owners that either expressed interest in consultation or where the Technical Advisory Committee identified that the proposed design would impact the property. The meetings were held with:

- Bell's Garage Owner (839 Ward Street)
- Ultramar Gas Station Owner (886 Ward Street)
- Commercial Plaza Owner (871 Ward Street)
- Beer Store Owner (882 Ward Street)
- LCBO (861 Ward Street)

Refinements to the preliminary design were made based on the results of these discussions. These meetings resulted in good discussion and some minor modifications to the location of sidewalk and entrance features on the recommended alternative design.

3.4.2 Municipal Council

The County of Peterborough and Township of Selwyn Councils were kept informed at key milestones throughout the Ward Street Environmental Assessment study. County and Township Staff issued formal notices to Council members ahead of the study's commencement and before the two Public Information Centres, ensuring they were aware of progress and upcoming public engagement opportunities.

A one hour advance session was organized before each Public Information Centre to provide Councillors with an opportunity to discuss the project. During these sessions, the Technical Advisory Committee presented detailed updates on the study, including an overview of the design concepts, anticipated impacts, and any developments since the last update. Councillors were encouraged to ask specific questions about the project to gain clarity on technical details, community concerns, or next steps.

Thes sessions provided Councillors with the information necessary to represent their constituents and fostered collaboration between the project team and the elected officials. This proactive approach ensured that Councillors were prepared to address public inquiries and contribute informed perspectives to the ongoing study.

3.4.3 Interest Groups and Agencies

At the beginning of the Ward Street Environmental Assessment Study various interest groups and agencies were directly approached to ensure they were aware of the study and provide them an opportunity to provide feedback, bring up issues and make suggestions. A list of the Interest Groups and Agencies contacted is included in **Appendix D.**

3.4.4 First Nations Engagement

The project team engaged First Nation communities as valued partners throughout the Ward Street Environmental Assessment. Dialogue was initiated with all First Nations communities who are signatories to the Williams Treaty, by sharing the Notice of Study commencement. Key updates were shared with Curve Lake First Nation, including information presented at both Public Information Centers along with an invitation for consultation. No responses were received, though the commitment to respectful engagement with First Nations communities remains.

4.0 Ward Street Transportation Network

4.1 Existing Roadway

Ward Street is a north-south arterial road that acts as both a main street and arterial road, central to Bridgenorth, Ontario. Ward Street intersects with six local roads and one arterial road within the study limits. The location of the intersections can be found on the Ward Street Preliminary Drawings in **Appendix A**, including:

- A four way intersection at Bridge Road with traffic control lights, two right turn channels creating traffic islands on the east side of the intersection, and three dedicated left turning lanes in the north bound, south bound and east bound lane.
- A four way intersection at Gore Street with a central turning lane between this intersection extending to the Bridge Road intersection
- A four way intersection with Wilcox Street with traffic control lights
- A three way intersection with Hunter Street
- A five way intersection with Maitland Street and a one way entrance east bound onto Charles Street
- A three way intersection with Champlain Road

There is a north bound left turning lane at the southern limit of the study area that services the Tim Hortons at 758 Ward Street.

The Right of Way width for the two lane section between the intersections with Champlain Road and Gore Street varies between 18.2 m and 20.1 m. The lanes widths are 3.7 m with a 2 m to 2.25 m asphalt boulevard, concrete drop curb and gutter on both sides. This boulevard is occasionally used for parking.

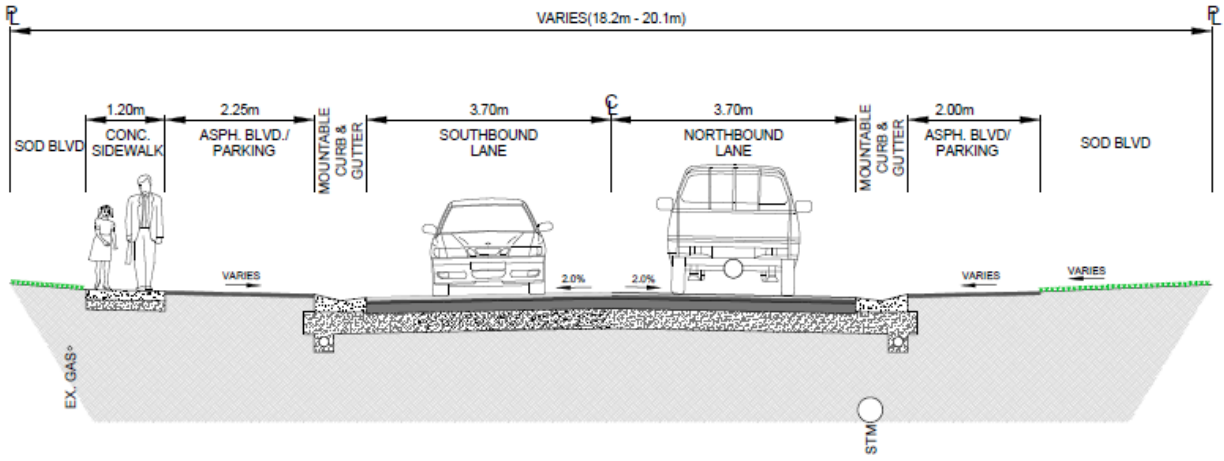


Figure 3: Existing Ward Street Cross Section from Champlain Rd. to Gore St.

The Right of Way width for the three lane section between the intersections with Gore St. and Bridge Rd. at the Causeway varies between 21.3 m and 25.5 m. The north and south bound lanes widths are 3.9 m and the central left turning lane is 3.4 m. The asphalt boulevard continues on both sides of the road with a 1.8 m to 1.2 m width. Barrier curbs and gutters are installed along the east side, while a combination of drop curbs and barrier curbs are on the west side.

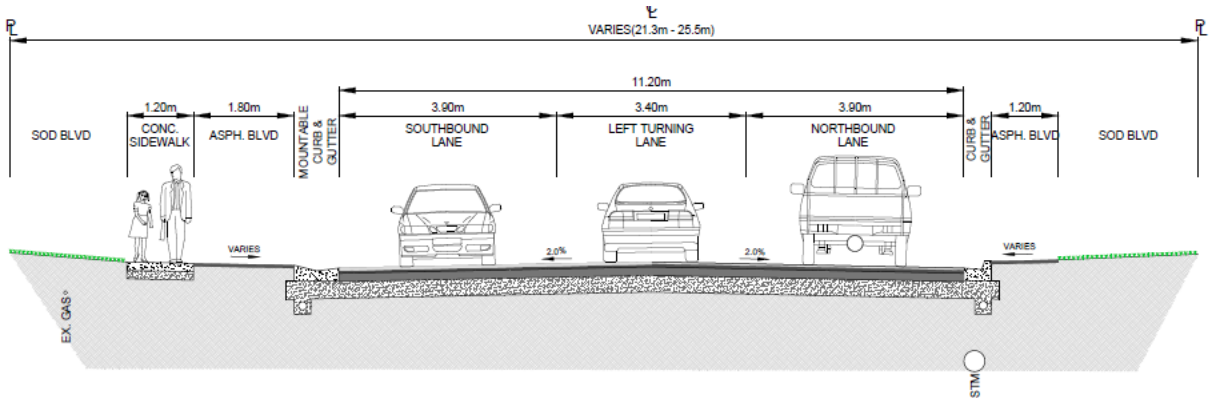


Figure 4: Existing Ward Street Cross Section from Gore St. to Bridge St.

The pavement structure and curbs were observed to be in a poor condition throughout the corridor. The most significant distresses along the road include frequent longitudinal and transverse cracking, intermittent to moderate patching, and moderate wheel path rutting. The ride quality of this section is generally considered to be poor.

4.2 Pedestrian and Cycling Environment

Ward Street currently has inconsistent pedestrian facilities with a mixture of sidewalk and asphalt boulevard. The concrete sidewalk is along the west side of the road spanning between 882 Ward Street (The Beer Store) and 780 Ward Street (Computer Repair Depot). The sidewalk is offset from the road with an asphalt boulevard. On the east side of the road is a paved shoulder that is commonly used by pedestrians.

The existing pedestrian environment along Ward Street is notably inadequate for a “Main Street”. The only designated pedestrian crossing is located at the intersection with Willcox Street, leaving long stretches of the road without adequate crossing points. This limits pedestrian mobility and creates potential safety risks for those attempting to cross the street at unmarked locations.

Pedestrian facilities on the east side of the road, are minimal and poorly defined, with little to no buffer separating pedestrians from vehicular traffic. This lack of separation not only reduces the sense of safety for pedestrians but also exposes them to road spray, noise, and potential conflicts with vehicles. The asphalt boulevard on this side is frequently obstructed by parked cars and fills up with snow from the road during the winter. There are numerous wide commercial entrances with no clear path through them.

There is no dedicated cycling infrastructure through the Ward Street corridor and no connectivity to the newly installed multi-use pathway on the Causeway.

4.3 Property Encroachments

There are several properties along the Ward Street corridor with structures constructed in the Right of Way. These encroachments contribute to the apparent narrow perception of the corridor. **Table 3** identifies and describes the properties and structures encroaching on the Ward Street Right of Way. The extent of the encroachments within the Right of Way should be reviewed and confirmed during the detailed design stage.

Table 3 - Encroaching Structures on Ward Street

No.	Address/Building (Ward Street)	Encroaching Structure
1	765 Chemong Medical Centre	Parking Lot and Curb
2	Across from 790, Bridgenorth Dental Clinic	Garden and Sign
3	801 Private Residence	Wooden Retaining Wall
4	813 Private Residence	Fence, Garage, Concrete Retaining Wall, Rock Garden and Steps
5	815 Steve's Sheet Metal	Retaining Wall and Steps
6	817 Private Residence	Porch and Overhang
7	821 Tru-Pac Products	Garden Wall
8	822 Flair for Hair	Porch, Overhang and Garden
9	832 Private Residence	Overhang
10	839 Shell Station	Sign and concrete island
11	846 Pizza Vila	Retaining wall
12	871 Commercial Plaza	Parking Lot and Curb
13	874 NAPA	Sign

4.4 Transit

There is a bus service that connects Bridgenorth with the City of Peterborough. The service, called "The Link", is a joint project between Selwyn Township, Curve Lake First Nation, Community Care Peterborough and the City of Peterborough.

There are two existing bus stops along Ward Street within the study limits. One stop is at the intersection of Ward Street and Gore Street and the other one is at the intersection of Ward Street and Wilcox Street. The bus runs five times per, day Monday to Friday.

4.5 Existing Traffic Conditions

The existing traffic conditions for the Ward Street corridor were analyzed to determine the extent of the traffic capacity issues and establish baseline volumes for future growth within Bridgnorth and the surrounding areas. The full traffic analysis completed by Tranplan Associates can be found in **Appendix G**.

4.5.1 Traffic Data Collection

Considerable traffic data was available for the Ward Street Corridor. This data includes historical traffic counts collected by the County of Peterborough, a complete set of intersection turning movement counts at major intersections, and data from various traffic impact studies carried out for development along Ward Street.

In April 2023, new peak hour traffic counts were collected at all major intersections in the study area during representative weekdays and weekends. When comparing this data with historical records, significant changes in average daily traffic volumes became apparent. This prompted a full automated traffic monitoring program between August and September 2023, which captured both Labour Day weekend traffic and school related volumes. The combined data from the 2023 counts was used to establish the existing traffic conditions.

4.5.2 Current Ward Street Traffic Operations

The 2023 weekday and weekend peak hour traffic volumes were assigned as the baseline for the Ward Street traffic conditions. Level of Service calculations were carried out for these peak hour conditions to assess the current traffic operations in the study area. Level of Service represents congestion along a roadway or at an intersection from A to F. Typical acceptable design standards are between A and D, with E and F representing poor or failing conditions.

The results of the capacity analyses and assessment suggests that:

- The through traffic on Ward Street are experiencing good level of service at all study intersections operating with a Level of Service of A.

- The side street movements wanting to join the Ward Street traffic stream at a STOP controlled intersections are experiencing acceptable delays.

- Some commercial driveways' movements wanting to join the Ward Street traffic stream are experiencing significant delays with a Level of Service between C and F during peak hour periods.

- Ward Street, in general, has residual capacity at the study intersections. There are enough gaps in the Ward Street traffic stream that provides opportunities for local traffic and pedestrians to access and cross the corridor with the exception of some commercial driveways.

4.5.3 Collision History

Peterborough County staff provided collision data for the Ward Street study area between 2018 and 2022. During the five year period, 67 collisions were reported, with no fatalities. The signalized intersection of Bridge Road and Ward Street experienced

the largest number of reported collisions. Most of the collisions were turning or rear end collisions.

The collision type and the collision occurrence locations suggest that there could be geometric deficiencies present in the Ward Street corridor section between Gore Street and Champlain Road. The review identified the following deficiencies as possibly contributing to the higher collision rate in the south end of the corridor:

- No turning lanes on Ward Street at any of the intersections.
- No turning lanes on Ward Street at any of the driveways serving the retail and commercial establishments.
- Unconventional intersection geometry at the Ward Street, Charles Street, and Maitland Street intersection.
- Poor sight lines at Hunter Street and Ward Street intersection and at the Charles Street and Ward Street intersection

4.6 Future Traffic Conditions

Historically, the overall growth of the County of Peterborough Road network has been at about 1.5% per year. For this Environmental Assessment the Ward Street traffic growth has been conservatively assumed at 2% per year over a short term eight-year planning horizon from 2023 to 2031 and a medium 18-year planning horizon to 2041.

An analysis of the street's capacity was completed under a "do nothing" scenario to determine the Level of Service over the study period. The following summarizes the results of this scenario:

- The "through traffic" on Ward Street is forecast to operate at an acceptable Level of Service during the peak periods of travel demand. Ward Street is projected to maintain some "through" residual capacity in 2041. It is anticipated that there will be capacity shortfalls during peak periods of travel demand beyond 2041 planning horizon at the forecast traffic growth.
- All side streets movements accessing the Ward Street corridor are forecast to operate at level of service "E" or worse. Many of the traffic movements from the side street are forecast to operate at Level of Service "F" during both peak hour periods.
- During periods of peak "through" traffic, few gaps will exist in the Ward Street traffic stream. This will reduce opportunities for local traffic and pedestrians to access and cross Ward Street.

- Added capacity and or intersection control improvements to the existing Ward Street corridor will be required beyond 2041 planning horizon to accommodate anticipated traffic demands.

5.0 Existing Environmental Conditions

The existing environmental conditions of the Ward Street Environmental Assessment study area were evaluated to help determine the decision making criteria and identify the current conditions outlined in this section.

5.1 Source Water Protection

Source water protection plans are policy documents required by the Clean Water Act, 2006. A requirement of the Municipal Class Environmental Assessment is to identify which source protection area the project is located in. According to the Source Protection information Atlas, the Ward Street corridor is in is the Otonabee-Peterborough Source Protection Area. The Ward Street Corridor is outside of any vulnerable areas therefore the Trent Source Protection Plan policies for the Otonabee-Peterborough Source Protection Area do not apply to this project.

5.2 Land Use

Ward Street acts as a dual purpose street providing the main transportation corridor through Bridgenorth and functions as the main street of Bridgenorth. As such the land adjacent to the portion of Ward Street between the Causeway and Champlain Road has multiple land use designations. The zone provisions along Ward Street are defined in the Corporation of the Township of Selwyn Comprehensive Zoning By-Law. The corridor included in this study has Local Commercial (C1), Highway Commercial (C1), Community Facility (Cf), and Residential Type One (R1).

The project area includes a variety of service and retail businesses catering to local and traveling needs. The commercial areas are supported by nearby residential and institutional areas along with the commuting population.

5.3 Natural Heritage Features and Habitat

A review of the natural heritage features and habitats along the Ward Street Corridor was conducted to determine the existing conditions, identify significant natural heritage features and likelihood of species at risk.

5.3.1 Existing conditions

The study area contains developed land use and urban land that has been transformed from its natural condition. A desktop review of available information did not identify any provincially or regionally significant natural environment features within the study area.

No environmentally sensitive natural areas such as wetlands, Areas of Natural or Scientific Interest, significant woodlots are present within the Ward Street corridor. There is no potential for fish habitats and little potential for other wildlife habitats.

There are tree rows planted along the east and west side of Ward Street. These trees provide shade and increase the aesthetic appearance of corridor.

5.3.2 Species at Risk

The Ward Street corridor within the study area contains a well developed road that generally has a low likelihood of supporting species at risk for several ecological and practical reasons.

The Ward Street corridor is a heavily disturbed environment with a high level of human activity, noise and pollution. These disturbances deter sensitive species from establishing within or near these areas.

The corridor lacks the diverse, dense, and high quality habitats necessary for species at risk. The vegetation along Ward Street is mostly maintained in a manicured state by homeowners, volunteers and the Township. This urbanized landscape further reduces the availability of natural habitats.

5.4 Build, Economic Environments, Social, and Cultural

5.4.1 Built Environment

The Ward Street corridor is a contemporary commercial area primarily serving vehicular traffic. The quality of the road structure has deteriorated over time, requiring constant maintenance. No road reconstruction or capital work has been completed within the Ward Street corridor in anticipation of the results of this study.

The area features predominantly one story buildings with large front setbacks and modern façades. While building conditions vary, many require maintenance and aesthetic improvements. The area lacks designated heritage buildings and has few structures of notable architectural significance. The commercial businesses are within a mix of commercial and residential building forms. There are several parking lots and driveways throughout the corridor that create a large setback from the road that create a larger perceived right of way.

5.4.2 Economic Environment

There are approximately 50 occupied business within Bridgenorth most of which are along the Ward Street corridor with only a few business vacancies. The services and retail available on Ward Street cater towards the surrounding local and commuting

populations. Ward Street acts as the 'Main Street' of Bridgenorth in the form of a contemporary commercial strip and not a traditional main street.

5.4.3 Selwyn Community Improvement Plan

The Township of Selwyn published a Community Improvement Plan in October of 2022 that includes action items for Bridgenorth and the Ward Street corridor. The purpose of the Community Improvement Plan is to identify and prioritize areas within the Township in need of improvement, particularly in commercial cores. The plan aims to address these needs by providing incentive programs and completing specific actions when redevelopment is occurring.

The Bridgenorth Village Core Public Realm Improvement Actions were developed during the Community Improvement Plan process. There are 13 actions ranked with ether a very high, high, medium or low priority. The following identified actions apply to the Ward Street Corridor area included in the Environmental Assessment.

Action #1 Reconfigure Ward Steet throughout the core area to create a more balanced and complete street.

Action #2 Resurface crosswalks at Ward Street and Willcox Street intersection.

Action #3 Resurface crosswalks at Ward Street and Bridge Road intersection.

Action #7 Install a concrete sidewalk extension along the east side (and west side in some sections) of Ward Street.

Action #12 Explore opportunities to plant private property edges and define vehicular accesses along Ward Street frontages.

Action #13 Provide defined sidewalk or walkway connections from Ward Street to Lion's Park and Chemong Park, as appropriate.

5.4.4 Existing Municipal Infrastructure and Utilities

There are existing municipal and private infrastructure within the Ward Street Corridor. Telecommunications and power lines are on overhead poles and natural gas is underground. There is an existing storm sewer system within the Ward Street Right of Way that collects and conveys stormwater from the corridor to Chemong Lake.

Closed-circuit television video inspections were reviewed to determine the condition and performance of the existing storm sewer system. The storm sewer pipes range in size from 205 mm to 525 mm in diameter. Issues were observed throughout the system, including the presence of sediment accumulation and standing water. The observed sediment and standing water indicate poor flow conditions and suggest potential

structural deficiencies such as inadequate slopes, blockages, or deteriorating pipe materials.

The existing storm sewer system is likely undersized for the contributing area's needs and no longer meets modern design standards for stormwater conveyance and management.

5.4.5 Recreation

There is limited existing recreation opportunities along Ward Street. A small park known as Heritage Park, located at 802 Ward Street, is owned by the Chemung Lake District Lions Club and maintained by the Township of Selwyn. The park contains various landscaped features, benches, walkways and a central pavilion.

6.0 Ward Street Solution Analysis and Evaluation

During Phase 2 of the Municipal Class Environment Assessment, reasonable and feasible solutions to address the problem and opportunity statement were identified, analysed, and evaluated to determine a preferred solution.

Five alternative planning solutions were considered for the Ward Street Environmental Assessment:

Alternative 1: Do Nothing

Maintain the current Ward Street corridor in its current configuration and condition. Does not implement any improvements or address any need for future traffic, active transportation or Community improvements.

Alternative 2: Corridor Expansion – Additional Through Lanes

Expand the Ward Street corridor through the construction of additional lanes of traffic. Improve traffic flow through the Ward Street corridor to meet current and future traffic demands of the community.

Alternative 3: Transportation Demand Management

Includes the review of alternative methods of travel outside of personal vehicle use. Alternative methods could include providing enhanced pedestrian and or cycling facilities or improving the public transit opportunities from the community.

Alternative 4: Transportation System Management

Includes the review of operational strategies and technology to increase the safety and efficiency of the Ward Street corridor. Strategies could include the review of intersection controls, property entrance configurations and additional signage.

Alternative 5: Alternative Alignment

Provide an alternative roadway alignment to direct traffic away form the Ward Street corridor and reduce the traffic volumes to the corridor.

The fifth alternative solution, Alternative Alignment, has been pre-screened as an unviable alternative due to the County of Peterborough Council Resolution No. 81-2022. The County resolved to remove the Bridgenorth by-pass from the Transportation Master Plan. This alternative was included to better communicate the changes from the previous Environmental Assessment and to document the previous decisions that influence the outcome of this assessment.

6.1 Evaluation Method and Criteria

A qualitative evaluation method was selected for this phase of the project to determine the preferred solution. This analysis method is appropriate at this phase of the project because it is applicable for broad considerations rather than detailed analysis, it encourages collaborative decision making by encouraging discussion and consensus among stakeholders and allows for the multiple objectives to be evaluated simultaneously.

The Technical Advisory Committee established criteria to compare the remaining four alternatives. Two categories were determined, Land use and socioeconomic impacts and Traffic and Transportation. To achieve the goals of the problem and opportunity statement, and be carried forward to the next steps of the Environmental Assessment, the alternative must have at least one positive net change under the Traffic and Transportation category.

Table 4 outlines the detailed evaluation of alternative solutions.

Ward Street Widening EA - Preliminary Evaluation of Alternatives

Problem & Opportunity Statement
The objective of the project is to enhance traffic capacity and optimize traffic circulation along the Ward Street (CR18) corridor for the short to medium term horizon. The project will also consider active transportation opportunities in the community and provide space within the corridor for implementation of the Township Community Improvement Plans.

Category	Criteria	Description	Alternative 1 Do Nothing		Alternative 2 Corridor Expansion - Additional Through Lanes		Alternative 3 Transportation Demand Management (Active Transportation/Public Transit)		Alternative 4 Transportation Systems Management (Intersections, Entrances, Signage)	
			Impact	Description	Impact	Description	Impact	Description	Impact	Description
Land Use and Socio-Economic Impact	Property Impacts	Measure of the quantity and extent of private property effects based on the alternative	=	No private property impacts	−	Adding additional through lanes has the potential to impact private properties Depending on the lane configuration property acquisition could be required	=	No private property impact expected to accommodate TDM measures such as a bus stop or multi-use path	=	No private property impact expected to accommodate TSM measures such as a signage, intersection improvements or entrance consolidation
	Property Access	Ranking based on the alternatives impact to property access for residential or commercial use	−	As traffic volumes and congestion increase property access will degrade through longer wait times to enter and exit the corridor	−	Increasing to a 4 lane cross section would degrade property access	=	Generally no change to property access Certain alternatives could improve pedestrian and/or cycling access to properties	+	Property access could be improved through: -Centre Turn Lane -Additional signage -Intersection controls -Wayfinding improvements
	Impact to Local Economy	Ranking based on the alternative's effect on the local economy (business impacts)	+/−	As traffic volume and congestion increases corridor users may avoid this area due to increased wait times resulting in a reduction of users to the commercial zone within the corridor No construction impacts to affect businesses	+/−	Would increase corridor capacity which will create additional opportunity for local businesses Increasing to a 4 lanes could make it more difficult to enter and exit the corridor	+	Will increase corridor capacity which will create additional opportunity for local businesses Diverting vehicular traffic from the corridor would reduce congestion Adding active transportation opportunities could open the corridor to new users	+	Will increase corridor capacity which will create additional opportunity for local businesses Adding additional signage and/or improving intersection functionality would make the corridor more user friendly and could open the corridor to new users and/or visitors
	Community Improvement	Ranking based on the alternatives ability to adopt recommendations provided in the Township of Selwyn Community Improvement Plan (CIP)	+/−	Does not implement any CIP recommendations Does not hinder the future implementation of CIP recommendations	−	Increasing to a 4 lane cross section would make it difficult to implement improvements	+	This alternative could implement recommendations of the CIP under Action #1 and Action #7	+	This alternative could implement recommendations of the CIP under Action #2, Action #3, Action #8 and Action #10 Adding a centre turn lane would meet Action #1 in the CIP and allow for additional measures to be considered
	Environmental	Ranking based on impact to the natural environment (Water Quality impacts, loss of vegetation, air quality (emissions))	−	As corridor congestion increases, vehicle idle time and vehicle emissions will also increase No opportunity to improve water quality outletting to Chemong Lake from the corridor	+	Opportunity to provide water quality infrastructure Opportunity for additional plantings in the corridor Reduce vehicle idle time	+	Reduction in vehicles from the corridor will reduce associated emissions Opportunity for additional plantings in the corridor	=	With signal coordination opportunity to reduce vehicle travel time within the corridor and associated emissions
Traffic and Transportation (The alternative must have at least one positive net change under this category to be Carried Forward)	Corridor Capacity	Measures how effective the alternative is at reducing congestion and improving traffic flow in the corridor	−	Over the medium to long term horizon congestion and traffic flow will increase under this alternative	+	2 lanes (1 each direction) can increase corridor capacity 75-80% however this increase is not required in the short to medium term horizon Ward Street currently operates at 80+% capacity in PM peak hour	+	Successful public transportation program can convert up 2-5% of vehicular traffic Successful active transportation facilities would convert up to 1% of vehicular traffic	+	Signal timing coordination, intersection improvements and additional signage would increase capacity Center turn lane can increase corridor capacity 10-15% Improving/consolidating entrance locations within the corridor would increase capacity
	Corridor Safety	Measures the degree to which the alternative improves factors that contribute to user safety including motorists, cyclists and pedestrians	−	Over the medium to long term horizon congestion and traffic flow will increase and corridor safety will erode due to a corridor unequipped to handle increased use	−	Increased pedestrian/cyclist exposure without crossing enhancements Additional corridor capacity and increased speeds in centre lane	+	Adding enhancements to the corridor though an additional travel path for pedestrians or cyclists	+	Provide designated crossings at intersections Improve corridor signage for both motorized and non-motorized users
	Public Transportation	Measures the degree to which the alternative provides for improvements to public transportation movement in the corridor.	=	Does not provide additional public transportation infrastructure to enhance/increase ridership	+	Potential of a shared Bus Lane for transit or ride sharing	+	Bus shelters to improve ridership Strategically placed bus stops Real time bus schedule	+	Bus shelters improve ridership Strategically placed bus stops Real time bus schedule
	Active Transportation (non-vehicular)	Measures the degree to which the alternative provides for improvements to pedestrian or cycling movement in the corridor.	=	Does not provide active transportation infrastructure	−	Does not provide active transportation facility Increased pedestrian/cyclist exposure without crossing enhancements Additional corridor capacity Increased speeds in centre lane	+	Adding enhancements to the corridor though an additional travel path for pedestrians or cyclists	+	Provide designated crossings at intersections Provide additional signage for non-motorized users
Carry Forward		The selected alternatives will be carried forward to the next step of the EA process which will be evaluating design alternatives	X		X		✓		✓	

+	Positive Net Change
=	No Net Change
−	Negative Net Change
+/−	Positive & Negative Change

Table 4 – Preliminary Evaluation of Alternatives

6.2 Recommendations for Preferred Alternative Solutions

Based on the preliminary Ward Street solution analysis and evaluation, **Alternative 3: Transportation Demand Management** and **Alternative 4: Transportation Systems Management** were recommended to be carried forward through to the next phase of the Environmental Assessment.

Alternative 1: Do Nothing and **Alternative 2: Corridor Expansion – Additional Through Lanes** were recommended to not be advanced in the study, because they performed poorly against the evaluation criteria compared to the other alternatives.

Alternative 3: Transportation Demand Management focuses on promoting alternative travel methods to reduce reliance on personal vehicles. This could involve enhancing pedestrian and cycling infrastructure or improving public transit options for the community. This alternative was recommended for further consideration due to its potential to have a positive net impact in both the Land Use and Socioeconomic, and Traffic and Transportation evaluation categories.

Alternative 4: Transportation Systems Management will include operational strategies and technology to improve safety and efficiency along the Ward Street corridor. Proposed strategies include reviewing turning lanes, optimizing intersection controls, reconfiguring property access points, and additional signage. This alternative was also recommended for further consideration due to its potential to achieve positive net impacts in the two evaluation categories.

6.3 Preferred Solution Consultation and Confirmation

The results of the preliminary evaluation were presented at the Public Information Centre No 1. on February 20, 2024, at the Bridgenorth Community Hall. The consultation provided an opportunity for Councillors, the Public and Stakeholders, to review and make suggestions on the preferred alternatives. Comments on the preferred alternatives were collected from the stakeholders.

The comments received after the first Public Information Centre were generally positive with the majority indicating support for one or more of the alternatives that are being carried forward. The comments were consistent with and reinforced the project objectives, in that many of them referred to traffic issues, pedestrian and walkability issues and a desire for improved community space in the corridor. Based on the number of comments received and information in those comments, the following conclusions and recommendations were made to be included in the next phase of the Ward Street Environmental Assessment:

1. That improved pedestrian facilities are an important consideration to many stakeholders and that they continue to be included as the alternatives are refined.

2. That consideration be given to pedestrian safety when crossing Ward Street and that the need for a pedestrian crossing be evaluated as part of the alternatives.

3. That the alternatives carried forward are in line with the communities' suggestions and should address their concerns.

The consultation with stakeholders confirmed the initial recommendations and the preferred solution should include components of **Alternative 3: Transportation Demand Management** and **Alternative 4: Transportation Systems Management.** Both alternatives were carried forward to the next phase of the Environmental Assessment for additional refinement, design and evaluation.

7.0 Alternative Designs

The next phase of the projects included an examination of the alternative methods of implementing the preferred solution. The analysis was completed to minimize negative environmental impacts while maximizing the benefits of the project and meeting the objectives of the problem and opportunity statement. The preferred solution considers the public and stakeholders' input.

7.1 Corridor Modification Options

Based on the two carried forward alternatives, Transportation Demand Management and Transportation Systems Management, the identified Ward Street corridor modification options were:

Existing Conditions – Road Rehabilitation with Localized Improvements: A road rehabilitation to address pavement structural issues throughout the corridor with no additional lanes.

Option 1a Roundabout – Ward Street and Causeway (Bridge Street) Intersection: Review the impact of adding a roundabout to the traffic model. Review property impacts of adding a roundabout.

Option 1b Intersection/Signal Modification - Ward St. and Causeway Intersection: Review options to modify this intersection to improve Level of Service and pedestrian safety. Priority should be placed on maintaining through traffic capacity over Level of Service for turning movements.

Option 2a Centre Turn Lane - Gore to Tim Hortons: Review the impact to the traffic model and turning movements at Maitland and Hunter of adding a centre turn lane from

Tim Hortons to Charles/Gore Street. Priority should be placed on maintaining through traffic capacity over Level of Service for turning movements.

Option 2b Signal - Tim Hortons and Medical Centre: Review the impact to the traffic model of realigning the Tim Hortons and Medical Centre entrance and adding a signal. Review the corridor and site impacts of the reconfiguration. Priority should be placed on maintaining through traffic capacity over LOS for turning movements.

Option 3 Closing Champlain Road - Ward St. and Champlain Rd.: Close the Champlain Road connection and review the impact to the traffic model. If the impact is positive review the corridor impacts of the reconfiguration.

Option 4 Left Turn Lane & Pedestrian Crossing - Ward St. and Charles/Gore St.: To increase intersection safety for both bus turning movements and pedestrians, review adding a left turn lane onto Charles Street and adding a controlled pedestrian crosswalk.

Option 5 Ward St. and Ultramar Entrance: Review the impact to the traffic model of modifying the south Ultramar entrance to a right in/right out configuration. If the impact is positive review the truck turning movement for the site with the new configuration.

Option 6 Ward St. and LCBO Entrance: Review the impact to the traffic model of modifying the LCBO entrance to a right in/right out configuration. If the impact is positive review the site impact to the reconfiguration.

Option 7 Ward St. and Subway Entrance: Review the impact to the traffic model of modifying the Subway entrance to a right in/right out configuration. If the impact is positive review the truck turning movement for the site with the new configuration.

Option 8 Shift Signalization from Wilcox to Gore: Review the impact to the traffic model of shifting the existing traffic signals at the Ward and Wilcox intersection to the intersection of Ward and Gore streets.

7.2 Evaluation Method and Criteria

Detailed traffic modeling was completed for Phase 3 to determine the impacts of the corridor modification options and quantify the options. The model evaluated the through capacity of the corridor and level of service for turning movements for side streets and commercial entrances.

The Technical Advisory Committee established criteria to compare the corridor modification options. The modifications needed to maintain sufficient through capacity for the short to medium term horizon up to 2041, improve or maintain the level of service for turning movements for side streets and improve or maintain the level of service for turning movement for commercial entrances.

The options that met the traffic criteria were further qualitatively evaluated based on their impact to private property, the Selwyn Community Improvement plan, costs, environmental impacts, corridor safety, public transportation and active transportation. The stakeholder feedback from the initial Public Information Centre was also considered during the evaluation of the various corridor modification options.

7.3 Impact of Corridor Modification Options

Traffic modeling was completed to determine the impact of the modification options on the traffic throughput and Levels of Service. Details on the traffic analysis are in **Appendix G**.

Option 1a Roundabout – Ward Street and Bridge Street Intersection: Intersection with a roundabout will operate at and average Level of Service of A. This option requires significant changes to the existing geometry of the intersection and requires more room to accommodate the roundabout with two entry lanes at all approaches. The driveways in the commercial corridor north of Gore Street will face additional delay.

Option 1b Intersection/Signal Modification - Ward St. and Bridge Street Intersection: Improved intersections weekend Level of Service from D to C. The critical east bound left turning movement changes from F to E along with significant improvements in vehicle capacity and queue. Consequently, the north bound lane is expected have a decreased level of service from C to D on weekdays and B to E on weekends along with associated increase in and queue length.

Option 2a Centre Turn Lane - Gore to Tim Hortons: Results vary depending on capacity standards used. The option may have significant impact for the side streets or no impact on side street movements depending on the standard used.

Option 2b Signal - Tim Hortons and Medical Centre: Improves Tim Hortons entrance's Level of Service while decreasing the Level of Service for through traffic. The traffic lights force moving traffic to stop which causes additional delay. May improve side streets access to Ward Street, however, upstream and downstream intersections will be impacted by extensive queue from vehicles stopped on Ward Street. This option will require a complete intersection design.

Option 3 Closing Champlain Road - Ward St. and Champlain Rd.: No measurable benefit to closing Champlain Road and re-assigning traffic elsewhere.

Option 4 Left Turn Lane & Pedestrian Crossing - Ward St. and Charles/Gore St.: Currently operates as if there is a northbound left turn lane because it is wide enough to allow the north bound vehicles to slip around left turning vehicle. Modelled as such and no improvement on Level of Service. A pedestrian crossing will reduce capacity for the through traffic.

Option 5 Ward St. and Ultramar Entrance: Improve only the right-in right-out driveway. Left-out left-in traffic will be re-assigned to another driveway, which will make left-turns worse.

Option 6 Ward St. and LCBO Entrance: Improve only the right-in right-out driveway. Left-out left-in traffic will be re-assigned to another driveway, which will make left-turns in and out worse.

Option 7 Ward St. and Subway Entrance: Improve only the right-in right-out driveway. Left-out left-in traffic will be re-assigned to another driveway, which will make left-turns in and out worse.

Option 8 Shift Signalization from Wilcox to Gore: No meaningful improvement and reduces Level of Service for the Wilcox intersection.

7.4 Traffic Modeling of Ward Street Modification Options

The **Table 5** and **Table 6** outline the results of the traffic modeling, decision criteria and evaluations.

ENGAGE ENGINEERING

Ward Street EA -
Traffic Modelling Scenarios

Peterborough County

Problem & Opportunity Statement The objective of the project is to enhance traffic capacity and optimize traffic circulation along the Ward Street (CR18) corridor for the short to medium term horizon. The project will also consider active transportation opportunities in the community and provide space within the corridor for implementation of the Township Community Improvement Plans.		**Traffic Model Results**			**Results Summary**
Alternatives	**Description**	**Is 2041 through capacity maintained?**	**Number of road turning movements with LOS of F in 2041**	**Number of commercial entrance turning movements with LOS of F in 2041**	
Alternative 1 - Road Rehabilitation with Localized Improvements	Baseline results with road rehabilitation.	Yes	8	6	
Alternative 2 - Option 1A Roundabout at Ward/Causeway Intersection	Results with addition of a roundabout at Ward/Bridge	Yes	>8	>6	Improves LOS for all movements at Ward/Bridge intersection; additional throughput causes delays and reduces LOS at all commercial entrances between Bridge and Gore. Reduces gaps in traffic for side streets and commercial areas to access corridor.
Alternative 3 - Option 1A + 2A Roundabout at Ward/Causeway and Centre Turn Lane from Gore to Tim Hortons	Results with addition of a roundabout and centre turn lane extension from Gore to south limits	Yes	>8	>6	Improves LOS for all movements at Ward/Bridge intersection; additional throughput causes delays and reduces LOS at all commercial entrances between Bridge and Gore. Centre turn lane will help traffic from side streets and improve capacity of the through lane. SIde street traffic through this area is very low and additional through capacity is not required.
Alternative 4 - Option 1A + 2B Roundabout at Ward/Causeway & Signals at Tim Hortons	Results with addition of a roundabout and signal at Tim's/Medical Centre	No	>8	>6	Improves LOS for all movements at Ward/Bridge intersection; additional throughput d reduces LOS at all commercial entrances between Bridge and Gore. Signals improve LOS at Tim's entrance but reduce LOS for through traffic on Ward and cause extensive (120m) queing on Ward, affecting adjacent intersections. Through capacity is not maintained out to 2041.
Alternative 5 - Option 1B Optimize Signal Timing at Ward/Causeway Intersection	Results with signal/intersection timing optimization at Ward & Causeway	Yes	>8	>6	Improves EB LT turn LOS but NB LT LOS is reduced at Ward/Bridge intersection. Other movements currently have priority over the EB LT movement. No impact beyond Gore street from optimization.
Alternative 6 - Option 1B + 2A Optimize Signal Timing at Ward/Causeway Intersection and Extend CTL from Gore to Tim Hortons	Results with signal timing optimziation at Ward & Causeway and centre turn lane extension	Yes	8	6	Improves EB LT turn LOS but NB LT LOS is reduced at Ward/Bridge intersection. Other movements currently have priority over the EB LT movement. No impact beyond Gore street from optimization. Centre turn lane will help traffic from side streets and improve capacity of the through lane. SIde street traffic through this area is very low and additional through capacity is not required.
Alternative 7 - Option 1B + 2B Optimize Signal Timing at Ward/Causeway Intersection and Signalize Tim Hortons Intersection	Results with signal timing optimization at Ward & Causeway and signal at Tim's/Medical Centre	No	>8	>6	Improves EB LT turn LOS but NB LT LOS is reduced at Ward/Bridge intersection. Other movements currently have priority over the EB LT movement. No impact beyond Gore street from optimization. Signals improve LOS at Tim's entrance but reduce LOS for through traffic on Ward and cause extensive (120m) queing on Ward, affecting adjacent intersections. Through capacity is not maintained out to 2041.
Alternative 8 - Option 8 Shift Traffic Signal from the Ward and Wilcox Intersection to Ward and Gore	Results with shifting traffic signals from Ward and Wilcox to Ward and Gore	Yes	>8	>6	Significantly reduces LOS at the Wilcox intersection and causes additional delay throughout the corridor.

Table 5 - Ward Street Traffic Modeling Scenarios

Ward Street ClassEA - Evaluation of Phase 3 Alternatives

Problem & Opportunity Statement
The objective of the project is to enhance traffic capacity and optimize traffic circulation along the Ward Street (CR18) corridor for the short to medium term horizon. The project will also consider active transportation opportunities in the community and provide space within the corridor for implementation of the Township Community Improvement Plans.

Category	Criteria	Description	Alternative 1 Road Rehabilitation w/ Localized Improvements		Alternative 6 Optimize Signal Timing at Ward/Causeway Intersection and Extend CTL from Gore to Tim Hortons			
			Impact	Description	Impact	Description		
Land Use and Socio-Economic Impact	Property Impacts	Measure of the quantity and extent of private property effects based on the alternative	=	Road rehabilitation will have minimal property impacts to properties	−	The addition of a centre turn lane from Gore to Tim Hortons would impact private properties that are close to or enroaching the municipal road allowance	+	Positive Net Change
	Community Improvement	Ranking based on the alternatives ability to adopt recommendations provided in the Township of Selwyn Community Improvement Plan (CIP)	+	Many of the CIP initiatives can be implemented with a road rehabilitation given no additional boulevard space is required.	+/−	Some of the CIP initiatives can be implemented. With the extra space a centre turn lane from Gore to Tim Hortons would require minimal space is left for CIP's.	=	No Net Change
	Project Costs	Measure of the cost associated with the alternative	+	More cost efficient option, minimal utility relocations required and minimal property impacts.	−	Much more cost prohibitive given utility relocation requirements to implement a centre turn lane	−	Negative Net Change
	Environmental	Ranking based on impact to the natural environment (Water Quality impacts, loss of vegetation, air quality (emissions))	+	Would allow for stormwater quality controls to be implemented. Minimal loss of vegetation and ability to install additional plantings.	+	Would allow for stormwater quality controls to be implemented. Minimal loss of vegetation and ability to install additional plantings.	+/−	Positive & Negative Change
Traffic and Transportation (The alternative must have at least one positive net change under this category to be Carried Forward)	Corridor Capacity	Measures how effective the alternative is at reducing congestion and improving traffic flow in the corridor	=	Manages through traffic flow out to the end of the study forecast. Maintains the level of service for the corridor but does not improve it.	=	Manages through traffic flow out to the end of the study forecast. Centre Turn Lane does help some turning movements in the corridor.		
	Corridor Safety	Measures the degree to which the alternative improves factors that contribute to user safety including motorists, cyclists and pedestrians	+	Pedestrian crossings and facilities will be improved to increase pedestrian safety. A multi-use path would take cyclists off of the road corridor improving cycling safety. Improvements to the Gore and Ward intesection will improve motorist safety	+	Pedestrian crossings and facilities will be improved to increase pedestrian safety. Improvements to the Gore and Ward intesection will improve motorist safety		
	Public Transportation	Measures the degree to which the alternative provides for improvements to public transportation movement in the corridor.	=	No improvements over current conditions for public transportation.	=	No improvements over current conditions for public transportation.		
	Active Transportation (non-vehicular)	Measures the degree to which the alternative provides for improvements to pedestrian or cycling movement in the corridor.	+	Improves active transportation through the addition of pedestrian sidewalks. Provides the opportunity to incorporate a multi-use path for cycling the entire length of the corridor	=	Would marginally improve pedestrian transporation through the addition of sidewalk. No opportunity to add cycling infrastructure.		
Preferred Alternative		The preferred alternative will be carried forward to the preliminary design phase of the EA process	✓		X			

Table 6 - Ward Street Evaluation of Phase 3 Alternatives

7.5 Recommendations for Preferred Design Solution

Based on the evaluation of Phase 3 alternative design solutions the recommended preferred design is Alternative 1, Road Rehabilitation with Localized Improvements. The preferred design is expected to be able to implement improvement actions identified in the Community Improvement Plan, have a reasonable project cost, and have minimal natural environmental impacts with the potential to improve stormwater quality. The road rehabilitation and localized improvements will maintain corridor capacity and level of service for the short to medium term, increase pedestrian safety and add new active transportation options.

7.5.1 Road Rehabilitation

The recommended preferred design solution includes a road rehabilitation that will overhaul the existing road along the Ward Street corridor. The rehabilitation will include utility relocation and property acquisition as required at strategic locations where needed to implement the new Right of Way features. The recommended design solution will incorporate the removal and replacement of the road surface, underlying structural layers, sidewalks, concrete curbs and gutter. The storm sewer system within the Ward Street Right of Way will be resized and replaced as required.

The road rehabilitation will aim to enhance the roads structural integrity, improve the drainage system and increase the longevity of the road.

The limits of the road rehabilitation will extend along Bridge Road to the eastern limit of the intersection of Bridge Road, Garthorne Avenue and Kelly Boulevard, where the recently completed James A. Gifford Causeway project terminated. The southern limit will extend approximately 30m south of the intersection of Ward Street and Champlain Road.

7.5.2 Localized Corridor Improvements

The localized improvements for the recommended preferred design solution include a multi-use path, Low Impact Development stormwater management facilities, an intersection realignment at Ward Street and Gore Street and signalized crosswalks at Bridge Road and Ward Street.

The addition of a multi-use path promotes active transportation by providing a safe and dedicated space for pedestrians and cyclists. This path will encourage a healthy lifestyle, reduce dependency on motorized vehicles, and lower greenhouse gas emissions. The path will improve the connectivity throughout Bridgenorth and increase accessibility to commercial businesses along the corridor. The inclusion of the multi-use path will help Ward Street become a more balanced and complete street.

The inclusion of Low Impact Development stormwater management features will better mimic the natural water cycle and improve water quality reaching Chemong Lake. The features suitable for this project include rain gardens, permeable pavement, and tree trenches. These facilities have the potential to reduce surface runoff, improve water quality by filtering pollutants and reduce the risk of localized flooding. They provide opportunities for urban greening, improving aesthetics and contributing to habitat creation for local wildlife. Low Impact Development facilities align with modern sustainability goals, can reduced strain on municipal stormwater infrastructure. There is also the opportunity to add oil and grit separators to the storm sewer system that will trap and remove pollutants.

The realignment of the intersection at Ward Street and Gore Street will improve traffic flow and reduces potential conflict points, increasing overall safety for drivers, cyclists, and pedestrians. This intersection was identified as a traffic conflict area, specifically when school busses were lining up to turn east onto Gore Street. The existing intersection did not allow for a proper 3-lane to 2-lane transition. A more intuitive and efficient design can reduce confusion contributing to a more intuitive route. Improved visibility and geometry will increase intersection safety.

Signalized crosswalks significantly enhance pedestrian safety by providing controlled crossing points. These crossings ensure that pedestrians have clear priority at intersections, reducing the risk of accidents and fostering a more pedestrian-friendly environment. The inclusion of these crosswalks can also encourage more foot traffic, boosting local economic activity near these intersections.

Minor improvements to the geometry of the Ward Street corridor will increase efficiency and safety. The proposed geometric changes will better align the street with modern geometric design guidelines published by the transportation association of Canada. The realignment of entrances to be inline with each other will ensure vehicles are in positions conducive to proper turning and visibility.

7.6 Preferred Design Consultation and Confirmation

The preferred design was presented at the Public Information Centre No. 2 on October 15, 2024, in the Bridgnorth Community Hall. The consultation provided an opportunity for Councillors, the Public and Stakeholders, to review and make suggestions on the preferred design. Comments on the preferred design were collected from the stakeholders.

The feedback received reflects a mix of concerns and positive sentiments regarding the project. While many participants expressed enthusiasm for the proposed improvements, such as increased pedestrian accessibility and enhanced traffic flow, concerns were raised about the impact of ongoing construction on local businesses, the need for better pedestrian safety measures, and the preservation of greenspace.

Participants are particularly eager to see the project advance quickly, with a focus on creating a more vibrant area while ensuring that essential infrastructure are prioritized.

The Comment Sheet included five questions on the main proposed localized improvements and provided a yes or no checkbox to solicit feedback from stakeholders on those specific items. The localized improvements were generally well received, and the tally of the comment sheets are show in Tabe 4.

Table 7 – Localized Improvement Feedback

Proposed Localized Improvement	Yes	No
Do you like the concept of the proposed Gore Street and Ward Street intersection improvements?	12	1
Do you like the concept of the proposed pedestrian crossing facilities at the Causeway intersection?	11	3
Do you like the concept of the proposed 3 m multi-use path on the west side of Ward Street?	8	4
Do you like the concept of the proposed 1.8 m concrete sidewalk on the east side of Ward Street?	14	0
Do you like the concept of improved stormwater quality treatment for Ward Street?	9	3

The consultation with stakeholders confirmed community support for the proposed recommended design.

In addition to the Public Information Centre, meetings with property and business owners were held at their respective properties to discuss potential impacts and mitigation methods. As a direct result of these meetings, specific changes were made to the recommend design.

- The right-in right-out traffic island at the commercial plaza entrance at 882 Ward Street was converted from barrier curb to a painted feature. The owner was concerned about the delivery truck's ability to enter and exit the site.

- The concrete sidewalk along the east side of the road was moved to the curb line at the southeast corner of the intersection of Ward Street and Gore Street. The stakeholder was concerned with the property encroachment. The encroachment of the sidewalk was minimized by moving the sidewalk.

- The alignment of the sidewalk was adjusted at the Shell station, 839 Ward Street, to avoid the existing sign following the request of the owner.

8.0 Recommended Design

The Preferred Design for the Ward Street corridor was further refined and altered based on public consultation and suggestions from the Technical Advisory Committee.

8.1 Design Overview

A Preliminary Design Drawing Set has been created that identifies the existing Ward Street Conditions and the proposed features of the Recommended Design. The Preliminary Design Drawing Set can be found in **Appendix A**.

8.1.1 Road Geometry

The recommended design will include localized improvements to the Ward Street geometry. A new three to two-lane transition at the Gore Street intersection is proposed to provide a smoother transition for vehicles and increase the intersections safety.

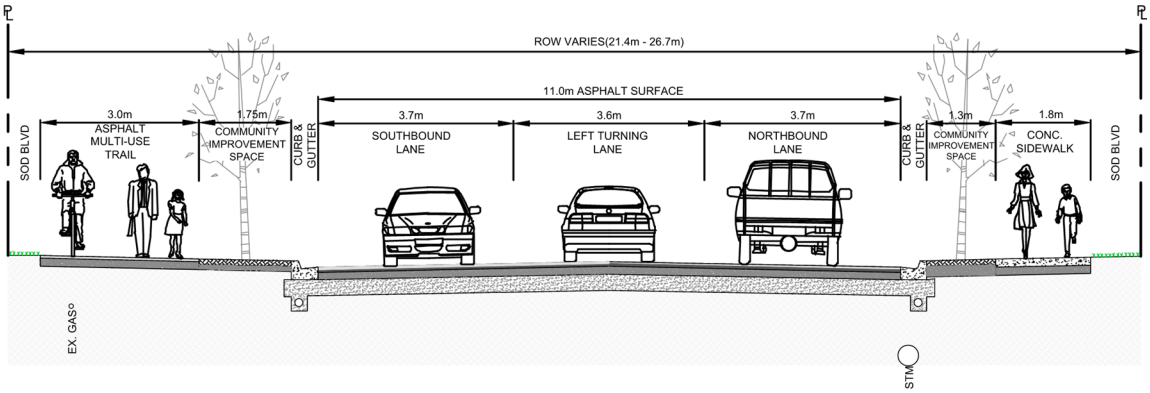
The alignment of the intersection of Ward Street and Bridge Street is recommended to be realigned to comply with the Transportation Association of Canada's standards. The size and arrangement of the two traffic islands within the intersection will be modified to improve the safety and function of the intersection.

Table 8 – Recommended Road Geometry

Road Property	TAC Standard
Design Speed	60 km/hr
Posted Speed	50 km/hr
NC Normal Crown	2%
Maximum Deflection	1%
Maximum Grade	6%
Minimum Grade	0.5%
Sag Vertical Curve Kmin	8-9
Crest Vertical Curve Kmin	10-13
Length of Curve	1290
Minimum Stopping Sight Distance	75-85

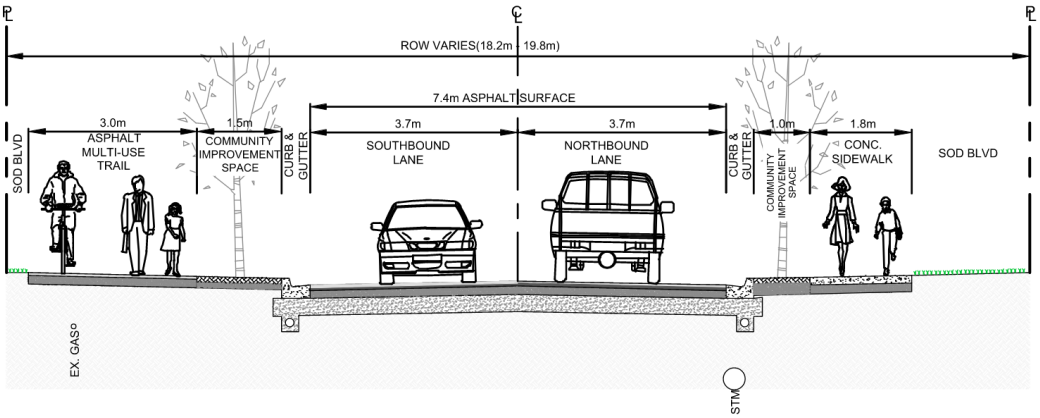
8.1.2 Typical Cross Sections

Two typical cross sections for the Ward Street Corridor were developed based on discussion with Township and County staff, and Technical Advisory Committee's design criteria. The cross sections for the recommended design include an urban section with a 3.0 m multi-use path on the west side and a 1.8 m concrete sidewalk on the east side.



- THREE LANES - SOUTHBOUND (3.7m), NORTHBOUND (3.7m) AND LEFT TURNING LANE (3.6m)
- COMMUNITY IMPROVEMENT SPACE ON BOTH SIDES
- NEW ASPHALT, CURB & STORM SEWER
- NO ON STREET PARKING
- NEW 1.8m CONCRETE SIDEWALK ON NORTHBOUND SIDE
- NEW 3.0m ASPHALT MULTI-USE TRAIL ON SOUTHBOUND SIDE

TYPICAL 3 LANE CROSS SECTION



- TWO LANES - SOUTHBOUND (3.7m) AND NORTHBOUND (3.7m)
- COMMUNITY IMPROVEMENT SPACE ON BOTH SIDES
- NEW ASPHALT, CURB & STORM SEWER
- NO ON STREET PARKING
- NEW 1.8m CONCRETE SIDEWALK ON NORTHBOUND SIDE
- NEW 3.0m ASPHALT MULTI-USE TRAIL ON SOUTHBOUND SIDE

TYPICAL 2 LANE CROSS SECTION

Figure 5: Cross Sections of Recommended Design

8.1.3 Commercial Entrance Improvements

There are four recommended commercial entrance improvements in the recommended design. Three of the improvements are right-in right-out channelization and the other improvement includes an entrance realignment.

The right-in right-out channelizations are strategically included at key commercial entrances along the Ward Street Corridor. These include:

- The southern entrance of the Ultramar Gas Station at 866 Ward Street
- The LCBO entrance at 861 Ward Street
- The northern entrance to the commercial plaza at 882 Ward Street

A small traffic island and proper signage will be added to the entrances to facilitate the right in right out traffic. These entrance improvements are a cost effective method that enhances traffic safety and improves the level of service by reducing the number of conflict points, provide additional space within the center left turning lane and concentrating left turns. The traffic islands at 861 and 866 Ward Street will be constructed with barrier curb or mountable curb and the entrance to the commercial plaza will be mountable curb or panted following requests of the property owner.

The entrance to the commercial property at 871 Ward Street will be relocated further south to improve its alignment with the entrance on the opposite side of the road. This realignment enhances traffic flow and safety by facilitating smoother and more predictable vehicle movements.

8.1.4 Selwyn Community Improvement Plan Implementation

The recommended design will address the public realm improvements identified for the Ward Street Corridor. These improvements will help ensure the commercial core area remains competitive by providing a comfortable, friendly and welcoming pedestrian environment. By implementing the actions outlined in the Community Improvement Plan, the overall experience of visitors, residents, ratepayers and business owners will be improved, ensuring the core area remains vibrant and competitive.

The specific actions that will be addressed by the recommended design are:

Action #1, reconfigure Ward Steet throughout the core area to create a more balanced and complete street.

The recommended design will remove on street parking spaces along the corridor to allow for pedestrian facilities on both sides of the street. Pedestrian crossings will be enhanced to improve visibility and safety by being physically defined.

Action #2 and #3, **resurfacing crosswalks at the Willcox Street intersection and Bridge Road.**

The pedestrian experience will be significantly improved at the Bridge Road with the inclusion of the dedicated cross walk signals.

Options to differentiate the colour or texture of the roadway at these intersections will be explored during the detailed design. The different surface will better define the pedestrian crossing and create a more comfortable walking environment.

Action #7 Install a concrete sidewalk extension along the east side (and west side in some sections) of Ward Street.

The proposed recommended design includes a continuous 1.8 m wide concrete sidewalk along the east side of ward street and a 3.0 m wide multi-use trail on the west side. These improved pedestrian facilities will that provides a connection throughout Bridgenorth and should make the main street more vibrant and accessible.

Action #12 Explore opportunities to plant private property edges and define vehicular accesses along Ward Street frontages.

The existing asphalt boulevard on Ward Street between intersections with Champlain Road and Gore Street is often used for parking that interferes with pedestrian facilities. The recommended design will include barrier curb that will eliminate the potential for parking and better define vehicular access to private property. A landscape plan will be completed during the detailed design phase to incorporate streetscaping and plantings along the corridor as prescribed by the Community Improvement Plan.

8.2 Construction Phasing and Staging

Adequate traffic capacity will be required through the Ward Street corridor during construction. Property owners and tenants may experience interruption to their property access during construction. To reduce this impact, all property owners should be notified prior to construction and in advance of work related to their access.

The detailed construction staging design and traffic management plan will be further developed during the detail design stage of the project.

8.3 Stormwater Management

The road reconstruction is an optimal opportunity to bring the existing storm sewer up to modern standards. There currently is no form of stormwater controls present along the Ward Street corridor. The recommended design will include Low Impact Development stormwater management facilities that will act to replicate the natural water cycle by promoting filtering stormwater and promoting infiltration. The Low Impact Development features suitable for this project include rain gardens, permeable pavement, and tree

trenches. These facilities have the potential to reduce surface runoff, improve water quality by filtering pollutants and reduce the risk of localized flooding.

The recommended design includes a stormwater analysis and storm sewer sizing be completed for the subject area and any downstream connections by a licenced professional during the detailed design stage.

8.4 Landscaping and Streetscaping

The proposed recommended design of the Ward Street corridor provides an opportunity to improve both the aesthetics and ecological conditions of the corridor. The preliminary design includes an urban boulevard that provides a buffer between the traffic lanes and the sidewalks and multi-use path.

The proposed recommended design provides an opportunity for additional planting on the east and west side of the corridors and the traffic islands at the intersection of Ward Street and Bridge Street. Preliminary tree locations have been shown on the preliminary design drawings. The final design should include native, non-invasive species that require minimal or no maintenance.

A landscape plan, outlining tree preservation, lighting and streetscaping will be required to be completed during the detailed design. The plans are to be completed by qualified registered professional Landscape Architects in coordination with the Township, County and stakeholders.

8.5 Active Transportation

Provisions for pedestrians and cyclists are included in the preferred preliminary design. The proposed multi-use trail and sidewalk will provide a safe, accessible and versatile path for pedestrians and cyclists that is currently not available in Bridgnorth. The multi-use trail will enhance safety and promote active transport by separating cyclists from the vehicular traffic along Ward Street. This form of transportation can contribute to a healthier lifestyle, reduce vehicular dependency and create a more balanced and complete street. The multi-use trail and sidewalk will increase community connectivity by improving access to businesses, parks and the school. A well designed active transportation system including sidewalks and multi-use trails can improve the overall appeal and livability of the community.

A 3.0 m asphalt multi-use trail is proposed along the west side of Ward Street. The multi-use trail will extend along Bridge Street to connect with the new path constructed during the James A. Gifford Causeway and Chemong Bridge rehabilitation project. The length of the proposed path is 1,120 m. The northern section of the proposed multi-use trail is along the curbline to match the new path and preserve the existing trees. A buffer is proposed between the path and the road from the business entrance at 874 Ward Street (NAPA) south to the project limits. The width of the buffer varies along the

corridor to minimize property impacts while maintaining adequate separation. The recommended multi-use path encroaches onto private property at 832 Ward Street and will require an easement or land acquisition to maintain the 3.0m width.

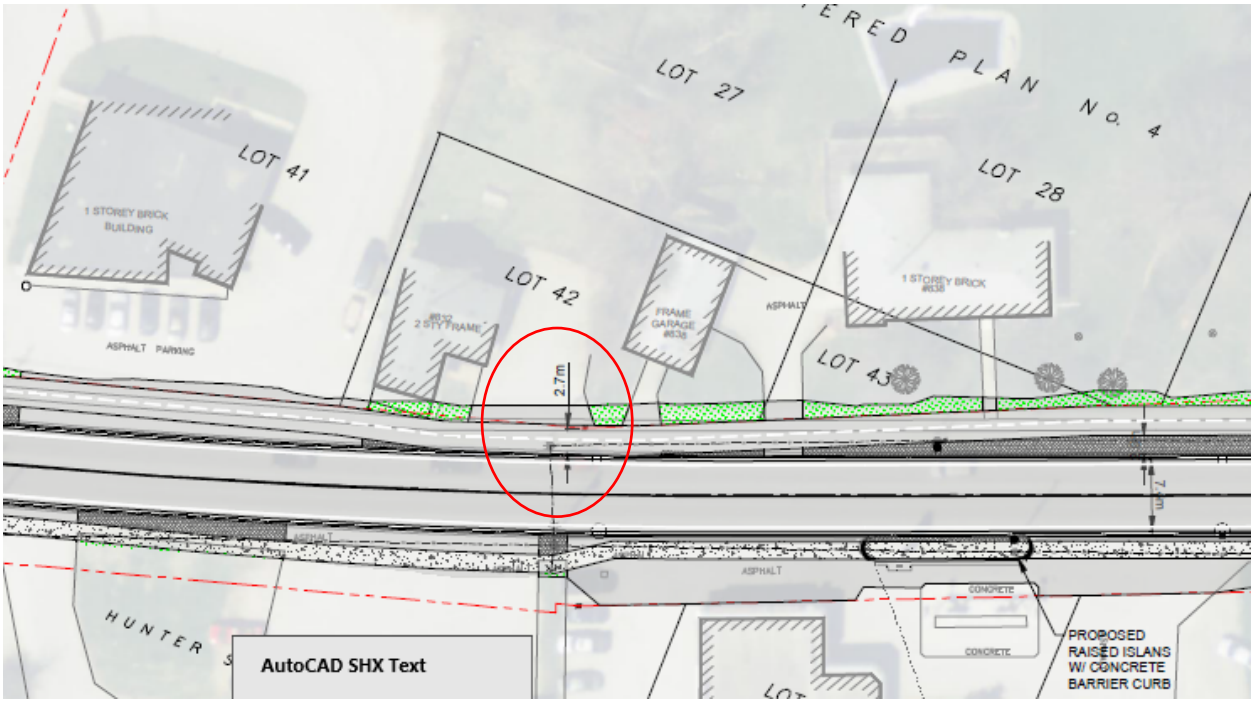


Figure 6: Multi-use Path and Property Encroachment

A new 1.8 m concrete sidewalk will be included along the east side of Ward Street. The sidewalk will extend approximately 40 m north of the intersection of Ward Steet and Bridge Road to the entrance of the medical building at 765 Ward Street. The length of the new sidewalk is approximately 1120 m. The sidewalk will have a buffer of varying widths that provides snow storage and increases pedestrian safety. The recommended multi-use path encroaches onto private property at the southeast corner of the intersection at Ward Street and Gore Street. Land acquisition or an easement will be required at this intersection.

8.6 Preferred Option for Encroachments

There are 13 existing property encroachments identified along the Ward Street corridor found in **Table 3**. Ten of the encroachments will be avoided with the recommended design and will not impact the project. Three of the encroachments will need to be addressed to provide the required space for the pedestrian facilities.

Encroachment number 4, at the residence of 813 Ward Street, is a concrete retaining wall with a set of steps and a rock garden. To provide the space required for the recommended design, the retaining wall, steps and rock garden will need to be reconfigured back and reconstructed outside of the right of way.

Encroachment number 11 is a small retaining wall at 849 Ward Street, Pizza Vila. This retaining wall can be redesigned outside of the Right of Way during the redesign of the commercial entrance.

Encroachment number 12 is a section of the parking lot in front of the Commercial Plaza, at 861 Ward Street. Ten of the existing parking stalls encroach into the Right of Way and will need to be relocated to construct the sidewalk. A preliminary redesign of the parking lot was completed to identify a feasible design. The property owner was consulted on the issue and had no objections to the proposed alteration to the parking lot given the number of spaces overall that will be maintained.

Details design of the various relocations will be need to completed during the detailed design phase in consultation with the impacted property owners.

8.7 Preliminary Cost Estimate

A preliminary cost estimate for the recommended design of the Ward Street corridor is presented in **Table 9**.

Table 9 - Preliminary Construction Cost Estimate

Element	Cost
Construction	$8,102,000.00
Engineering and Other Soft Costs	$794,000.00
Contingency	$3,241,000.00
Total Construction Cost	$12,136,000.00

This estimate total includes a full depth road reconstruction, additional pedestrian facilities, utility relocation, storm sewers, engineering, other soft costs and contingency. As this cost estimate has been completed at a very early stage of the project, a large contingency of 40% has been carried for unforeseen costs. The cost estimate should be reviewed and updated following the detailed design.

These values are presented in 2024 Canadian dollars. The full preliminary cost estimate is provided in **Appendix H**.

8.8 Project Implementation Schedule

A preliminary schedule for future work has been established by the Technical Advisory Committee. This schedule has been developed at and early phase of the project and is subject to change. The project implementation schedule is found in **Table 10**.

Table 10 - Project Implementation Schedule

Task	Completion Date
Ward Street Detailed Desing	2025
Utility Relocation	2026
Road Rehabilitation and Construction	2027

9.0 Environmental Effects and Mitigation Strategies

This section describes the anticipated or potential impacts associated with the recommended design and the proposed mitigation measures that will reduce the negative impacts.

Table 11 - Potential Project Issues and Mitigation Measures

No.	Issue	Environmental Issues and Potential Effects	Proposed Mitigation Measures
1	Property Impacts and Acquisition	The proposed multi-use path and sidewalk may infringe on private property	During the detailed design the exact location of the paths should be optimized to limit property impacts while being reasonable constructable. The County of Peterborough may be required to obtain property easements.
2	Property Access	Driveway and commercial entrances will be impacted by the reconstruction	Consultation with affected property owners will be completed to address access and entrance design. Efforts will be made to ensure that access is maintained throughout construction. Alternative entrances will be considered to m ensure continued access to properties.
3	Stormwater Impacts	Increased impervious surfaces may decrease the water quality and impact the capacity of the existing storm sewer	A Stormwater Management Assessment will be completed during the detailed design phase. The assessment should include a storm sewer capacity analysis and implement Low Impact Development design best practices.
4	Construction Soil Erosion	The disturbance and exposure of soils are prone to excess erosion and sediment transport specifically during construction	An Erosion and Sediment Control Plan will be developed to mitigate the construction impacts.
5	Snow Removal	The new pedestrian facilities will require additional winter maintenance and snow removal	A coordinated plan will be devised between Township and County staff to provide snow removal and maintenance
6	Traffic Control During Construction	Rehabilitation will require the removal of driving lanes reducing the roads traffic capacity.	Notify agencies and owners of construction schedule. Develop temporary access where required.

No.	Issue	Environmental Issues and Potential Effects	Proposed Mitigation Measures
7	Disruption of pedestrian Movement	The ability of pedestrian movements may be restricted during construction	Detailed construction staging design and traffic management plan will be developed during the detail design stage that minimises impacts to pedestrians.
8	Nesting and Breeding Wildlife	Removal of trees may impact protected nesting birds	Staging work to avoid spawning and breeding periods or hire a professional to confirm no presence of nesting birds.
9	Noise and Dust	Construction machinery and equipment can increase noise and dust	Employ noise and dust control measures. Stage construction as to cause least amounts of disruption
10	Parking	The removal of the paved shoulder may reduce the number of parking opportunities along ward street.	Evaluate the areas impacted by the removal of parking and review parking opportunities for select businesses

10.0 Next Steps

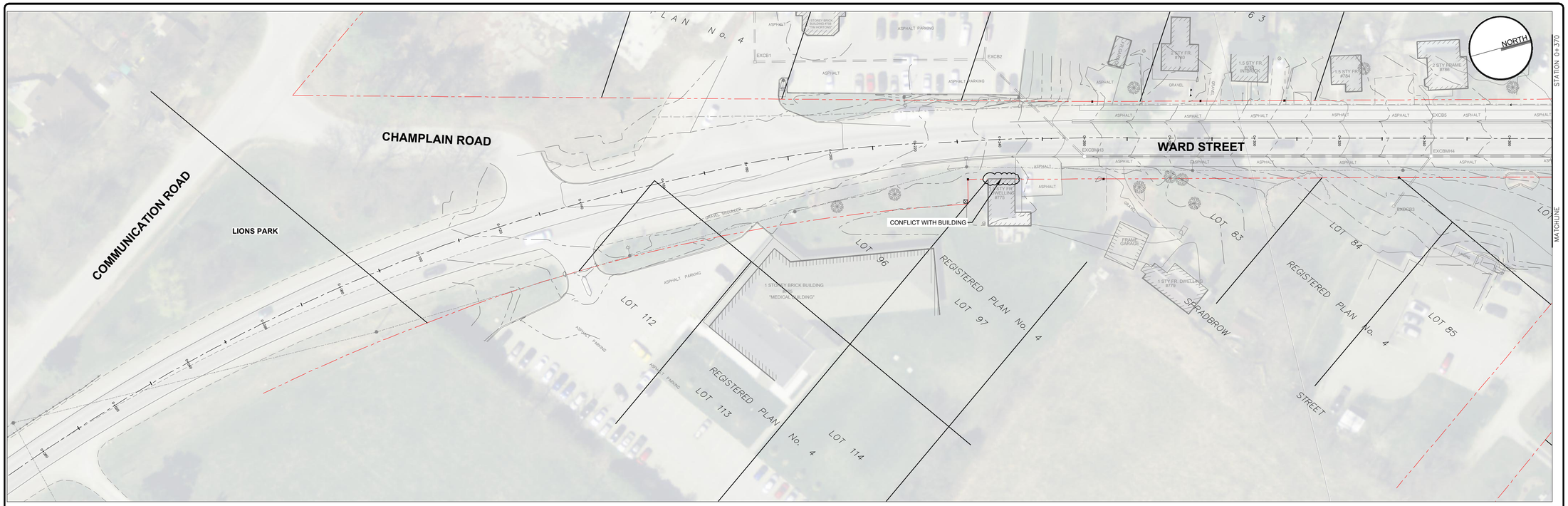
This report has been completed in accordance with Phase 4 of the Municipal Class Environmental Assessment Planning and Desing Process.

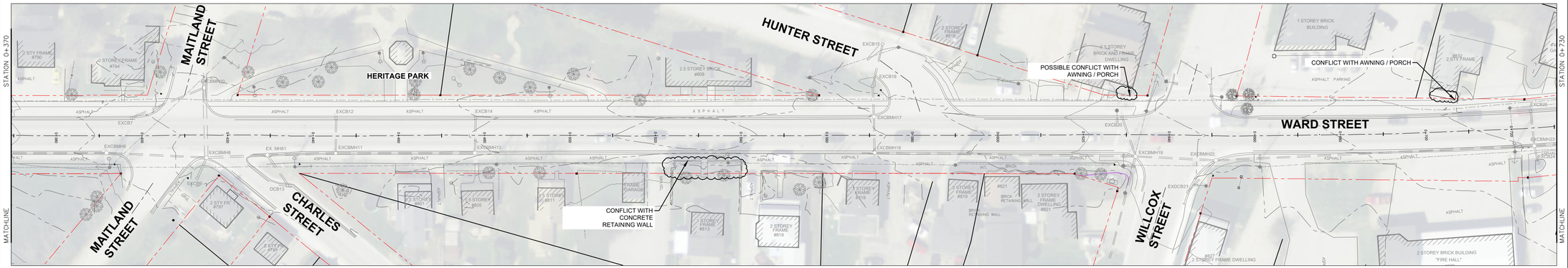
This Environmental Study Report will be filed on public record for a 30 day review period following adoption by the County of Peterborough's council. A Notice of Study Completion will be circulated to impacted parties on the public and stakeholders mailing list. The notice will also be posted on the Selwyn Township and County of Peterborough websites.

Interested persons may provide written comments to the project team during the 30 day review period. In addition, a request to the Minister of the Environment Conservation and Parks for an order imposing additional conditions or requiring comprehensive environmental assessment may be made on the grounds that the requested order may prevent mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Contact details and additional details are provided in the Notice of Study Completion.

Subject to comments received following the Notice of Study Completion, and the receipt of approvals, the County of Peterborough intends to proceed with the detailed design, and construction of the recommended design as outlined in this Environmental Study Report.

Appendix A: Ward Street Preliminary Design Set





SURVEY
TOPOGRAPHIC SURVEY PROVIDED BY ELLIOTT & PARR LAND SURVEYORS. SURVEY COMPLETED IN DECEMBER OF 2016.

BENCHMARK
ELEVATIONS ARE GEODETIC REFERRED TO HORIZONTAL CONTROL MONUMENT 001197JU417 BEING TABLET IN A CONCRETE END POST OF THE EAST END OF THE CAUSEWAY BRIDGE.

ELEV: 254.324m

LEGEND

EX.	FEATURE
	EDGE OF PAVEMENT
	BACK OF CURB
	EDGE OF GRAVEL
	CENTRELINE OF ROAD
	DITCH
	SIDEWALK
	FENCE LINE
	RETAINING WALL
	LIGHT DUTY ASPHALT
	HEAVY DUTY ASPHALT
	GRASS LANDSCAPED
	CONC. DRIVEWAY RAMP
	ASPH. DRIVEWAY RAMP
	PATIO/BLOCK PAVING
	GAS MAIN
	OVERHEAD BELL
	UNDERGROUND BELL
	OVERHEAD HYDRO
	UNDERGROUND HYDRO
	WATERMAIN
	STORM SEWER
	SANITARY SEWER
	WATER SERVICE
	STORM SERVICE
	SANITARY SERVICE
	PROPERTY LINE
	RIGHT-OF-WAY
	WATER VALVE
	WELL
	SANITARY MANHOLE
	CATCH BASIN
	DOUBLE CATCH BASIN
	CATCH BASIN MANHOLE
	DOUBLE CB MANHOLE
	STORM MANHOLE
	FIRE HYDRANT
	IRON BAR
	LIGHT STANDARD
	MAILBOX
	ROAD SIGN
	CONIFEROUS TREE
	DECIDUOUS TREE

No.	REVISION	BY	DATE
1.	ISSUED FOR PRELIMINARY DESIGN	SD	2024-12-20

ENGAGE ENGINEERING
www.engageeng.ca 171 King Street, Suite 120, Peterborough, ON Phone: (705) 755-0427

WARD STREET PRELIMINARY DESIGN

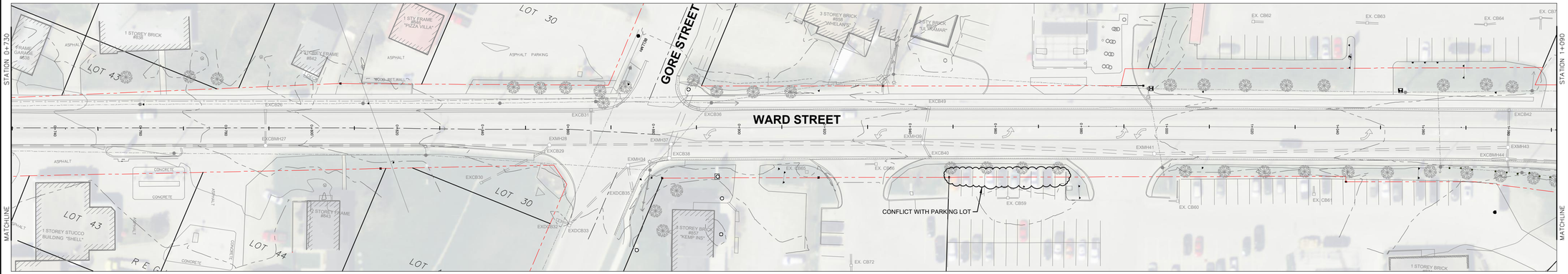
COUNTY OF PETERBOROUGH

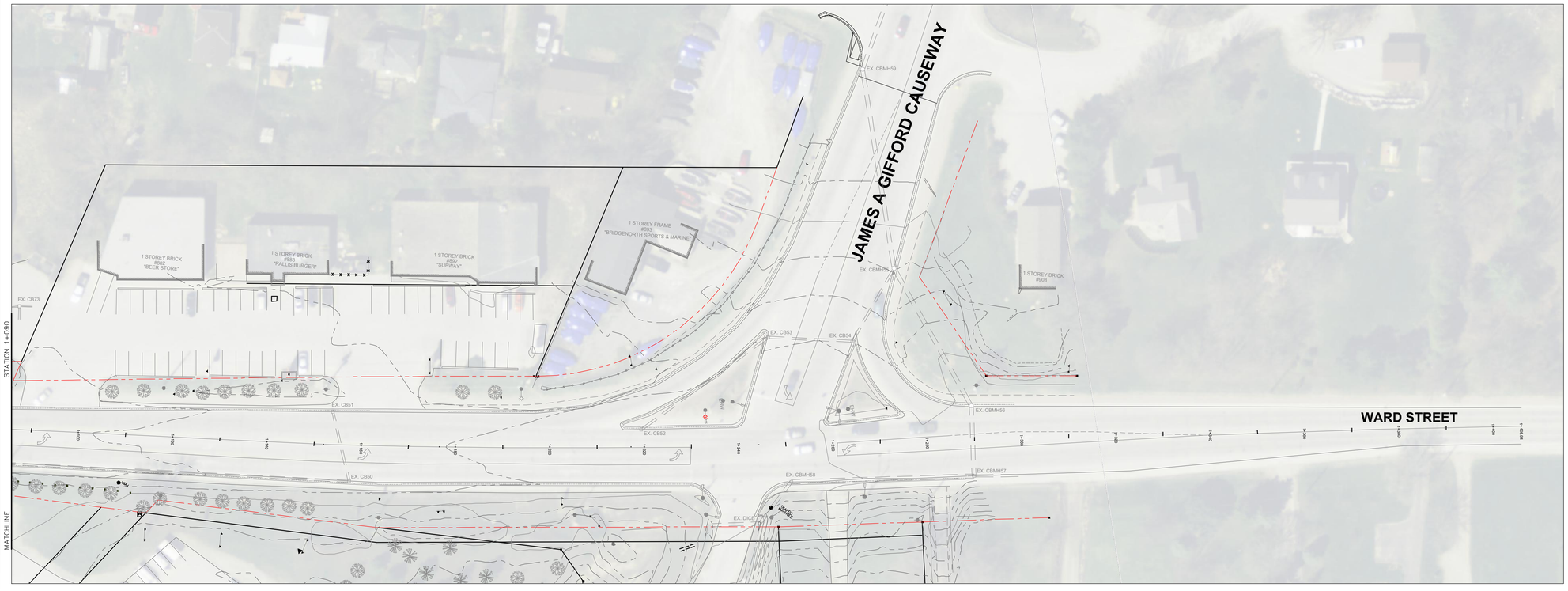
WARD STREET EXISTING CONDITIONS PLAN

BRIDGENORTH, ON.

DRAWN BY: S.DINGMAN	STAMP:
DESIGNED BY: J.ARMSTRONG	
APPROVED BY: P.HURLEY	
DATE: 2018-04-11	
SCALE: 1:500	
PROJECT NUMBER: 22129	FILE NAME: EC1
SHEET: 1 of 7	

22129-XC1
Date: Jun 21, 2025 - 2:26 pm Plotted by: sdingman Filename: S:\01 - Projects\2200022129 - Ward Street EA\02 Design\01 - Drawings\01 - Current Drawings\22129-XC1.dwg





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Date: Jun 21, 2025 - 2:31 pm Plotted by: sdingman Filename: S:\01 - Projects\2000022129 - Ward Street EA\02 Design\01 - Drawings\01 - Current Drawing\22129-XC1.dwg

SURVEY

TOPOGRAPHIC SURVEY PROVIDED
BY ELLIOTT & PARR LAND SURVEYORS. SURVEY COMPLETED IN DECEMBER OF 2016.

BENCHMARK

ELEVATIONS ARE GEODETIC REFERRED TO HORIZONTAL CONTROL MONUMENT 001972UI417 BEING TABLET IN A CONCRETE END POST OF THE EAST END OF THE CAUSEWAY BRIDGE.

ELEV: 254.324m

LEGEND

EX.	FEATURE
	EDGE OF PAVEMENT
	BACK OF CURB
	EDGE OF GRAVEL
	CENTRELINE OF ROAD
	DITCH
	SIDEWALK
	FENCE LINE
	RETAINING WALL
	LIGHT DUTY ASPHALT
	HEAVY DUTY ASPHALT
	GRASS LANDSCAPED
	CONC. DRIVEWAY RAMP
	ASPH. DRIVEWAY RAMP
	INTERLOCK BRICK
	GAS MAIN
	OVERHEAD BELL
	UNDERGROUND BELL
	OVERHEAD HYDRO
	UNDERGROUND HYDRO
	WATERMAIN
	STORM SEWER
	SANITARY SEWER
	WATER SERVICE
	STORM SERVICE
	SANITARY SERVICE
	PROPERTY LINE
	RIGHT-OF-WAY
	WATER VALVE
	WELL
	SANITARY MANHOLE
	CATCH BASIN
	DOUBLE CATCH BASIN
	CATCH BASIN MANHOLE
	DOUBLE CB MANHOLE
	STORM MANHOLE
	FIRE HYDRANT
	IRON BAR
	LIGHT STANDARD
	MAILBOX
	ROAD SIGN
	CONIFEROUS TREE
	DECIDUOUS TREE

No.	REVISION	BY	DATE
1.	ISSUED FOR PRELIMINARY DESIGN	SD	2024-12-20

ENGAGE ENGINEERING
www.engageeng.ca 171 King Street, Suite 120, Peterborough, ON Phone: (705) 755-0427

WARD STREET PRELIMINARY DESIGN

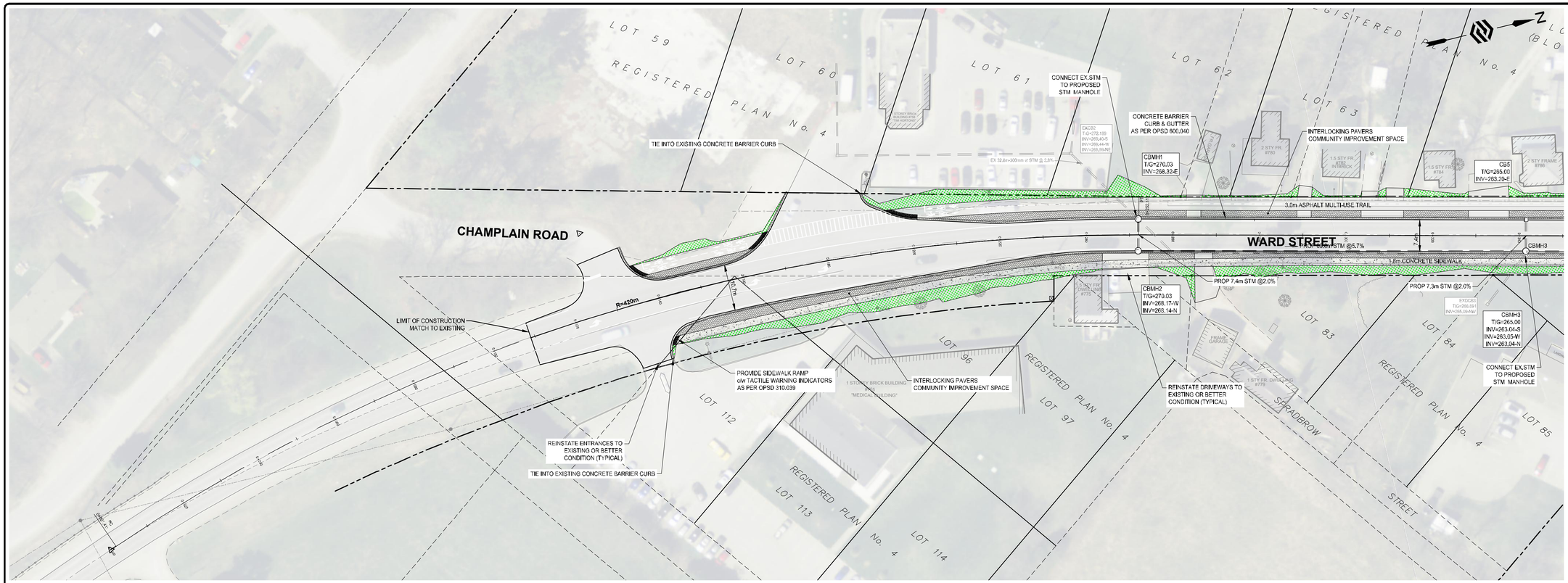
COUNTY OF PETERBOROUGH

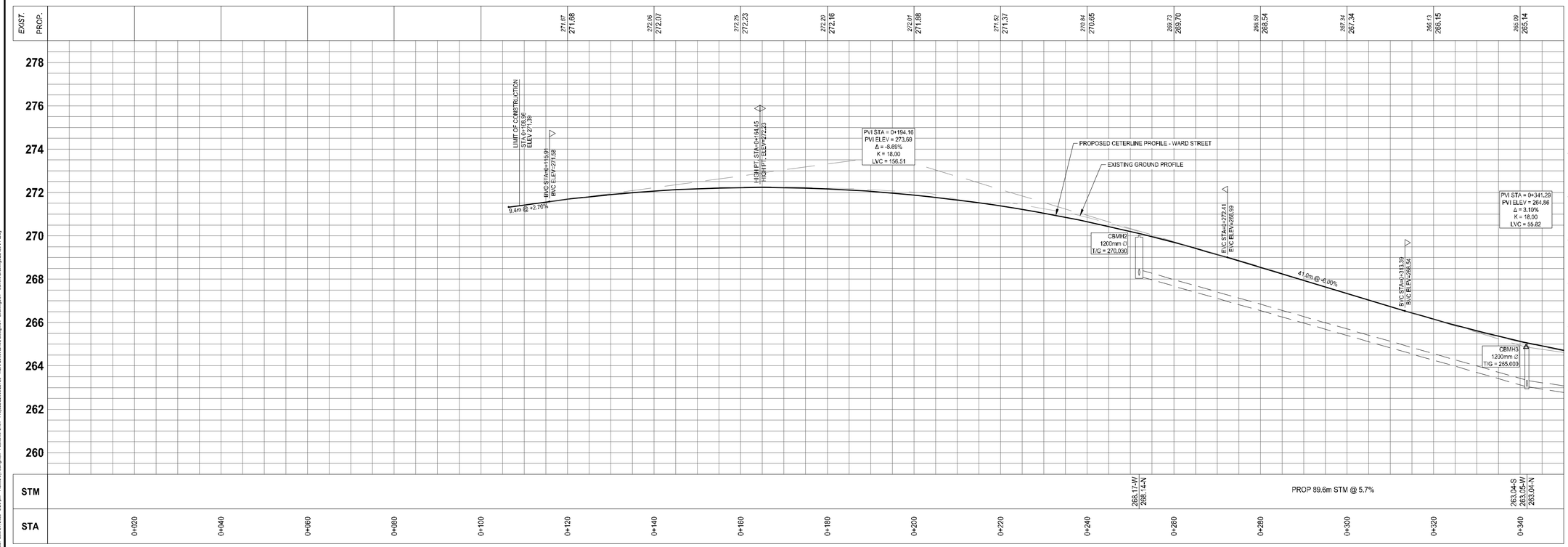
WARD STREET EXISTING CONDITIONS PLAN

BRIDGENORTH, ON.

DRAWN BY: S.DINGMAN	STAMP:
DESIGNED BY: J.ARMSTRONG	
APPROVED BY: P.HURLEY	
DATE: 2018-04-11	
SCALE: 1:500	

PROJECT NUMBER:	FILE NAME:	SHEET:
22129	EC2	2 of 7





SURVEY
TOPOGRAPHIC SURVEY PROVIDED BY ELLIOTT & PARR LAND SURVEYORS. SURVEY COMPLETED IN DECEMBER OF 2016.

BENCHMARK
ELEVATIONS ARE GEODETIC REFERRED TO HORIZONTAL CONTROL MONUMENT 001197241I7 BEING TABLET IN A CONCRETE END POST OF THE EAST END OF THE CAUSEWAY BRIDGE..

ELEV: 254.324m

LEGEND

PR.	EX.	FEATURE
		EDGE OF PAVEMENT
		BACK OF CURB
		EDGE OF GRAVEL
		CENTRELINE OF ROAD
		DITCH
		SIDEWALK
		FENCE LINE
		RETAINING WALL
		LIGHT DUTY ASPHALT
		HEAVY DUTY ASPHALT
		GRASS/LANDSCAPED
		CONC. DRIVEWAY RAMP
		ASPH. DRIVEWAY RAMP
		INTERLOCK BRICK
		GAS MAIN
		OVERHEAD BELL
		UNDERGROUND BELL
		OVERHEAD HYDRO
		UNDERGROUND HYDRO
		WATERMAIN
		STORM SEWER
		SANITARY SEWER
WS	WS	WATER SERVICE
ST	ST	STORM SERVICE
SS	SS	SANITARY SERVICE
		PROPERTY LINE
		RIGHT-OF-WAY
		WATER VALVE
		WELL
		SANITARY MANHOLE
		CATCH BASIN
		DOUBLE CATCH BASIN
		CATCH BASIN MANHOLE
		DOUBLE CB MANHOLE
		STORM MANHOLE
		FIRE HYDRANT
		IRON BAR
		LIGHT STANDARD
		MAILBOX
		ROAD SIGN
		CONIFEROUS TREE
		DECIDUOUS TREE

No.	REVISION	BY	DATE
1.	ISSUED FOR PRELIMINARY DESIGN	SD	2024-12-20

ENGAGE ENGINEERING
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WARD STREET PRELIMINARY DESIGN

COUNTY OF PETERBOROUGH

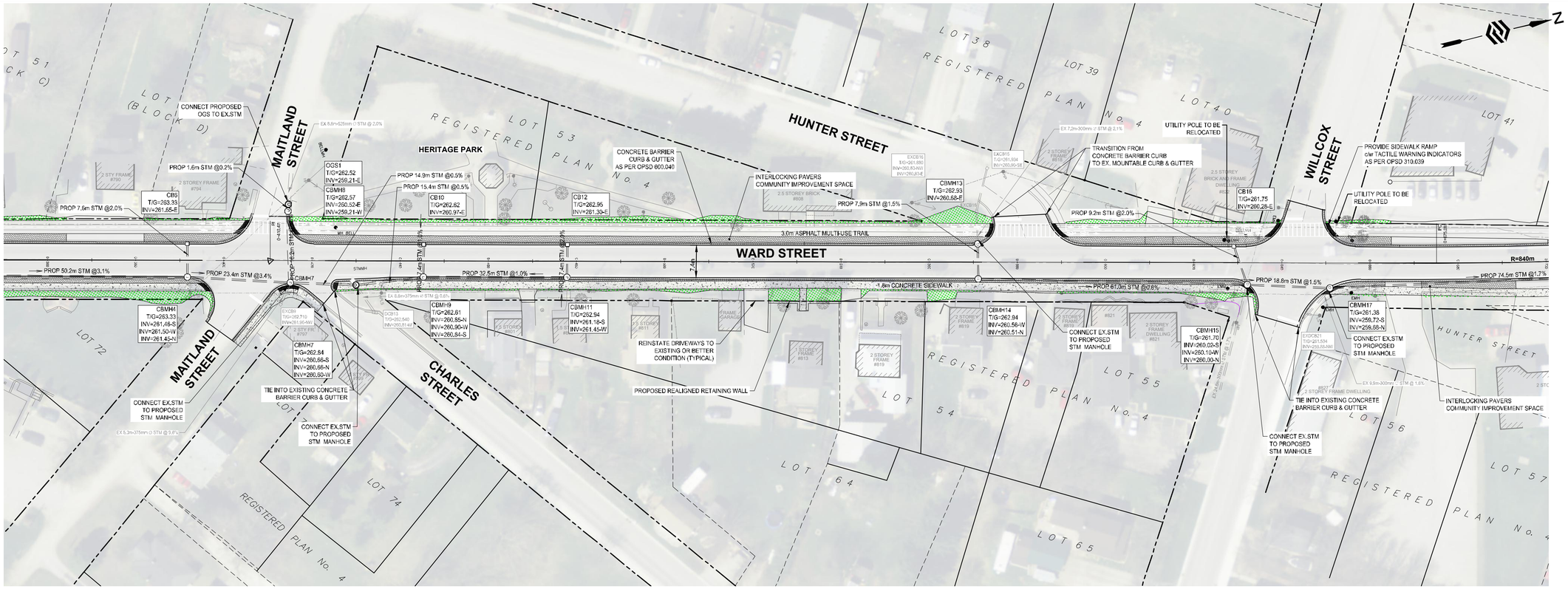
PLAN & PROFILE STA: 0+000 - 0+350

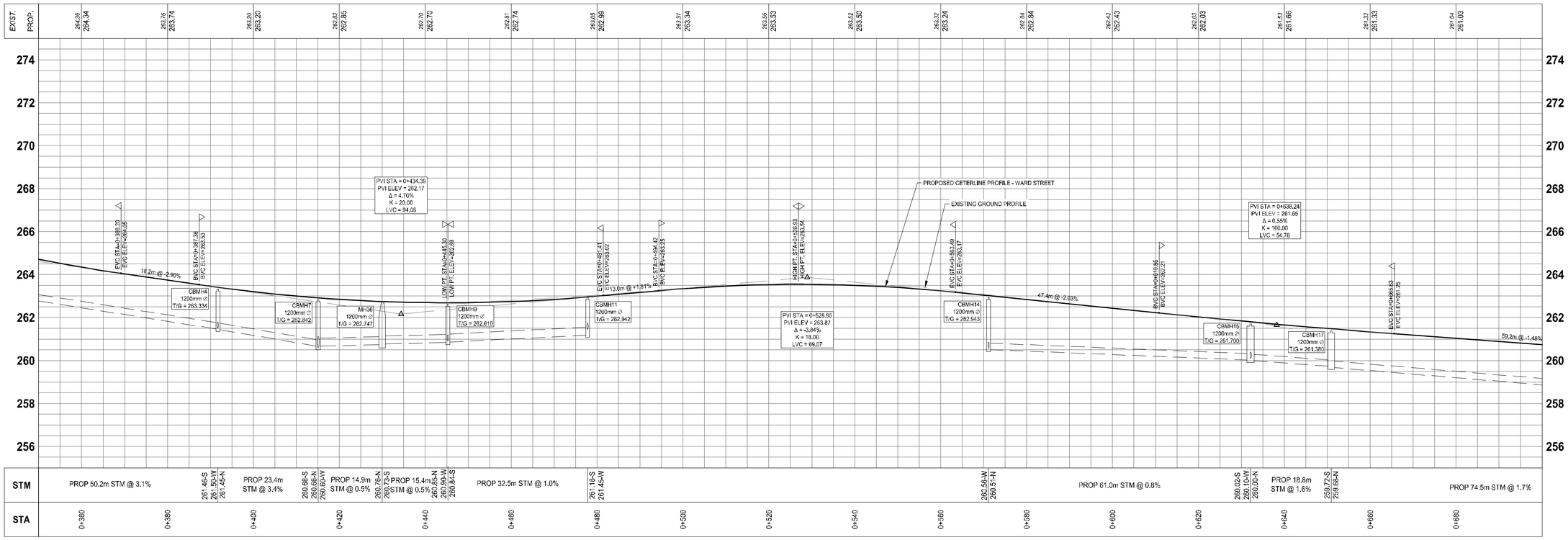
BRIDGENORTH, ON

DRAWN BY: S.DINGMAN	STAMP:
DESIGNED BY: S.DINGMAN	
APPROVED BY: P.HURLEY	
DATE: 2024-10-16	
SCALE: 1:500H 1:100V	

PROJECT NUMBER:	SHEET NAME:	SHEET:
22129	PP1	3 of 7

22129-PP
Date: Jan. 21, 2025 - 2:29 pm Plotted by: sdingman File name: S:\01 - Projects\22900\22129 - Ward Street EA\02 Design\01 - Drawings\01 - Current Drawings\22129-PP.dwg





SURVEY
TOPOGRAPHIC SURVEY PROVIDED BY ELLIOTT & PARR LAND SURVEYORS. SURVEY COMPLETED IN DECEMBER OF 2016.

BENCHMARK
ELEVATIONS ARE GEODETIC REFERRED TO HORIZONTAL CONTROL MONUMENT 001197QA17 BEING TABLET IN A CONCRETE END POST OF THE EAST END OF THE CAUSEWAY BRIDGE..

ELEV: 254.324m

LEGEND

PR.	EX.	FEATURE
		EDGE OF PAVEMENT
		BACK OF CURB
		EDGE OF GRAVEL
		CENTRELINE OF ROAD
		DITCH
		SIDEWALK
		FENCE LINE
		RETAINING WALL
		LIGHT DUTY ASPHALT
		HEAVY DUTY ASPHALT
		GRASS/LANDSCAPED
		CONC. DRIVEWAY RAMP
		ASPH. DRIVEWAY RAMP
		INTERLOCK BRICK
		GAS MAIN
		OVERHEAD BELL
		UNDERGROUND BELL
		OVERHEAD HYDRO
		UNDERGROUND HYDRO
		WATERMAIN
		STORM SEWER
		SANITARY SEWER
WS	WS	WATER SERVICE
ST	ST	STORM SERVICE
SS	SS	SANITARY SERVICE
		PROPERTY LINE
		RIGHT-OF-WAY
		WATER VALVE
		WELL
		SANITARY MANHOLE
		CATCH BASIN
		DOUBLE CATCH BASIN
		CATCH BASIN MANHOLE
		DOUBLE CB MANHOLE
		STORM MANHOLE
		FIRE HYDRANT
		IRON BAR
		LIGHT STANDARD
		MAILBOX
		ROAD SIGN
		CONIFEROUS TREE
		DECIDUOUS TREE

No.	REVISION	BY	DATE
1.	ISSUED FOR PRELIMINARY DESIGN	SD	2024-12-20

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WARD STREET PRELIMINARY DESIGN

COUNTY OF PETERBOROUGH

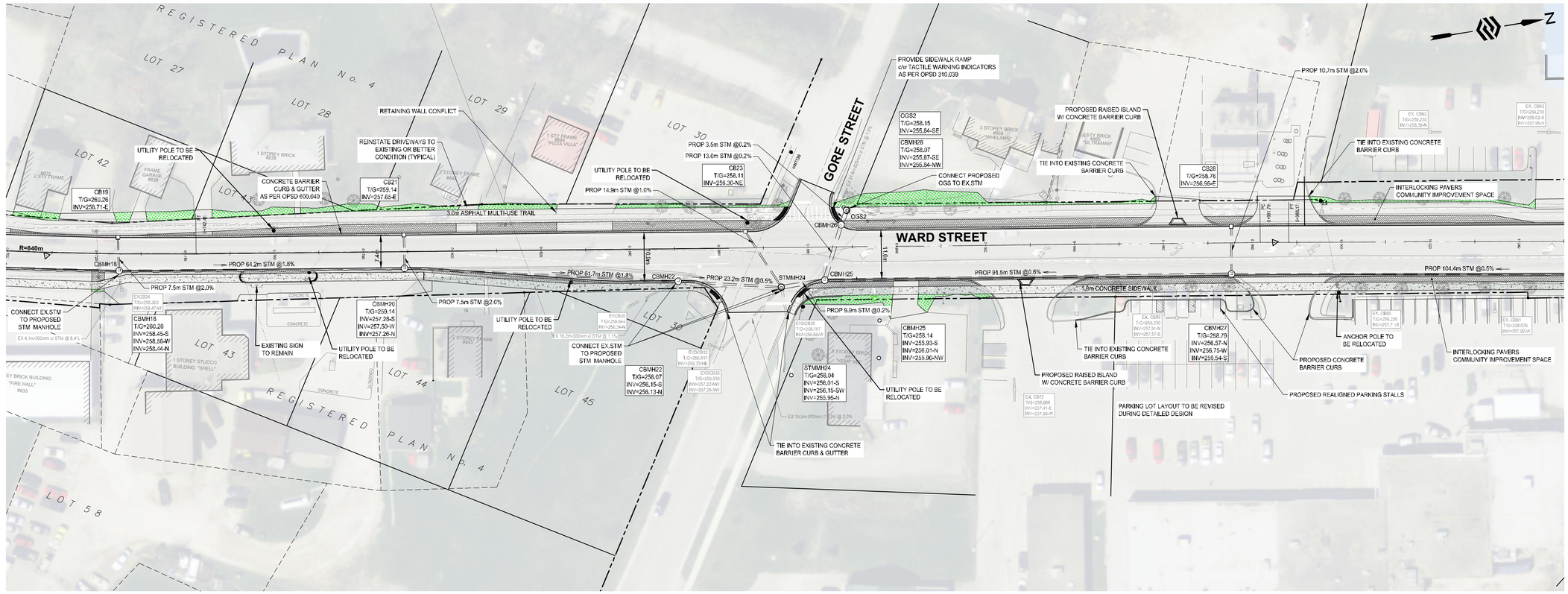
PLAN & PROFILE STA: 0+350 - 0+700

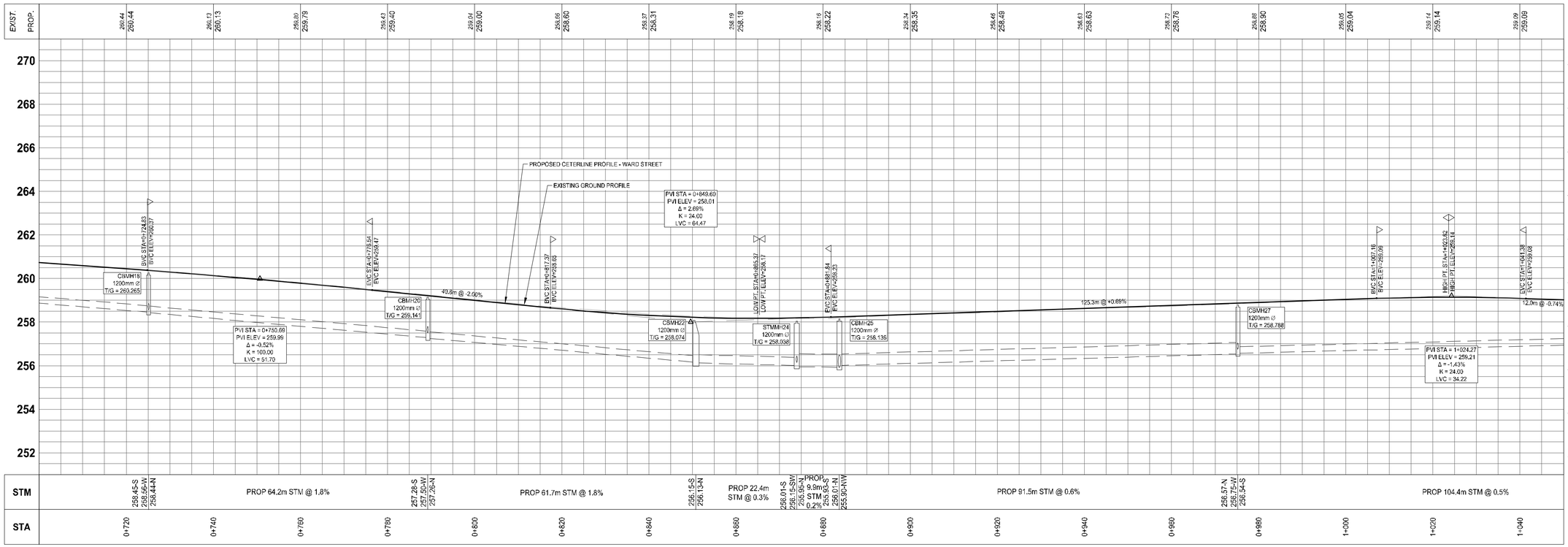
BRIDGENORTH, ON

DRAWN BY: S.DINGMAN	STAMP:
DESIGNED BY: S.DINGMAN	
APPROVED BY: P.HURLEY	
DATE: 2024-10-16	
SCALE: 1:500H 1:100V	

PROJECT NUMBER:	SHEET NAME:	SHEET:
22129	PP2	4 of 7

22129-PP
Date: Jan. 21, 2025 - 2:24 pm Plotted by: sdingman File name: S:\01 - Projects\22000\22129 - Ward Street EA\02 Design\01 - Drawings\01 - Current Drawings\22129-PP.dwg





SURVEY
TOPOGRAPHIC SURVEY PROVIDED BY ELLIOTT & PARR LAND SURVEYORS. SURVEY COMPLETED IN DECEMBER OF 2016.

BENCHMARK
ELEVATIONS ARE GEODETIC REFERRED TO HORIZONTAL CONTROL MONUMENT 001/1972A17 BEING TABLET IN A CONCRETE END POST OF THE EAST END OF THE CAUSEWAY BRIDGE.

ELEV: 254.324m

LEGEND

PR.	EX.	FEATURE
		EDGE OF PAVEMENT
		BACK OF CURB
		EDGE OF GRAVEL
		CENTRELINE OF ROAD
		DITCH
		SIDEWALK
		FENCE LINE
		RETAINING WALL
		LIGHT DUTY ASPHALT
		HEAVY DUTY ASPHALT
		GRASS/LANDSCAPED
		CONC. DRIVEWAY RAMP
		ASPH. DRIVEWAY RAMP
		INTERLOCK BRICK
		GAS MAIN
		OVERHEAD BELL
		UNDERGROUND BELL
		OVERHEAD HYDRO
		UNDERGROUND HYDRO
		WATERMAIN
		STORM SEWER
		SANITARY SEWER
WS	WS	WATER SERVICE
ST	ST	STORM SERVICE
SS	SS	SANITARY SERVICE
		PROPERTY LINE
		RIGHT-OF-WAY
		WATER VALVE
		WELL
		SANITARY MANHOLE
		CATCH BASIN
		DOUBLE CATCH BASIN
		CATCH BASIN MANHOLE
		DOUBLE CB MANHOLE
		STORM MANHOLE
		FIRE HYDRANT
		IRON BAR
		LIGHT STANDARD
		MAILBOX
		ROAD SIGN
		CONIFEROUS TREE
		DECIDUOUS TREE

No.	REVISION	BY	DATE
1.	ISSUED FOR PRELIMINARY DESIGN	SD	2024-12-20

ENGAGE ENGINEERING
www.engageeng.ca 171 King Street, Suite 128 Peterborough, ON Phone (705) 755-0427

WARD STREET PRELIMINARY DESIGN

COUNTY OF PETERBOROUGH

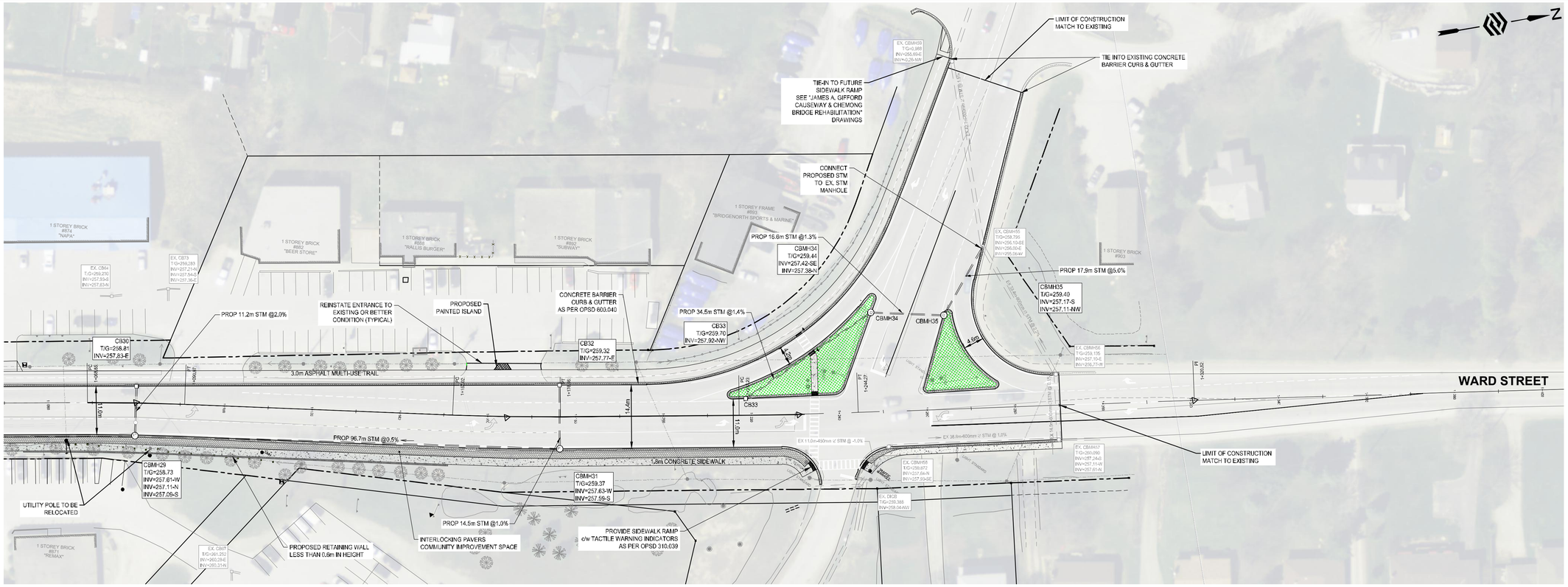
PLAN & PROFILE STA: 0+700 - 1+050

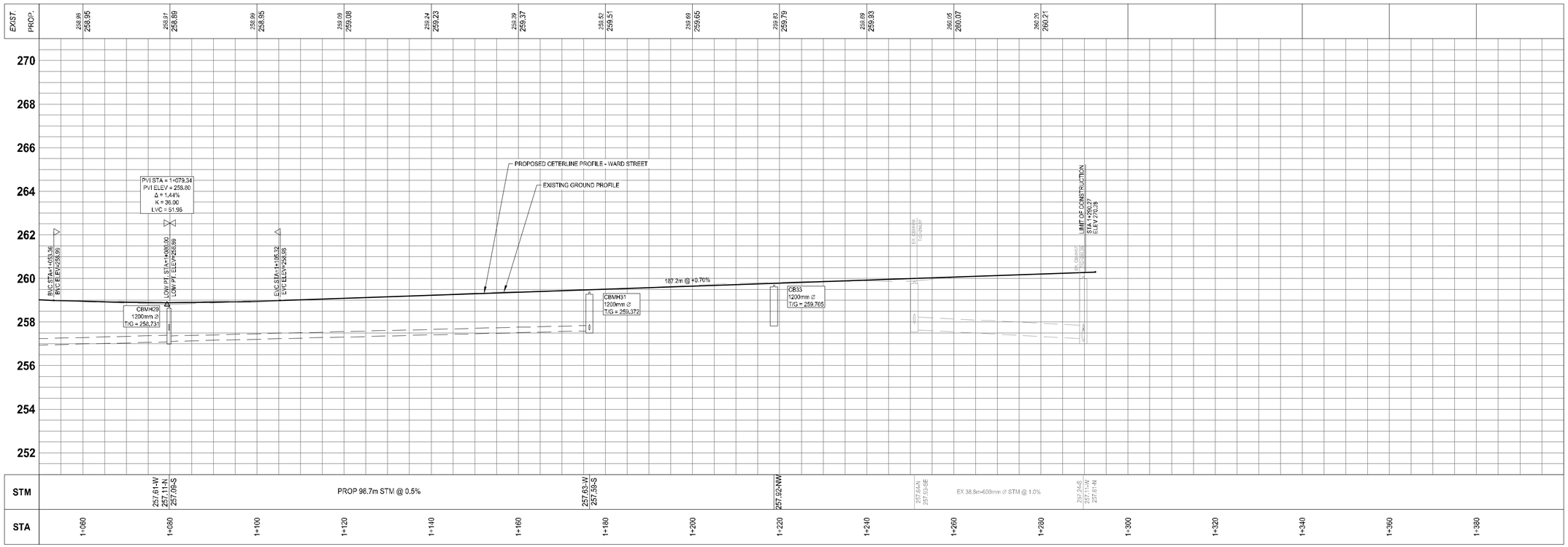
BRIDGENORTH, ON

DRAWN BY: S.DINGMAN	STAMP:
DESIGNED BY: S.DINGMAN	
APPROVED BY: P.HURLEY	
DATE: 2024-10-16	
SCALE: 1:500H 1:100V	

PROJECT NUMBER:	SHEET NAME:	SHEET:
22129	PP3	5 of 7

22129-PP
Date: Jan. 21, 2025 - 2:32 pm Plotted by: sdingman File name: S:\01 - Projects\22000\22129 - Ward Street EA\02 Design\01 - Drawings\01 - Current Drawings\22129-PP.dwg





SURVEY

TOPOGRAPHIC SURVEY PROVIDED BY ELLIOTT & PARR LAND SURVEYORS. SURVEY COMPLETED IN DECEMBER OF 2016.

BENCHMARK

ELEVATIONS ARE GEODETIC REFERRED TO HORIZONTAL CONTROL MONUMENT 001197241T BEING TABLET IN A CONCRETE END POST OF THE EAST END OF THE CAUSEWAY BRIDGE..

ELEV: 254.324m

LEGEND

PR.	EX.	FEATURE
		EDGE OF PAVEMENT
		BACK OF CURB
		EDGE OF GRAVEL
		CENTRELINE OF ROAD
		DITCH
		SIDEWALK
		FENCE LINE
		RETAINING WALL
		LIGHT DUTY ASPHALT
		HEAVY DUTY ASPHALT
		GRASS/LANDSCAPED
		CONC. DRIVEWAY RAMP
		ASPH. DRIVEWAY RAMP
		INTERLOCK BRICK
		GAS MAIN
		OVERHEAD BELL
		UNDERGROUND BELL
		OVERHEAD HYDRO
		UNDERGROUND HYDRO
		WATERMAIN
		STORM SEWER
		SANITARY SEWER
WS	WS	WATER SERVICE
ST	ST	STORM SERVICE
SS	SS	SANITARY SERVICE
		PROPERTY LINE
		RIGHT-OF-WAY
		WATER VALVE
		WELL
		SANITARY MANHOLE
		CATCH BASIN
		DOUBLE CATCH BASIN
		CATCH BASIN MANHOLE
		DOUBLE CB MANHOLE
		STORM MANHOLE
		FIRE HYDRANT
		IRON BAR
		LIGHT STANDARD
		MAILBOX
		ROAD SIGN
		CONIFEROUS TREE
		DECIDUOUS TREE

No.	REVISION	BY	DATE
1.	ISSUED FOR PRELIMINARY DESIGN	SD	2024-12-20

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WARD STREET PRELIMINARY DESIGN

COUNTY OF PETERBOROUGH

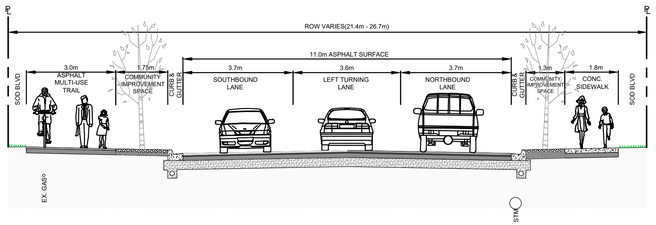
PLAN & PROFILE STA: 1+050 - 1+400

BRIDGENORTH, ON

DRAWN BY: S.DINGMAN	STAMP:
DESIGNED BY: S.DINGMAN	
APPROVED BY: P.HURLEY	
DATE: 2024-10-16	
SCALE: 1:500H 1:100V	

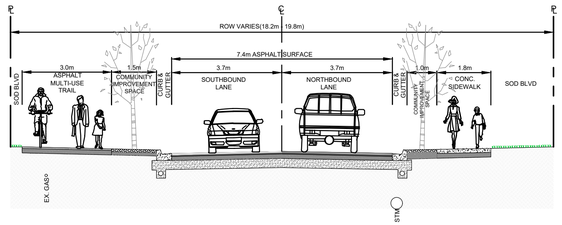
PROJECT NUMBER:	SHEET NAME:	SHEET:
22129	PP4	6 of 7

22129-PP
Date: Jan. 21, 2025 - 2:23 pm Plotted by: sdingman File name: S:\01 - Projects\22000\22129 - Ward Street EA\02 Design\01 - Drawings\01 - Current Drawings\22129-PP.dwg



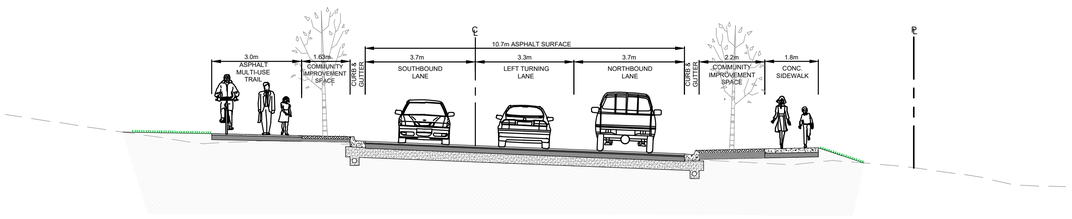
- THREE LANES - SOUTHBOUND (3.7m), NORTHBOUND (3.7m) AND LEFT TURNING LANE (3.6m)
- COMMUNITY IMPROVEMENT SPACE ON BOTH SIDES
- NEW ASPHALT, CURB & STORM SEWER
- NO ON STREET PARKING
- NEW 1.8m CONCRETE SIDEWALK ON NORTHBOUND SIDE
- NEW 3.0m ASPHALT MULTI-USE TRAIL ON SOUTHBOUND SIDE

TYPICAL 3 LANE CROSS SECTION

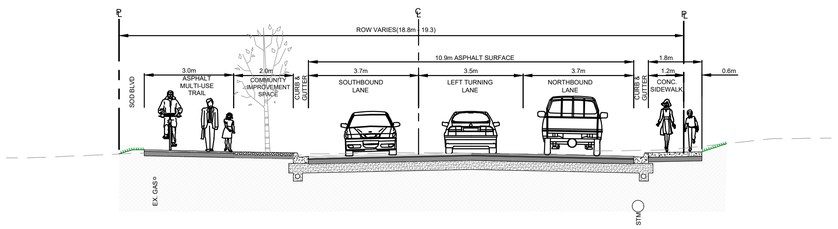


- TWO LANES - SOUTHBOUND (3.7m) AND NORTHBOUND (3.7m)
- COMMUNITY IMPROVEMENT SPACE ON BOTH SIDES
- NEW ASPHALT, CURB & STORM SEWER
- NO ON STREET PARKING
- NEW 1.8m CONCRETE SIDEWALK ON NORTHBOUND SIDE
- NEW 3.0m ASPHALT MULTI-USE TRAIL ON SOUTHBOUND SIDE

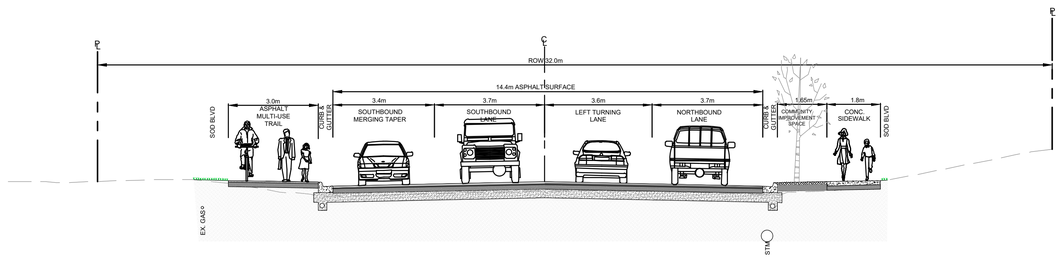
TYPICAL 2 LANE CROSS SECTION



LEFT TURN LANE CROSS SECTION - STA 0+150



LEFT TURN LANE CROSS SECTION - STA 0+850



CROSS SECTION - STA 1+190

SURVEY
TOPOGRAPHIC SURVEY PROVIDED BY ELLIOTT & PARR LAND SURVEYORS. SURVEY COMPLETED IN DECEMBER OF 2016.

BENCHMARK
ELEVATIONS ARE GEODETIC REFERRED TO HORIZONTAL CONTROL MONUMENT 001197241? BEING TABLET IN A CONCRETE END POST OF THE EAST END OF THE CAUSEWAY BRIDGE.

ELEV: 254.324m

NOTES

No.	REVISION	BY	DATE
1.	ISSUED FOR PRELIMINARY DESIGN	SD	2024-12-20

ENGAGE ENGINEERING
www.engageeng.ca 171 King Street, Suite 120 Peterborough, ON Phone: (705) 755-0622

WARD STREET PRELIMINARY DESIGN

COUNTY OF PETERBOROUGH

DETAILS

BRIDGENORTH, ON

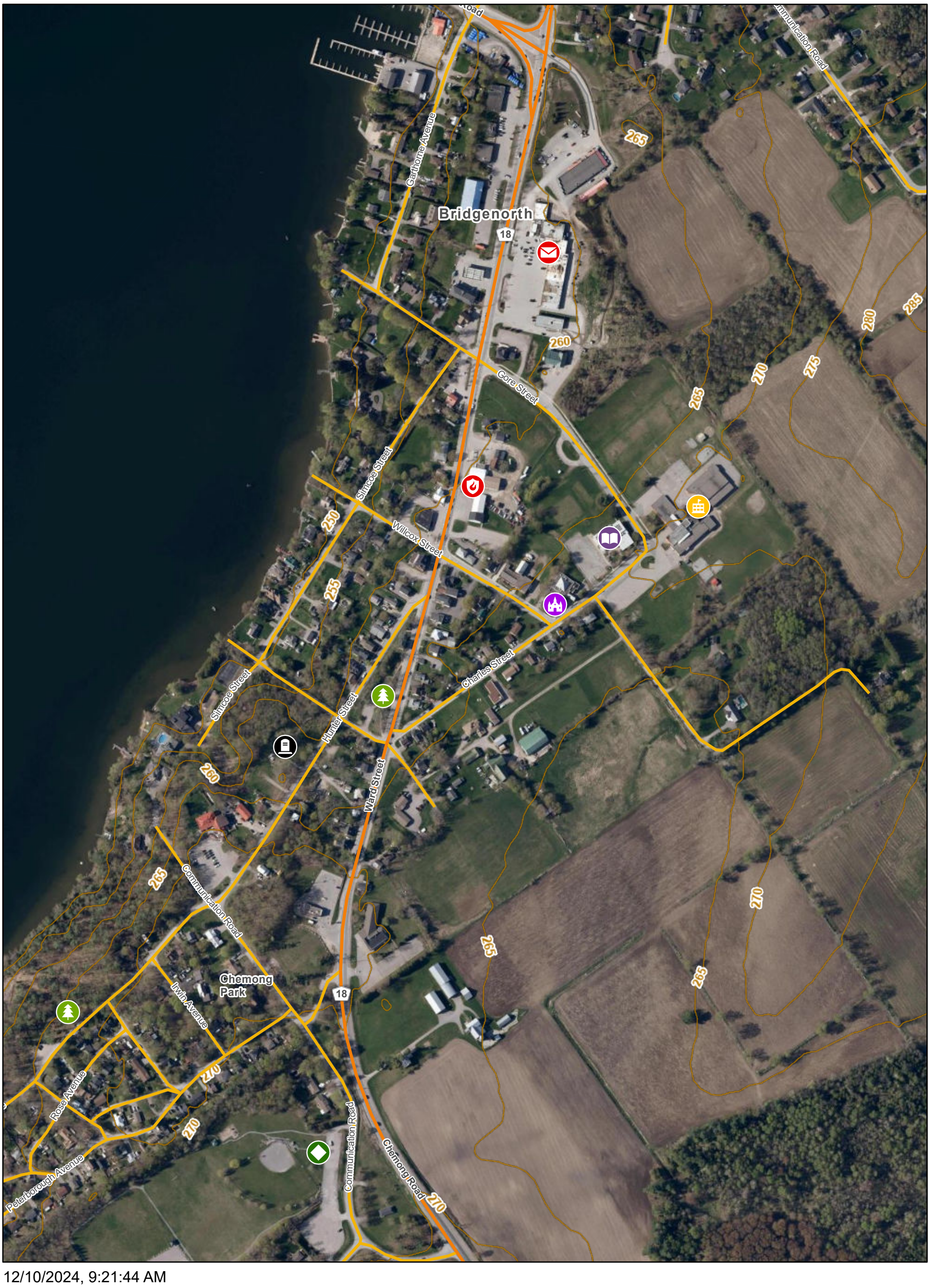
DRAWN BY: S.DINGMAN	STAMP:
DESIGNED BY: S.DINGMAN	
APPROVED BY: P.HURLEY	
DATE: 2024-10-16	
SCALE: 1:500H 1:100V	

PROJECT NUMBER:	SHEET NAME:	SHEET:
22129	DT1	7 of 7

22129-DT
Date: Dec. 19, 2024 - 2:27 pm Plotted by: sdingman File name: S:\01-Projects\22\00\22129 - Ward Street EA\02 Design\01 - Drawings\01 - Current Drawings\22129-DT.dwg

Appendix B: Ward Street Mapping

Bridgenorth Aerial Imagry



12/10/2024, 9:21:44 AM

Community Facilities
- Cemetery
- Library
- School
- Place of Worship
- Post Office

Recreation
- Baseball Facility
- Municipal Park

Emergency Response
- Fire Station / EMS Station

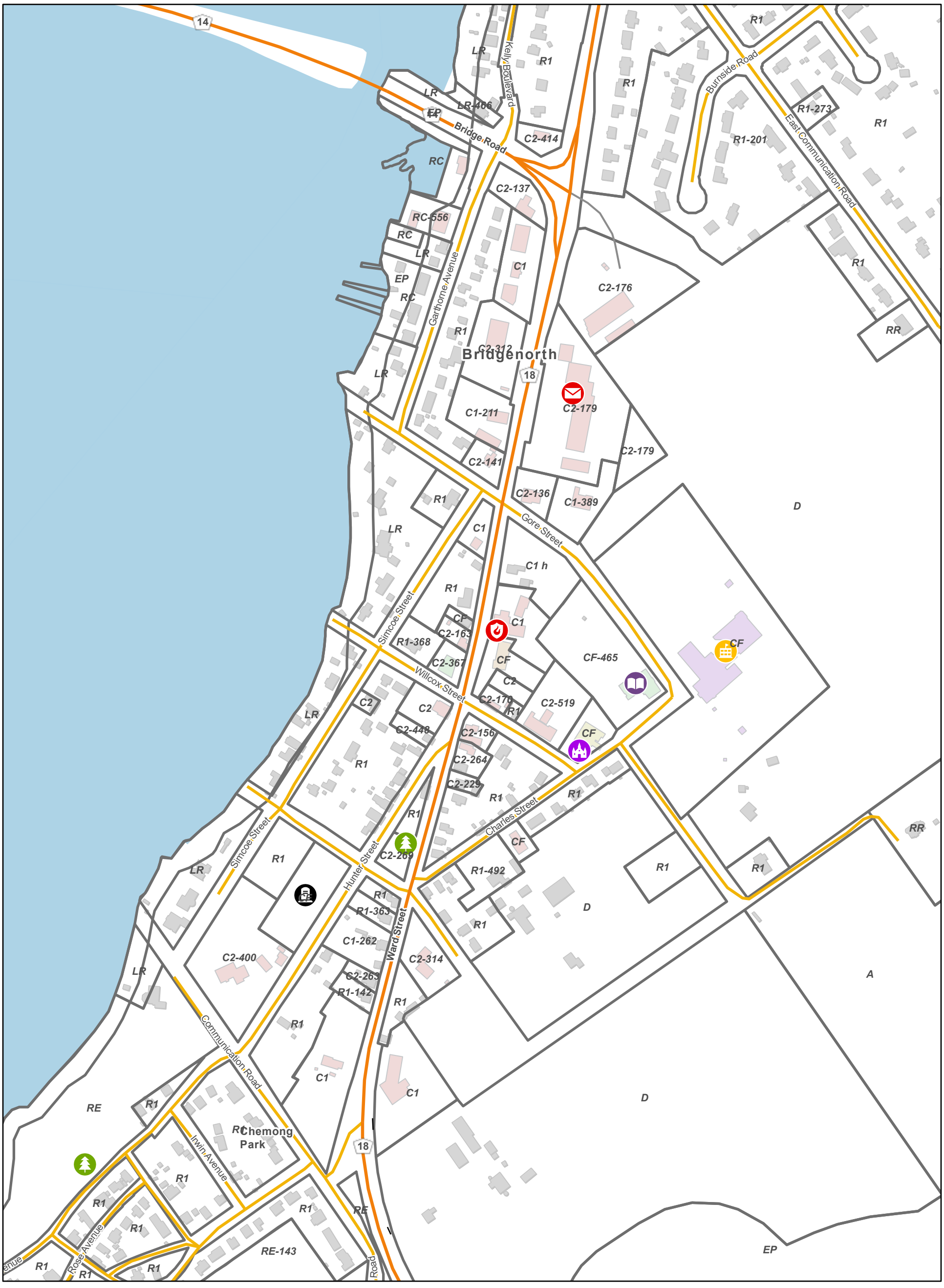
Roads
- County Road
- Township Road
- Private Road
- 5m Contours

1:6,000

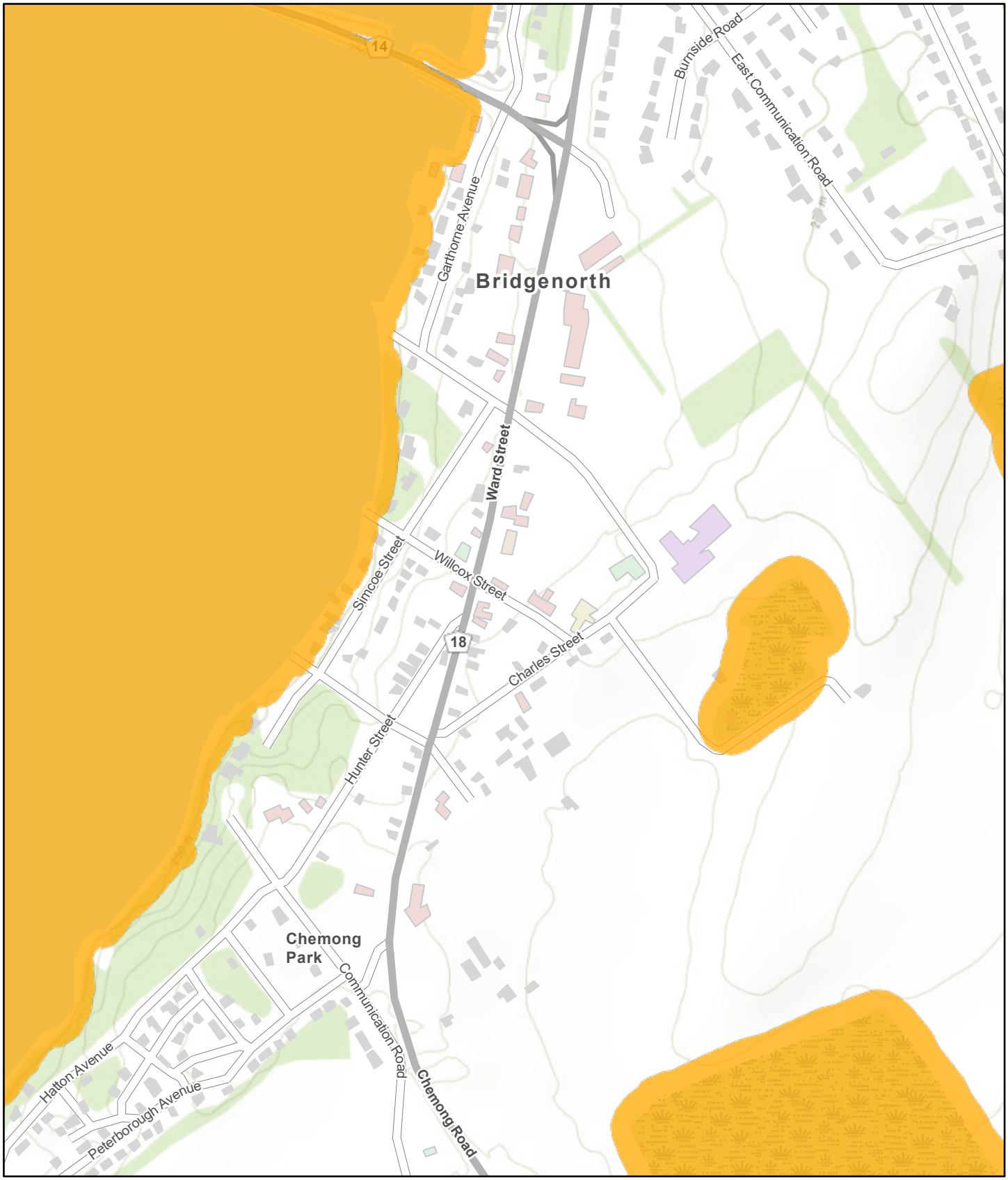
0 250 500 1,000 ft

0 75 150 300 m

Bridgenorth Zoning


14
LR
Kelly Boulevard
R1
LR
LR-406
EP
Bridge Road
C2-414
RC
C2-137
RC-556
RC
LR
EP
RC
Garthorne Avenue
C1
C2-176
R1
C2-312
Bridgenorth
18
LR
C1-211
C2-179
C2-179
C2-141
C2-136
C1-389
D
R1
LR
C1
Gore Street
C1 h
R1
Simcoe Street
CF
C2-163
R1-368
C2-367
C1
CF
CF-465
CF
C2
C2-170
R1
C2-519
Willcox Street
C2
C2
C2-448
C2-156
C2-264
C2-229
CF
R1
R1
R1
Charles Street
R1
LR
Simcoe Street
R1
Hunter Street
C2-269
CF
R1-492
R1
R1
R1-363
R1
D
R1
C2-400
C1-262
Ward Street
C2-314
LR
C2-263
R1-142
R1
A
Communication Road
C1
C1
D
RE
R1
Chemong Park
18
Irwin Avenue
R1
R1
R1
R1
RE
R1
R1
RE-143
Rose Avenue
Road
EP
R1
R1
R1
R1

ORCA Regulated Areas



12/10/2024, 9:53:57 AM

Regulated Area

1:10,000

0 325 650 1,300 ft

0 100 200 400 m

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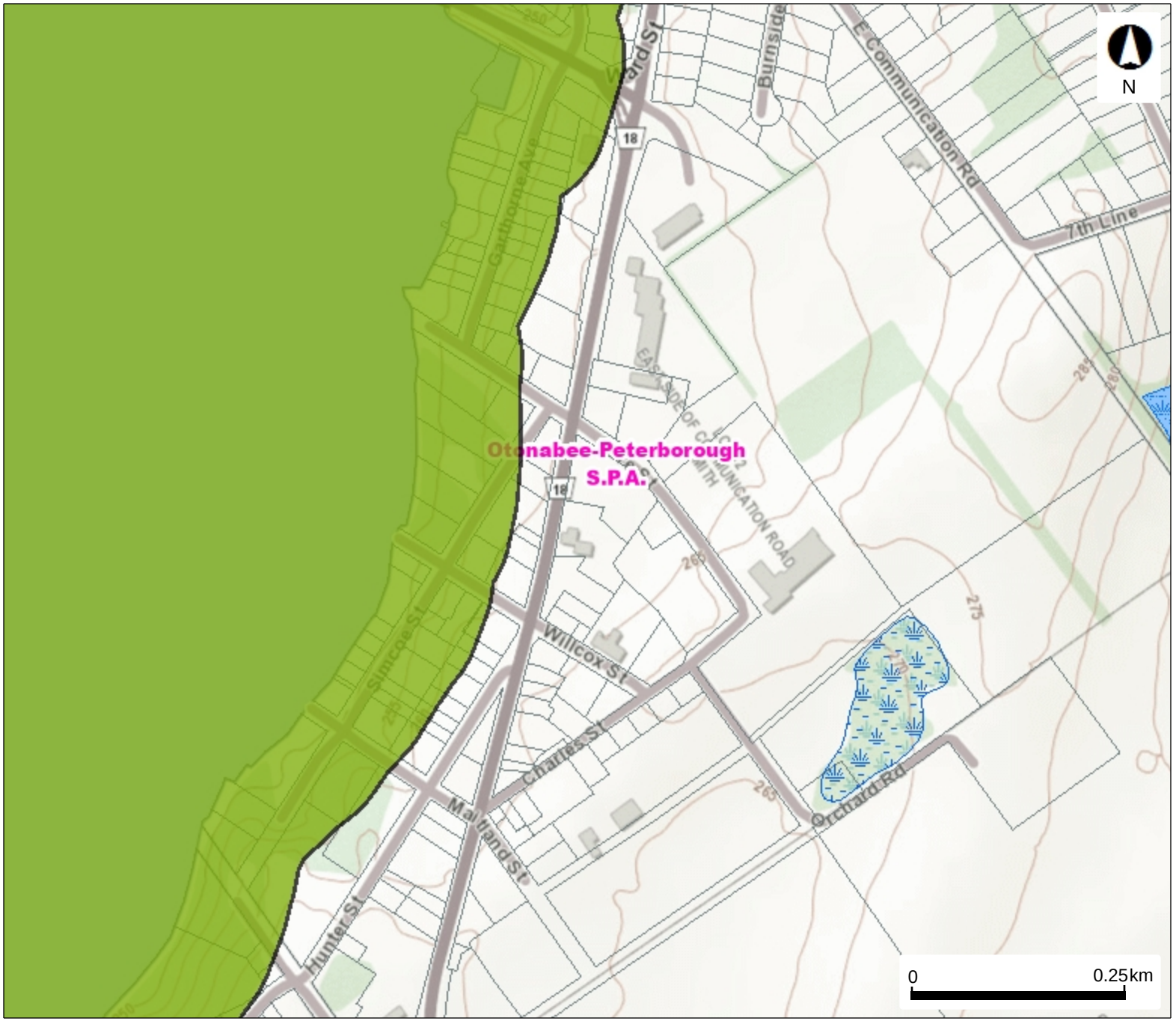
Printed from the Flood Mapping 2022 Web Application
Otonabee Region Conservation Authority

Source Protection Information Atlas



Legend

- Intake Protection Zone Q
- Wellhead Protection Area Q1
- Wellhead Protection Area Q2
- Vulnerable Scoring Area - Groundwater
  - 2
  - 4
  - 6
  - 8
  - 10
- Vulnerable Scoring Area - Surface Water
  - 0 - 3.9
  - 4 - 7.9
  - 8 - 8.9
  - 9 - 10
- Source Protection Areas
- Evaluated Wetland
  - Provincially Significant/considérée d'importance provinciale
  - Non-Provincially Significant/non considérée d'importance provinciale
- Unevaluated Wetland
- Assessment Parcel

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Ontario

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Map Center: 44.38048 N, -78.38408 W

Appendix C: Study Desing Report

Study Design
Class Environmental Assessment
Ward Street Widening

County of Peterborough

Engage Engineering Ltd.
Project No. 22129
June 2023

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1.0 Introduction

The County of Peterborough has initiated an Environmental Assessment (EA) to study alternatives for the widening of County Road 18 (Ward Street) in Bridgenorth (the Study). This EA is being conducted in accordance with the Municipal Class EA process. Ward Street is the main transportation corridor through Bridgenorth and provides connectivity from the City of Peterborough to the northern portions of Peterborough County. Ward Street also functions as the main street in Bridgenorth, providing access to commercial and residential properties.

Since the original two-lane cross section was constructed, traffic volume has steadily increased over time along the Ward Street corridor. Recent traffic data from the County suggests that the Ward Street corridor is at the capacity for a two-lane road during peak periods such as morning/evening rush hour and during the summer season. With the removal of the Causeway Link/Bridgenorth Bypass from the County of Peterborough's Transportation Plan, the County needs to evaluate road widening alternatives in Bridgenorth to alleviate capacity issues in the medium to long term horizon (10-20 year period).

This EA will evaluate various alternatives to widening Ward Street to provide improvements for traffic capacity and flow in the medium to long term horizon. The Study will satisfy Phases 1 through 4 of the EA process, culminating in the preliminary design of a recommended solution for Ward Street. The detailed design of the corridor will be completed in the future. The project is being planned as a Schedule C undertaking and will include the required public and agency consultation, along with the filing of an Environmental Study Report (ESR) with the Ministry of the Environment and Climate Change (MOECC) at the conclusion of the Study.

This Study Design outlines the County's approach to completing the EA Study. It will serve as a guide for the Technical Advisory Committee (TAC) throughout the project and ensure that the County's approach to the project is transparent and remains focused for the duration of the project.

The Study Design provides the following information:

- Study purpose and objectives
- Site specific issues and opportunities to be addressed
- Confirmation of the Study area and limits
- Preliminary work plan outlining approach to the project
- Summary of proposed consultation program in accordance with EA requirements

1.1 Technical Advisory Committee

A Technical Advisory Committee (TAC) has been assembled to steer the project through the Environmental Assessment process and ensure that all technical and stakeholder concerns are considered. The TAC members include staff from the County of Peterborough, Township of Selwyn, Engage Engineering and TranPlan Associates. All members bring a unique perspective and area of expertise to the project to ensure a successful outcome. The current TAC and associated roles have been identified below:

Technical Advisory Committee		
Member Name	**Company**	**Role**
Doug Saccoccia	County of Peterborough	Project Manager - County
Bryan Weir	County of Peterborough	Project Advisor - County
Kyle Darling	County of Peterborough	Project Reviewer - County
Katie Green	County of Peterborough	Project Admin. - County
Swan Im	TranPlan Associates	Traffic Advisor
Paul Hurley	Engage Engineering	Project Advisor - Engage
Jason Armstrong	Engage Engineering	Project Manager - Engage
Steve Dingman	Engage Engineering	Project Designer- Engage
Logan Mattern	Engage Engineering	Project Admin. - Engage
Angela Chittick	Township of Selwyn	Township Representative
Adam Tobin	Township of Selwyn	Township Representative

2.0 Study Purpose and Objectives

2.1 Study Area

The Study area includes Ward Street in the settlement area of Bridgenorth, from Champlain Road to the James Gifford Causeway (CR14). The Study area is shown in **Figure 1**.

Figure 1: Project Study Area

2.2 Study Objectives

The primary objective of the Study is to identify a recommended plan for Ward Street that will provide additional traffic capacity and improve traffic flow for the medium to long term horizon. With the removal of the Causeway Link/Bridgenorth Bypass the solution identified through the study will ultimately service Bridgenorth for the life expectancy of the roadway. Ward Street also functions as the main street in Bridgenorth, providing access to commercial centres, residential properties and recreational areas in the community. For that reason, the Study must also address more than traffic capacity. The recommended plan should provide for improved access to commercial properties, improved opportunities for pedestrian travel through the community and provision of links for active transportation in accordance with the recommendations of the County Active Transportation Master Plan (ATMP). The recommended plan should also consider the streetscape and built-form of the Ward Street corridor and provide opportunities for implementation of the recommendations in the Selwyn Community Improvement Plan (CIP).

2.3 Study Issues and Opportunities

The following is a preliminary list of the issues and opportunities that will need to be considered during the consultation and evaluation process of this EA. This list will evolve as the Study progresses.

Traffic Capacity and Access

- Address capacity shortfalls through the corridor (throughput and at intersections) for medium to long (10-20 year) horizon
- Improve access to commercial nodes

Utility Constraints

- Utility relocation to accommodate wider road cross section
- Changing utility standards may affect cost and scope of relocation

Right-of-Way (ROW)/Property Constraints

- Ward St. ROW is between 18 and 20 m wide which is considered narrow for an arterial road
- The narrow ROW will prove to be challenging to accommodate additional traffic lanes as well as provide space for sidewalks and active transportation links
- Existing properties may encroach within the ROW, which will create challenges for widening and grading

Balancing Competing Needs

- Ward Street provides access to commercial properties as well as residential properties
- These stakeholder groups may have competing interests and needs which will need to be considered through the consultation process

Pedestrian and Active Transportation Opportunities

- Pedestrian movement is important to promote a more walkable and inviting streetscape in Bridgenorth; the recommended plan should incorporate sidewalks to improve walkability in the community
- Consideration must be given to the recommendations of the County Active Transportation Master Plan for infrastructure

Proximity to Chemong Lake/Storm Sewer Outlets

- Consideration must be given to addressing runoff volume and quality to Chemong Lake consistent with current environmental regulations and standards

Selwyn Community Improvement Plan

- The Selwyn CIP identifies improvements to improve the character and built-form of the corridor including on-street parking as well as making it more pedestrian friendly
- Recommendations include continuous sidewalks, improved pedestrian crossings and streetscaping improvements

3.0 Study Process

3.1 EA Process

The Ward Street Study shall be completed in accordance with the *Municipal Class Environmental Assessment, (MCEA) as amended March 2023.* The MCEA outlines the process for completing EA for various classes of Municipal Projects. The Ward Street Study is being completed as a Schedule 'C' project, which is the most rigorous level of Class EA identified in the MCEA. Schedule 'C' road projects are typically higher value and more complex projects.

The Class EA provides a framework for planning municipal projects. The EA process ensures that all reasonable alternatives are evaluated prior to selection of a preferred solution. The process provides for mandatory public and agency contact through various means. There are typically five phases in the EA process, as summarized below:

Phase 1: Identification of the Problem/Opportunity

Phase 2: Develop Alternative Solutions & Preferred Solution

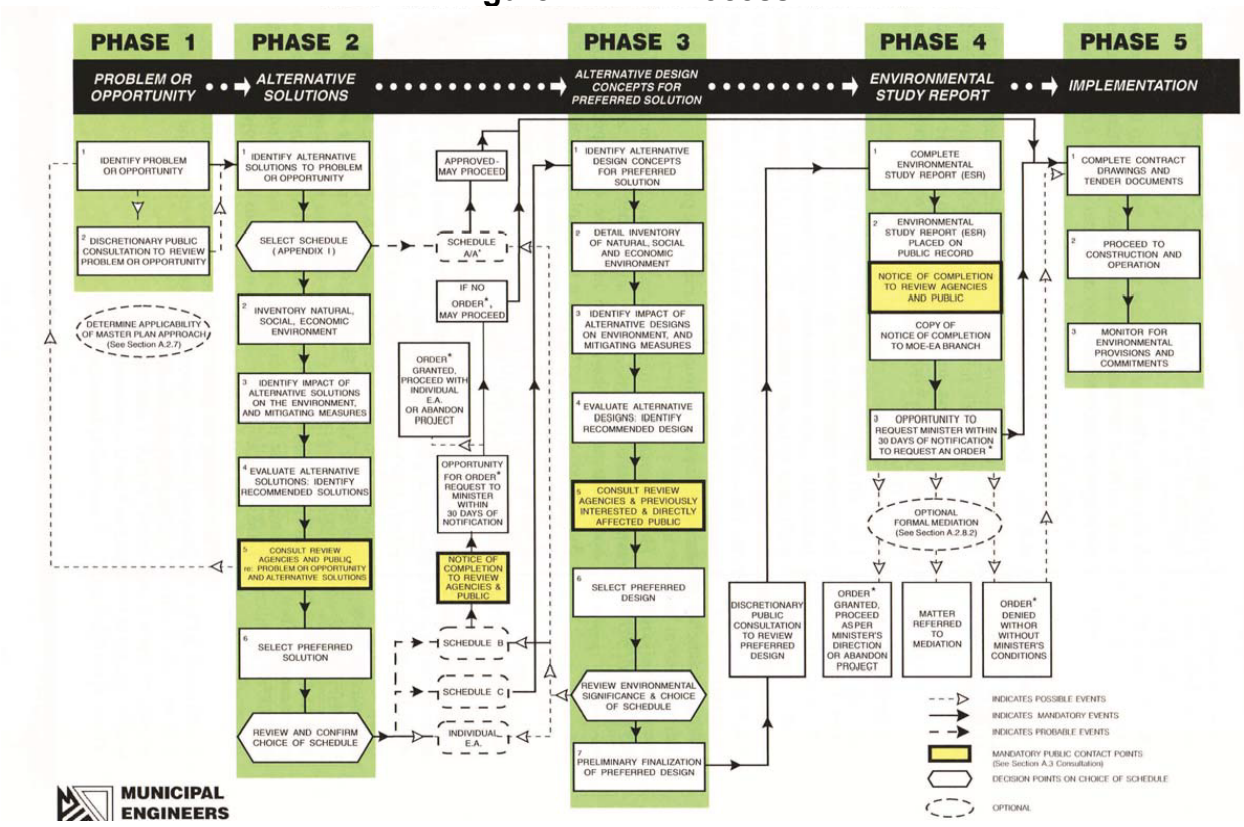
Phase 3: Evaluate Alternatives for Preferred Solution

Phase 4: Prepare Environmental Study Report (ESR)

Phase 5: Implementation of Project

The Provincial Class EA process is illustrated in in detail in **Figure 2, Municipal Class EA Planning and Design Process.** The Ward Street Study will be completed to Phase 4 at this time, with detailed design and implementation to be completed at a future date.

Figure 2 – EA Process



3.2 Consultation Program

A Technical Advisory Committee (TAC) has been established for the project that includes staff members from the County, Selwyn Township and the Consultant Team.

The TAC has representation by the project owners and key decision makers and will meet as required throughout the Study.

A consultation program was developed specifically to address the study issues for the Ward Street EA. The consultation program includes several types of communication to engage the community and agency stakeholders, including:

- Development of a project specific stakeholder list of agencies and community stakeholders with input from the TAC
- Project Notices including Notice of Study Commencement, Public Information Centres and Notice of Study Completion
- Advertising of all Notices in local papers, posting of Notices on County and Township websites and mailing of all Notices to key agency and community stakeholders
- Two formal Public Information Centres (PIC's) at critical points during the project to provide all stakeholders the opportunity for review and comment on the project
- One formal presentation to County Council following the first Public Information Centre to inform Council members of the project and status
- Smaller, informal meetings with specific community groups to allow for open discussion about the groups specific concerns
- One formal presentation to Curve Lake First Nation to inform them of the project

Public Information Meetings

It is anticipated that two (2) PIC's will be held throughout the project. Both PIC's will be Open House format with display material and representatives from County, Township and the Consultant Team present to answer questions and provide additional information. The meetings will be held in Bridgenorth close to the Study site.

PIC No. 1 will focus on the project goals, the opportunities and constraints, and to seek input from stakeholders on specifics issues and concerns on the Ward Street corridor. Preliminary alternatives will be presented at the meeting to seek input from the stakeholders.
PIC No. 2 will present the Preferred Solution, the evaluation criteria and process as well as provide opportunity for input and comment on the Preferred Solution from the Community. Input from the meeting will be used to refine the Preferred Solution prior to completing the EA.

Local Stakeholder Meetings

It is anticipated that this project will generate significant interest from residents and businesses in the community, since Ward Street provides access to both types of properties. Because these groups often have differing needs and priorities, the consultation program includes smaller, informal meetings with these community groups. These meetings will be coffee house style meetings where open discussions about the groups specific interests and concerns can be explored more fully than in a PIC format. These local stakeholder meetings will be held as required based on stakeholder feedback during the consultation process.

3.3 Work Program

The work program for the Ward Street Widening project is summarized by major task below.

Project Start-Up & Background Review

Upon project award the Technical Advisory Committee (TAC) will be established with representatives from County, Selwyn Township and the Consultant Team. The TAC will provide overall guidance for the project to ensure objectives are met. A preliminary meeting will be held to review project scope, schedule and deliverables. Relevant background information will be gathered and reviewed including:

- Previous Ward Street studies related to traffic and widening
- Selwyn Community Improvement Plan (CIP)
- County Transportation Master Plan (TMP) and Active Transportation Master Plan (ATMP)
- Available traffic data for Ward Street and proposed data collection methodology
- Available mapping and drawings related to Ward Street

Consultation Plan/Study Design

The Study Design outlines the County's approach to completing the EA. The Study Design will serve as a guide and reference point for the Technical Advisory Committee. It will ensure that the County's approach to the project is transparent and remains focused for the duration of the study. The Study Design provides the following information:

- Study purpose and objectives
- Site specific issues and opportunities to be addressed

- Confirmation of the Study area and limits
- Preliminary Work plan outlining approach to the project
- Summary of proposed consultation program in accordance with EA requirements

The Study Design will be posted on the County's website so that stakeholders can review the process and understand the County's approach to the project.

Supporting Technical Studies

The Consulting Team will review the background information for the project to confirm what types of supporting studies are required. This information includes geotechnical investigations, topographic/legal survey and inspection of the existing storm sewer infrastructure on Ward Street. This information will be used to support the analysis and evaluation of alternatives for the project. Engage will coordinate these supporting studies and integrate the information into the EA Study.

Traffic Analysis

Improving corridor capacity and traffic flow is one of the key objectives of this EA. A comprehensive traffic data collection and analysis program will be completed to quantify the existing traffic operations within the corridor and to test capacity improvements of alternative solutions. Key elements of the traffic analysis program include:

Phase 1

1. Assemble related background traffic data from Tranplan Assoc. files, County sources and related studies and Township studies including current Transportation Master Plan data.
2. Finalize Ward Street corridor road network – assume same intersections as 2017 study.
3. Organize and conduct traffic count program (tentatively scheduled for last week in April) for the study intersections.
4. Review available traffic data to extract summer volumes and/or to develop anticipated 2023 summer Friday PM and summer Saturday mid-day peak hour periods.
5. Design traffic count program as required to collect current 2023 traffic data for those intersections in the Ward Street corridor where there is insufficient peak period traffic data. Review any travel survey done by the County at an earlier date and supplement current traffic data as required.
6. Run traffic count program to include pedestrian/bicycle counts. Collate/validate count data into format suitable for traffic study analyses

7. Set up Ward Street traffic forecasting model to include the study intersections.
8. Prepare intersection turning movements for the corridor model for the two peak hour periods for:
   - 2023 existing summer PM and Saturday mid-day peak hour periods
   - 2041 and 2051 future with existing alignment. The 2041 and 2051 planning horizon will be consistent with the County's current TMP. The 2041 and 2051 forecasts will be based on growth rates taken from the current County TMP.
   - 2041, 2051 future with 3 lane alignment
   - 2041, 2051 future with 4 lane alignment
   - 2041, 2051 future with 5 lane alignment
9. In parallel with the work program to develop the Ward Street corridor traffic forecasts, assemble available collision data for the Ward Street corridor. County staff will assist/provide available data.
10. Complete a collision analysis assessment for the corridor identifying collision rates at principal intersections in the corridor.
11. Prepare a summary of the collision analysis and identifying potential mitigation measures to be provided to the study team for inclusion in developing updated geometrics for the corridor.

Phase 2

12. Set up Synchro models for the two existing 2023 peak period summer conditions.
13. Using the Synchro models complete capacity and operational analyses for the two 2023 peak hour periods. Complete traffic analyses including summary of comparative intersection performances with focus on Levels of Service and residual capacities for additional future traffic.
14. Utilizing the traffic forecasts from *Step 7* and the Synchro models, complete analyses and summaries for the following scenarios:
   - 2041 and 2051 two peak hour periods using existing Ward Street geometrics
   - 2041 and 2051 two peak hour periods based on three lane Ward Street corridor
   - 2041 and 2051 two peak hour periods based on a four lane Ward Street corridor
15. Based on capacity/geometric analyses and related planning considerations select the preferred improvement program for the corridor from one of the 2041 or 2051 3-lane and 4-lane scenario options.
16. Based on 2041, 2051 Ward Street capacity analyses, identify the critical intersection in the Ward Street corridor that will most likely be the first to reach its operational capacity. Utilizing growth rates from the County's current TMP estimate the most likely year(s) when that will occur.
17. Complete a set of intersection capacity analyses for key Ward Street corridor intersections to assess the potential improvement to traffic operations in the Ward

Street corridor. The assignment will also provide the necessary to aid in the future design of the CR 14/18 intersection.

Phase 3

18. Study tasks for the development and extension of active transportation plans specifically for the Ward Street corridor will be undertaken in parallel with Synchro analyses program (*Steps 12-17*). The principal input for this work will come from Township Community Improvement Plan (CIP) for Bridgenorth and the County's Active Transportation Plan.
19. Based on this review, assembled pedestrian/cycling volumes and data collected during any traffic count program, provide recommendations for active transportation components to the study team. These recommendations would be consider/included in developing the three and four lane plans for the Ward Street corridor. These proposed active transportation links should also potential future transit facilities as described in the current County TMP.
20. Prepare traffic study summaries for the PICs and meetings with the study team and County as required.

Inventory of Natural, Social and Cultural Environments

Social Environment

Social considerations related to the Ward Street corridor will be collected and analyzed. Key areas of focus will include:

- Existing land use within the corridor
- Access to residential and commercial properties
- Proposed improvements to built form identified in Community Improvement Plan
- Pedestrian movement and connectivity within the corridor
- Active transportation links and recommendations of the ATP

Natural Heritage Features

The Ward Street corridor has been urbanized with development occurring over time. For that reason, it is not anticipated to contain significant natural heritage features. A desktop review of the features within the Study area including flora, fauna and species at risk (SAR) will be completed using data from the Ministry of Natural Resources databases. Based on the level of development within the corridor there is a low likelihood of suitable habitat or environmental features. A review of the drainage and outlet of the storm sewer system will be completed as part of the Study. The existing Ward Street storm sewer outlets to Chemong Lake in several locations.

Widening of the road will increase runoff so alternatives will be evaluated to attenuate this increase as part of the design.

Cultural Environment

Peterborough County is home to several First Nations communities, including Curve Lake north of Bridgenorth. The project stakeholder list includes several First Nations groups and agencies. Contact will be made early in the consultation process with these groups to ensure First Nations input and concerns are addressed. Open lines of communication will be maintained throughout the study.

A formal presentation will be arranged with Curve Lake First Nation to ensure they are fully informed on the project.

Identify and Evaluate Alternatives

Various alternatives for the widening of Ward Street will be developed through consultation with the TAC. The alternatives will include various cross sections for the corridor including three lanes, four lanes, lane configurations with cycling facilities and lane configurations with varying pedestrian facilities. The “Do Nothing” alternative of leaving the existing corridor in place will also be included in the evaluation, as required by the EA process.

A preliminary screening of the alternatives will be completed to confirm which alternatives best meet the project objectives. Alternatives that do not satisfy the project objectives or have significant impacts that cannot be mitigated will be screened out and not carried forward for further analysis.

Evaluation criteria will be developed for the project to provide a clear and traceable analysis of the alternatives. The evaluation criteria will be developed with the TAC and will consider the natural, social, cultural and economic impact of the project. Factors that will be part of the evaluation include:

- Capacity improvement
- Ability to incorporate elements of the CIP
- Provision of pedestrian and cycling infrastructure
- Improved access to residential and commercial properties
- Impacts to natural environment
- Impacts to property and utilities
- Alternate corridor

Public Information Center No. 1

PIC No. 1 will present the project goals and objectives, the opportunities and constraints and seek input from stakeholders on specifics issues and concerns on the Ward Street corridor. Preliminary traffic analysis data and cross section alternatives will be presented at the meeting, as well as the results of the screening process to screen out alternatives that do not satisfy project objectives and will not be carried forward. The PIC will be held in Bridgenorth close to the Study site. A summary report will be prepared for PIC No.1 outlining the key comments received.

County Council Presentation

Following PIC No. 1 and once the summary report is prepared outlining key comments received, a presentation will be made to County Council. Similar to PIC No. 1 the presentation will include project goals and objectives, the opportunities and constraints and summary report from PIC No. 1 and seek input from Council on specific issues and concerns on the Ward Street corridor. Preliminary traffic analysis data and cross section alternatives will be presented, as well as the results of the screening process to screen out alternatives that do not satisfy project objectives and will not be carried forward. A summary report will be prepared for the Council Presentation outlining the key comments received.

Analysis and Evaluation of Alternatives

Following PIC No.1, the alternatives will be refined based on input from the meeting and local stakeholder meetings. The alternatives will be evaluated using the criteria developed by the TAC. The evaluation process will score and rank the various alternatives to provide a clear and traceable process for selection of a preferred alternative. The preferred alternative will be identified and carried forward for preliminary design.

Preliminary Design

The preliminary design will be developed in greater detail for the Preferred Alternative. Preliminary design plans will be prepared outlining the alignment, cross section, drainage elements, property impacts and utility relocations. Detailed cost estimates will be prepared for the Preferred Alternative.

Public Information Centre No. 2

Public Information Centre No. 2 will present the Preferred Alternative including the evaluation criteria, the results of the evaluation process, and the rationale in selecting the preferred alternative. The PIC will include results of the traffic analysis and modelling as well as the preliminary design plans and cross section for the corridor.

The PIC will be held in Bridgenorth close to the Study site. A summary report will be prepared for PIC No.2 outlining the key comments received.

Prepare and File ESR

Following PIC No. 2, input received from the PIC will be used to refine the Preferred Alternative to the Recommended Plan and preliminary design drawings. At this time, an Environmental Study Report will be prepared for the EA project. The ESR will document the Study process, findings, consultation program and the recommended plan for the Ward Street corridor. The ESR and plans will be presented to County and Township Councils for endorsement and the Study will be filed on the public record.

4.0 Project Schedule

Key dates for the Ward Street EA project are summarized below:

Task	Completion Date
Project Award	January 15, 2023
Start Up Meeting	February 8, 2023
Study Design/Problem Statement	March 17, 2023
Prepare Base Plans/Develop Alternatives	April 28, 2023
Traffic Analysis Complete	September 1, 2023
PIC #1	October 4, 2023
County Council Presentation	November 22, 2023
Refinement of Alternatives	December 15, 2023
Evaluation of Alternatives/Selection of Preferred Alternative	January 26, 2023
Prepare Preliminary Design Plans	March 29, 2024
PIC #2	April 12, 2024
Refine Design of Preferred Solution	May 3, 2024
Prepare Final Project Reporting	May 17, 2024
Presentation to Councils	June 7, 2024
Filing of ESR	June 21, 2024

Appendix D: Notices and Agency Contact List

WARD STREET ENVIRONMENTAL ASSESSMENT

AGENCY CONTACT LIST

AGENCY	CONTACT NAME	CONTACT DETAILS	CONTACT DATE
Stsco	Kevin Forrest	kforrest@stsco.ca	18-Apr-23
Stsco	Joel Slogget	jsloggett@stsco.ca	18-Apr-23
Community Care ptbo	Anne Trudel-Inglis	atrudel-inglis@commcareptbo.org	18-Apr-23
Opp	Kevin Fitzgerald	kevin.fitzgerald@opp.ca	18-Apr-23
Withers Waste		witherswaste@hotmail.com	18-Apr-23
Emterra	Marsha Fallis	Marsha.Fallis@emterra.ca	18-Apr-23
Waste connections	Steven Bye	Stephen.bye@wasteconnections.com	18-Apr-23
Waste connections	Marylin Jewer	marylin.jewer@wasteconnections.com	18-Apr-23
OPP Peterborough County		opp.peterborough.county@opp.ca	18-Apr-23
Peterborough	Sandra Dueck	sdueck@peterborough.ca	18-Apr-23
Peterborough	Ryan Wilson	rwilson@peterborough.ca	18-Apr-23
Emterra	Matt Cooling	matt.cooling@emterra.ca	18-Apr-23
Nexicom		customerservice@nexicom.net	18-Apr-23
Enbridge		customercare@enbridge.com	18-Apr-23
PTBO Trails		info.ptbotrails@gmail.com	18-Apr-23
Nexicom	Kus	kus@nexicom.net	18-Apr-23
Hydro One	Melanie Ducie	melanie.ducie@hydroone.com	18-Apr-23
Bell	Neil Gerrard	neil.gerrard@bell.ca	18-Apr-23
Emterra	Jody Marshall	Jody.Marshall@emterra.ca	18-Apr-23
Township of Asphodel-Norwood	P Cameron Jordan	pcameronjordan@antownship.ca	18-Apr-23
Township of Cavan Monaghan	B Ayotte	bayotte@cavanmonaghan.net	18-Apr-23
Curve Lake First Nation	Mindy K	mindyk@curvelake.ca	18-Apr-23
Curve Lake First Nation	Brandon J	brandonj@curvelake.ca	18-Apr-23
Township of Douro-Dummer	Leisha Newton	leishan@dourodummer.on.ca	18-Apr-23
Township of Havelock-Belmont-Methuen		ecdev@hbmtwp.ca	18-Apr-23
Hiawatha First Nation		ecdev@hiawathafn.ca	18-Apr-23
Township of North Kawartha	Chris Challenger	c.challenger@northkawartha.ca	18-Apr-23
Ontario	Carolyn Puterbough	carolyn.puterbough@ontario.ca	18-Apr-23
Township of Otonabee-South Monaghan	Greg Borduas	gborduas@osmtownship.ca	18-Apr-23
Township Of Selwyn	Kari Partridge	kpartridge@selwyntownship.ca	18-Apr-23
Municipality Of Trent Lakes	R Stark	rstark@trentlakes.ca	18-Apr-23
Invest Ptbo	Eleni Gagovski	EGagovski@investptbo.ca	18-Apr-23
Invest Ptbo	Gabi Dragomir	GDragomir@investptbo.ca	18-Apr-23
Invest Ptbo	Joe Rees	jrees@investptbo.ca	18-Apr-23
Invest Ptbo	Kelly Jessup	KJessup@investptbo.ca	18-Apr-23
Invest Ptbo	Rhonda Keenan	RKeenan@investptbo.ca	18-Apr-23
Curve Lake First Nation	Julie Kapryka	JulieK@curvelake.ca	18-Apr-23
Curve Lake First Nation	Kaitlin Hill	KaitlinH@curvelake.ca	18-Apr-23
Hiawatha First Nation	Tom Cowie	tcowie@hiawathafn.ca	18-Apr-23
Hiawatha First Nation	Sean Davison	sdavison@hiawathafn.ca	18-Apr-23
Hiawatha First Nation	Clem Carr	publicworkslead@hiawathafn.ca	18-Apr-23
Hiawatha First Nation	David Jacobs	davidj@curvelake.ca	18-Apr-23
Beausoleil First Nation		info@chimnissing.ca	18-Apr-23
Chippewas of Rama First Nation	Shardy James	shardayj@ramafirstnation.ca	18-Apr-23
Mississaugas of Scugog Island First Nation		info@scugogfirstnation.com	18-Apr-23
Georgina Island First Nation	Janice Taylor	janice.taylor@georginaisland.com	18-Apr-23
Nahrgang Kawartha Nishnawbe First Nation		info@spiritofthestone.ca	18-Apr-23
Métis Nation of Ontario		consultations@metisnation.org	18-Apr-23
Curve Lake First Nation	Richard T	richardt@curvelake.ca	18-Apr-23
Hiawatha First Nation	Trisha Shearer	directorofoperations@hiawathafn.ca	18-Apr-23
Hiawatha First Nation	Josh Paudash	publicworks@hiawathafn.ca	18-Apr-23
Hiawatha First Nation	Trisha Shearer	infrastructure@hiawathafn.ca	18-Apr-23
Ontario	Patricia M. Thompson	patricia.m.thompson@ontario.ca	18-Apr-23
Ontario	Michelle Schevers	Michelle.Schevers@ontario.ca	18-Apr-23
Peterborough County	Randy Mellow	rmellow@ptbocounty.ca	18-Apr-23
Peterborough County	Craig Jones	cjones@ptbocounty.ca	18-Apr-23
Peterborough County	Michelle Walsh	mwalsh@ptbocounty.ca	18-Apr-23
Opp	Christopher Galeazza	christopher.galeazza@opp.ca	18-Apr-23
Township Of Selwyn	Angela Chittick	achittick@selwyntownship.ca	18-Apr-23
Township Of Selwyn	Gord Jopling	gjopling@selwyntownship.ca	18-Apr-23
Township Of Selwyn	Janice Lavalley	jlavalley@selwyntownship.ca	18-Apr-23
Township Of Selwyn		info@selwyntownship.ca	18-Apr-23
Township Of Selwyn	G Walker	gwalker@selwyntownship.ca	18-Apr-23
Township Of Selwyn	Meaghan Larocque	mlarocque@selwyntownship.ca	18-Apr-23
Township Of Selwyn		publicworks@selwyntownship.ca	18-Apr-23
Township Of Selwyn	Robert Kelly	rkelly@selwyntownship.ca	18-Apr-23
Township Of Selwyn	Natalie Gennaro	ngennaro@selwyntownship.ca	18-Apr-23
Township Of Selwyn	Howard Jinkerson	hjinkerson@selwyntownship.ca	18-Apr-23
Township Of Selwyn	Adam Tobin	atobin@selwyntownship.ca	18-Apr-23
Township Of Selwyn	Email group	councillors@selwyntownship.ca	24-May-23
Selwyn Business Association		bridgenorthbusinessassociation@gmail.com	24-May-23
BBC		bridgenorthbeautification@gmail.com	24-May-23
Chemong Lions		lionsclubchemunglakedistrict@gmail.com	24-May-23
B.E.L. Rotary		belrotary@gmail.com	24-May-23
Bridgenorth United Church		bucoffice@nexicom.net	24-May-23
Chemong Community Care		chemung@commcareptbo.org	24-May-23
Chemong Public School	Principal	deb_strain@kprdsb.ca	24-May-23
Trent Child Care - Bridgenorth Location		sstewart@trentchildcare.com	24-May-23
Peterborough & Kawarthas Chamber of Commerce		info@pkchamber.ca	24-May-23
Royal Lepage		bridgenorth@royallepage.ca	24-May-23
		wineshoppe06@gmail.com	24-May-23
Whelans Flooring		info@whelansflooring.com	24-May-23
Bridgenorth Dental		info@bridgenorthdental.ca	24-May-23
Chemong Chimney		contact@chemongchimney.ca	24-May-23
Chemong Bulk Foods		chemongbulkfoods@hotmail.ca	24-May-23
Dennis Kemp Insurance Brokers		kempinsurancebrokers@on.aibn.com	24-May-23
Garden Style Bridgenorth		gardenstylebridgenorth@gmail.com	24-May-23
Pioneer Water Conditioning		piowater@yahoo.ca	24-May-23
Selwyn Family Dental And Denture Clinic		selwynfamilydental@gmail.com	24-May-23
Chemong Lodge		info@chemonglodge.com	24-May-23
Strexer Harrop Consulting Group		info@strexer-harrop.com	24-May-23
Bridgenorth Chiropractic		bridgenorthchiro@gmail.com	24-May-23
		wendy@chemong.com	24-May-23
Chemong Home Solutions		chemonghomesolutions@gmail.com	24-May-23
Bell's Garage Ltd		bellsgarage@nexicom.net	24-May-23
Subway		lakefieldsubway@yahoo.com	24-May-23
The Bridgenorth Deli		thebridgenorthdeli@gmail.com	24-May-23
	Jodi Hogarth	jodihogarth@hotmail.com	24-May-23
Dennis Kemp Insurance Brokers Ltd	Matt	matt@kempinsurance.ca	24-May-23
Paulmac's Pets		paulmac4005@hotmail.com	24-May-23
Bridgenorth FM		bridgenorthfm@gmail.com	24-May-23
CIBE	Kim Whynot	kim.whynot@cibc.com	24-May-23
Paulmac's Pets		paulmacs4001@hotmail.ca	24-May-23
Style Boutique	Diana	diana@styleboutique.ca	24-May-23
Blue Diamond Window Cleaning		info@bluediamondclean.com	24-May-23
Beer Store Plaza Owner	Fred Koster	fj.koster@yahoo.com	24-May-23
Bridgenorth Plaza Owner	Jeff Peters	jeff@groupequities.com	
Bells Garage	Byron Bell	bellsgarage@nexicom.net	
Robert Lockhart		robert@rethinkgroup.ca	
Peterborough Bicycle Advisory Committee		info@p-bac.org	
Sue Sauve		suesauve575@gmail.com	

Notice of Study Commencement
Class Environmental Assessment
Ward Street (County Road 18) Widening

The County of Peterborough has initiated an Environmental Assessment (EA) to study alternatives for the widening of Ward Street (CR18) in the settlement area of Bridgenorth due to the removal of the Bridgenorth bypass proposal from the County of Peterborough's Transportation Plan. The project is being planned as a Schedule 'C' Class EA in accordance with the Municipal Class Environmental Assessment (MCEA). The study area includes Ward Street (CR18) from Champlain Road to the James Gifford Causeway (CR14).

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The first Public Information Centre (PIC) for this project will be scheduled in the fall of 2023. A PIC notice will be published at that time. Persons wishing to be included on the study mailing list should contact the Study Consultant below. Notices and updates will be posted on the County of Peterborough's website:

https://www.ptbocounty.ca/en/living/notices-of-construction.aspx

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For more information, to provide comments, or to be placed on the study's mailing list, please contact:

Doug Saccoccia, P.Eng
Manager, Engineering & Design
County of Peterborough
470 Water Street
Peterborough, ON K9H 3M3
Tel: 705-775-2737, ext.3201
Email: dsaccoccia@ptbocounty.ca

Jason Armstrong
Consultant Project Manager
Engage Engineering Ltd.
171 King St, Suite 120
Peterborough, ON K9J 2R8
Tel: 705-755-0427, ext. 203
Email: jason@engageeng.ca

Notice of Public Information Centre #1
Class Environmental Assessment
Ward Street

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You are invited to the first of two planned Public Information Centre Meetings. The meeting will be drop a in style format with no formal presentation and is scheduled for the following date/time:

Tuesday, February 20, 2024
Bridgenorth Community Hall
836 Charles Street, Bridgenorth
5:30 to 7:30 pm

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Peterborough, ON K9J 2R8
Tel: 705-755-0427, ext. 203
Email: jason@engageeng.ca

Notice of Public Information Centre #2
Class Environmental Assessment
Ward Street

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The objective of the project is to enhance traffic capacity and optimize traffic circulation along the Ward Street (CR18) corridor for the short to medium term horizon. The project will also consider active transportation opportunities in the community and provide space within the corridor for implementation of the Township Community Improvement Plans.

You are invited to the second and final planned Public Information Centre Meeting. The meeting will be a drop-in format with no formal presentation and is scheduled for the following date/time:

Tuesday, October 15, 2024
Bridgenorth Community Hall
836 Charles Street, Bridgenorth
5:00 to 6:30 pm

There is an opportunity at any time during the EA process for interested persons to provide comments. Any comments received pertaining to the study will be collected under the Environmental Assessment Act and, with the exception of personal information, will become part of the public record.

For more information, to provide comments, or to be placed on the study's mailing list, please contact:

Doug Saccoccia, P.Eng
General Manager, Engineering & Construction
County of Peterborough
470 Water Street
Peterborough, ON K9H 3M3
Tel: 705-775-2737, ext.3201
Email: dsaccoccia@ptbocounty.ca

Jason Armstrong
Consultant Project Manager
Engage Engineering Ltd.
171 King St, Suite 120
Peterborough, ON K9J 2R8
Tel: 705-755-0427, ext. 203
Email: jason@engageeng.ca

Appendix E: Public Information Centre No.1 Summary Report

Ward Street Class Environmental Assessment
Public Information Centre #1 Summary Report

March 2024

Engage Engineering Ltd.
File No. 22129

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Appendices

Appendix A: EA Notices & Agency Contact List
Appendix B: PIC No. 1 Comment Sheets
Appendix C: PIC No. 1 Display Material

1.0 Background

The County of Peterborough has initiated a Class Environmental Assessment (EA) to study alternatives for the reconstruction of Ward Street in the settlement area of Bridgenorth. The project is being planned as a Schedule 'C' Class EA in accordance with the Municipal Class Environmental Assessment (MCEA) process. The study area includes Ward Street (CR18) from Champlain Road to the James Gifford Causeway (CR14). The study area is shown on the Notice of Study Commencement and the Notice of Public Information Centre No. 1, both included in **Appendix A.**

The objective of the project is to enhance traffic capacity and optimize traffic circulation along the Ward Street (CR18) corridor for the short to medium term horizon. The project will also consider active transportation opportunities in the community and provide space within the corridor for implementation of the Township Community Improvement Plans.

The Ward Street study is being planned as a Schedule C Environmental Assessment. The EA process for this project includes two Public Information Centre's (PIC) which will provide opportunities for the community and agency stakeholders to provide input into the project. Public Information Centre No. 1 (PIC 1) was held on February 20, 2024, with the second PIC scheduled for summer 2024. The purpose of the first PIC was to introduce the project objectives and present preliminary alternatives for the corridor to all stakeholders in the community. The second PIC will present the recommended solution and preliminary design plans for public comment prior to conclusion of the EA process and before proceeding to construction.

The purpose of this report is to summarize the results of the public and agency consultation for the project up to and including PIC 1. The report will identify trends in the comments and provide recommendations to the Technical Advisory Committee (TAC) with respect to whether the comments and concerns can be addressed by this project, and what steps are required to incorporate the comments into the design.

2.0 Public Consultation

2.1 Project Contact List

At the beginning of the EA process, a Project Contact List was developed with both public and agency stakeholders, in consultation with the TAC. The list of public stakeholders was generated based on proximity to the project limits; any registered landowner within 1.0 km of the project was included on the list. The agency contact list was generated based on a standard contact list used by the County for EA projects and tailored to the scope and location of the Ward Street

project. The Agency contact list is included in **Appendix A;** the public contact list has not been included for privacy reasons. Both contact lists were updated during the EA process, in response to requests from public and agency stakeholders.

2.2 Notice of Study Commencement

In accordance with the MCEA process, a Notice of Study Commencement was prepared for the project and distributed to all stakeholders on the contact list. The Notice of Study Commencement was distribution by mail and was displayed on the County and Township websites. A copy of the Notice is included in **Appendix A**.

2.3 Notice of Public Information Centre No. 1

A Notice for the Public Information Centre No. 1 was prepared in accordance with the MCEA requirements. The Notice of Public Information Centre No. 1 was distribution by mail by the County of Peterborough to all stakeholders on the contact list and was displayed on the County and Township websites. A copy of the Notice is included in **Appendix A**.

3.0 Public Information Centre No. 1

3.1 General

PIC 1 was held on February 20, 2024, from 4:00 p.m. to 7:30 p.m. at the Bridgenorth Community Hall located at 836 Charles Street, Bridgenorth. PIC material was presented to Township and County Council members from 4:00 – 5:00 p.m. and the public was welcomed to view the material from 5:30 – 7:00 p.m. In addition to the Ward Street EA, information was presented in the front foyer on Phase 2 of the James A Gifford Causeway construction project. Including the additional material on the Causeway was an efficient means of presenting information for both projects as they both have an impact on the Bridgenorth community.

The purpose of the PIC No. 1 for Ward Street was to introduce project objectives and present preliminary plans for various alternatives to all stakeholders in the community. The meeting was an Open House format where community members could view display boards with project information and ask questions of the Project Team. Copies of the PIC 1 displays are included as **Appendix C.**

The PIC was well attended, with 34 people registering on the Engage Sign-In sheet. Of these 34 attendees, 30 were residents who lived or operated a business within the study area, and four (4) were municipal or agency staff. A copy of the Sign-In sheet was not included for privacy reasons.

3.2 Summary of Comments

Attendees were encouraged to provide comments on the project and the alternatives presented for Ward Street reconstruction. Comment sheets made available at the meeting. Comments were requested to be submitted by March 5, 2024. Five (5) comment sheets were received at the meeting from stakeholders; one further comment was received through email after the PIC. Copies of all comment sheets are included as **Appendix B;** for privacy reasons, all personal information on the comment sheets has been redacted.

The comments received were generally positive with the majority indicating support for one or more of the alternatives that are being carried forward. Two of the comments were related to traffic issues and construction outside of Ward Street corridor. These two comments are included in **Appendix B** for transparency but have not been included in the summary of comments. One comment referenced alternative concepts that were presented at a previous PIC for Ward Street.

The four comments have been paraphrased and summarized below:

Comment Number	Paraphrased Comment Summary
1	They requested re-configuration of the Causeway/Ward St intersection to improve safety and enhance pedestrian experience. They would like to promote walkability and safely enjoy the new causeway.
2	They questioned how many people are currently walking for leisure in Bridgenorth and if the businesses want the changes. They state traffic issues are caused by summer visitors and are isolated to a few days per year.
3	They state Bridgenorth is not pedestrian friendly and more sidewalks would be a good idea.
4	The Peterborough Bicycle Advisory Committee is pleased the County is undertaking this study. They support continuous pedestrian and cyclist facilities and request a dedicated protected cycling lane. They support a three-lane cross section over four or five lanes. They support the exclusion of on street parking and narrow travel lane widths. They recommend the addition of a social/cultural criterion that assesses the impact of the alternatives to the character of the corridor.

4.0 Summary & Recommendations

The PIC 1 for the Ward Street Environmental Assessment was well attended. A number of comments were received at the meeting. The comments were consistent with and reinforced the project objectives, in that many of them referred to traffic issues, pedestrian and walkability issues and a desire for improved community space in the corridor.

Based on the number of comments received and information in those comments, we have the following conclusions and recommendations for the next phase of the Ward Street EA:

1. That improved pedestrian facilities are an important consideration to many stakeholders and that they continue to be included as the alternatives are refined.

2. That consideration be given to pedestrian safety when crossing Ward Street and that the need for a pedestrian crossing be evaluated as part of the alternatives.

3. That the alternatives carried forward are in line with the communities' suggestions and should address their concerns.

Submitted by:

Logan Mattern
Engineering Intern
Engage Engineering Ltd.

Jason Armstrong
Municipal Group Manager
Engage Engineering Ltd.

Appendix A: EA Notices & Agency Contact List

WARD STREET ENVIRONMENTAL ASSESSMENT

AGENCY CONTACT LIST

AGENCY	CONTACT NAME	CONTACT DETAILS	CONTACT DATE
Stsco	Kevin Forrest	kforrest@stsco.ca	18-Apr-23
Stsco	Joel Slogget	jsloggett@stsco.ca	18-Apr-23
Community Care ptbo	Anne Trudel-Inglis	atrudel-inglis@commcareptbo.org	18-Apr-23
Opp	Kevin Fitzgerald	kevin.fitzgerald@opp.ca	18-Apr-23
Withers Waste		witherswaste@hotmail.com	18-Apr-23
Emterra	Marsha Fallis	Marsha.Fallis@emterra.ca	18-Apr-23
Community Care ptbo	Anne Trudel-Inglis	atrudel-inglis@commcareptbo.org	18-Apr-23
Waste connections	Steven Bye	Stephen.bye@wasteconnections.com	18-Apr-23
Waste connections	Marylin Jewer	marylin.jewer@wasteconnections.com	18-Apr-23
OPP Peterborough County		opp.peterborough.county@opp.ca	18-Apr-23
Peterborough	Sandra Dueck	sdueck@peterborough.ca	18-Apr-23
Peterborough	Ryan Wilson	rwilson@peterborough.ca	18-Apr-23
Emterra	Matt Cooling	matt.cooling@emterra.ca	18-Apr-23
Nexicom		customerservice@nexicom.net	18-Apr-23
Enbridge		customercare@enbridge.com	18-Apr-23
PTBO Trails		info.ptbotrails@gmail.com	18-Apr-23
Nexicom	Kus	kus@nexicom.net	18-Apr-23
Hydro One	Melanie Ducie	melanie.ducie@hydroone.com	18-Apr-23
Bell	Neil Gerrard	neil.gerrard@bell.ca	18-Apr-23
Emterra	Jody Marshall	Jody.Marshall@emterra.ca	18-Apr-23
Township of Asphodel-Norwood	P Cameron Jordan	pcameronjordan@antownship.ca	18-Apr-23
Township of Cavan Monaghan	B Ayotte	bayotte@cavanmonaghan.net	18-Apr-23
Curve Lake First Nation	Mindy K	mindyk@curvelake.ca	18-Apr-23
Curve Lake First Nation	Brandon J	brandonj@curvelake.ca	18-Apr-23
Township of Douro-Dummer	Leisha Newton	leishan@dourodummer.on.ca	18-Apr-23
Township of Havelock-Belmont-Methuen		ecdev@hbmtwp.ca	18-Apr-23
Hiawatha First Nation		ecdev@hiawathafn.ca	18-Apr-23
Township of North Kawartha	Chris Challenger	c.challenger@northkawartha.ca	18-Apr-23
Ontario	Carolyn Puterbough	carolyn.puterbough@ontario.ca	18-Apr-23
Township of Otonabee-South Monaghan	Greg Borduas	gborduas@osmtownship.ca	18-Apr-23
Township Of Selwyn	Kari Partridge	kpartridge@selwyntownship.ca	18-Apr-23
Municipality Of Trent Lakes	R Stark	rstark@trentlakes.ca	18-Apr-23
Invest Ptbo	Eleni Gagovski	EGagovski@investptbo.ca	18-Apr-23
Invest Ptbo	Gabi Dragomir	GDragomir@investptbo.ca	18-Apr-23
Invest Ptbo	Joe Rees	jrees@investptbo.ca	18-Apr-23
Invest Ptbo	Kelly Jessup	KJessup@investptbo.ca	18-Apr-23
Invest Ptbo	Rhonda Keenan	RKeenan@investptbo.ca	18-Apr-23
Curve Lake First Nation	Julie Kapryka	JulieK@curvelake.ca	18-Apr-23
Curve Lake First Nation	Kaitlin Hill	KaitlinH@curvelake.ca	18-Apr-23
Hiawatha First Nation	Tom Cowie	tcowie@hiawathafn.ca	18-Apr-23
Hiawatha First Nation	Sean Davison	sdavison@hiawathafn.ca	18-Apr-23
Hiawatha First Nation	Clem Carr	publicworkslead@hiawathafn.ca	18-Apr-23
Hiawatha First Nation	David Jacobs	davidj@curvelake.ca	18-Apr-23
Beausoleil First Nation		info@chimnissing.ca	18-Apr-23
Chippewas of Rama First Nation	Shardy James	shardayj@ramafirstnation.ca	18-Apr-23
Mississaugas of Scugog Island First Nation		info@scugogfirstnation.com	18-Apr-23
Georgina Island First Nation	Janice Taylor	janice.taylor@georginaisland.com	18-Apr-23
Nahrgang Kawartha Nishnawbe First Nation		info@spiritofthestone.ca	18-Apr-23
Métis Nation of Ontario		consultations@metisnation.org	18-Apr-23
Curve Lake First Nation	Richard T	richardt@curvelake.ca	18-Apr-23
Hiawatha First Nation	Trisha Shearer	directorofoperations@hiawathafn.ca	18-Apr-23
Hiawatha First Nation	Josh Paudash	publicworks@hiawathafn.ca	18-Apr-23
Hiawatha First Nation	Trisha Shearer	infrastructure@hiawathafn.ca	18-Apr-23
Ontario	Patricia M. Thompson	patricia.m.thompson@ontario.ca	18-Apr-23
Ontario	Michelle Schevers	Michelle.Schevers@ontario.ca	18-Apr-23
Peterborough County	Randy Mellow	rmellow@ptbocounty.ca	18-Apr-23
Peterborough County	Craig Jones	cjones@ptbocounty.ca	18-Apr-23
Peterborough County	Michelle Walsh	mwalsh@ptbocounty.ca	18-Apr-23
Opp	Christopher Galeazza	christopher.galeazza@opp.ca	18-Apr-23
Township Of Selwyn	Angela Chittick	achittick@selwyntownship.ca	18-Apr-23
Township Of Selwyn	Gord Jopling	gjopling@selwyntownship.ca	18-Apr-23
Township Of Selwyn	Janice Lavalley	jlavalley@selwyntownship.ca	18-Apr-23
Township Of Selwyn		info@selwyntownship.ca	18-Apr-23
Township Of Selwyn	G Walker	gwalker@selwyntownship.ca	18-Apr-23
Township Of Selwyn	Meaghan Larocque	mlarocque@selwyntownship.ca	18-Apr-23
Township Of Selwyn		publicworks@selwyntownship.ca	18-Apr-23
Township Of Selwyn	Robert Kelly	rkelly@selwyntownship.ca	18-Apr-23
Township Of Selwyn	Natalie Gennaro	ngennaro@selwyntownship.ca	18-Apr-23
Township Of Selwyn	Howard Jinkerson	hjinkerson@selwyntownship.ca	18-Apr-23
Township Of Selwyn	Adam Tobin	atobin@selwyntownship.ca	18-Apr-23

Notice of Public Information Centre #1
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Email: dsaccoccia@ptbocounty.ca

Jason Armstrong
Consultant Project Manager
Engage Engineering Ltd.
171 King St, Suite 120
Peterborough, ON K9J 2R8
Tel: 705-755-0427, ext. 203
Email: jason@engageeng.ca

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Peterborough, ON K9J 2R8
Tel: 705-755-0427, ext. 203
Email: jason@engageeng.ca

Appendix B: Comment Sheets

Comment Sheet

Ward Street Class Environmental Assessment
PIC 1 - February 20, 2024

Please have your comments submitted no later than March 5th, 2024.

Name: [redacted] Phone #: [redacted]

Address: [redacted] Email: [redacted]

Comments

Thank you for an infamative evening.
I Spoke to a number of reps tonight & I connot stress enough the need to expedite the re-configuration of the light @ the causeway/Ward St. to ensure a better/safer pedestrian experience in Bridgenorth. To enjoy the new causeway, to promote walkability, to allow pedestrians a pleasant & safe experience that is not yet possible.

Please drop your comments in the comment box or submit to:

Jason Armstrong
Consultant Project Manager
Engage Engineering Ltd.
P. 705-755-0427, ext. 203
E. jason@engageeng.ca
171 King St, Suite 120
Peterborough, ON K9J 2R8

Doug Saccoccia
Director of Public Works
County of Peterborough
P. 705-775-2737, ext.3101
E. dsaccoccia@ptbocounty.ca
310 Armour Road
Peterborough, ON K9H 3M3

Comment Sheet

Ward Street Class Environmental Assessment
PIC 1 - February 20, 2024

Please have your comments submitted no later than March 5th, 2024.

Name: [redacted] Phone #: [redacted]

Address: [redacted] Email: _____

Comments

- How many people in Bridgenorth are walking for leisure? Is one sidewalk not enough? There are few bikers/cyclists. We have ample of trails & parks for recreation locally as well.
- ~~[redacted]~~
- Traffic is caused in isolated times (Summer commuting home)
- Summer traffic is caused by the folks coming to summer that are not full time residents, which gives false numbers on the true day to day. The commuters can wait the maybe 5 mins on the 2 lights to get home
- The people that want to stop will, regardless of the 'traffic'.
- How much money is being spent to look into this, research, data collect etc.
- The displays, states the same info, gardens, sidewalks, better signage.
- Do the businesses actually want this? Whether the roads wider the business will stay the same.
- If we need more sidewalks for the foot traffic, then we must have a lot of tickets for Jay-Walking right?

Please drop your comments in the comment box or submit to:

Jason Armstrong
Consultant Project Manager
Engage Engineering Ltd.
P. 705-755-0427, ext. 203
E. jason@engageeng.ca
171 King St, Suite 120
Peterborough, ON K9J 2R8

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E. dsaccoccia@ptbocounty.ca
310 Armour Road
Peterborough, ON K9H 3M3

Comment Sheet

Ward Street Class Environmental Assessment
PIC 1 - February 20, 2024

Please have your com[redacted] submitted no later than March 5th, 2024.

Name: [redacted] Phone #: [redacted]

Address: [redacted]

Comments

I am concerned that the turn at Dore and Gilhorn is too narrow!

Please drop your comments in the comment box or submit to:

Jason Armstrong
Consultant Project Manager
Engage Engineering Ltd.
P. 705-755-0427, ext. 203
E. jason@engageeng.ca
171 King St, Suite 120
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310 Armour Road
Peterborough, ON K9H 3M3

March 9, 2024

Doug Saccocia, Manager of Engineering and Design, County of Peterborough, dsaccoccia@ptbocounty.ca
Jason Armstrong, Consultant Project Manager, Engage Engineering Ltd, jason@engageeng.ca

Re: Class Environmental Assessment, Ward Street Widening, Bridgenorth
Public Information Centre 2

Dear Messrs. Saccocia and Armstrong,

This letter contains the Peterborough Bicycle Advisory Committee's (P-BAC) comments on the analysis and alternative concepts developed for the above-noted project. P-BAC strives to make Peterborough and the surrounding area safe for cyclists of all ages and abilities, thus helping to make our city and region a healthier, more equitable community with increased economic prosperity and resiliency.

P-BAC is pleased that the County is undertaking this study to renew Ward Street and its intent to improve the pedestrian and cycling environment along the road as part of the design.

We recognize that the elimination of a future bypass from the County's plans will place greater traffic pressure on Ward Street, while the character of the street is key to the prosperity and liveability of Bridgenorth. Embracing a complete streets approach to street design will benefit all street users and improve travel options, especially for more sustainable modes of travel. We are excited about the reconstruction of Ward Street and look forward to seeing the creative design that emerges. Our comments below reflect our belief in win-win outcomes for the community, traffic movement, and active transportation users.

In terms of the information provided in the current round of public consultation, we offer the following:

- P-BAC supports the development of continuous facilities along Ward Street for pedestrians and cyclists and its "greening" as part of a recommended concept.
- We believe that current and future congestion created by left-turning movements in particular can, by way of a left-turn lane, avoid the need for a four-lane or larger cross-section and thus limit any expansion to three lanes. A three-lane cross-section is much safer than a four or five lane street.

- We support the exclusion of on-street parking as a way to facilitate the provision of cycling facilities. The public consultation material notes that on-street parking is little used given the availability of adequate parking at businesses along Ward Street.
- Alternative 2—improved two-lane cross-section—does not feature dedicated, protected cycling lanes, but we believe they could be provided. With creative design, we do not believe doing so would eliminate the potential for tree planting as depicted in the cross-section diagram.
- The 3.9-metre wide travel lanes in Alternative 2A seem excessive in our view and would appear to limit the ability to provide cycling infrastructure. Given the urban character of the corridor and the extent of commercial development along it, we believe facilitating faster traffic in wider lanes will present safety issues. We believe narrower lanes would not only calm traffic more, but potentially provide space for cycling lanes and trees.
- We also wonder if it is possible to reduce the 3.5-m travel lane width in Alternative 3 to provide space for on- or off-road cycling lanes.
- Alternatives 4 and 5 (four- and five-lane cross-sections respectively) would be very damaging to the urban fabric along and character of the street. P-BAC does not support either alternative, which would virtually eliminate any possibility of cycling facilities. Their width, the speeds they promote, and the potential for frequent lane changes would put any cyclist foolish enough to ride on the road at high risk of not completing their journey.
- To follow through on comments relating to the impact of alternatives on community character, we recommend the addition of another Social/Cultural criterion that assesses the impact of any alternative to the overall character of the road/adjacent land use corridor and its fit/scale with the community as a whole.

P-BAC appreciates the opportunity to comment on this once-in-a-generation renewal of Ward Street, one that can foster convenient and safe active transportation for the residents of this fast-growing part of the county.

We are available to discuss any of the above comments.

Respectfully,

Susan Sauve,

Chair, P-BAC: Peterborough Bicycle Advisory Committee

Comment Sheet

Ward Street Class Environmental Assessment
PIC 1 - February 20, 2024

Please have your comments submitted no later than March 5th, 2024.

Name: [redacted] Phone #: [redacted]

Address: [redacted] Email: [redacted]

Comments

- Business need to be promoted during construction during causeway shut down
- Garthorne & Kelly need to be local traffic only so no cutting occurs from causeway traffic.
- Don't advertise a need for alternative routes, small business depend on passing traffic.

Please drop your comments in the comment box or submit to:

Jason Armstrong
Consultant Project Manager
Engage Engineering Ltd.
P. 705-755-0427, ext. 203
E. jason@engageeng.ca
171 King St, Suite 120
Peterborough, ON K9J 2R8

Doug Saccoccia
Director of Public Works
County of Peterborough
P. 705-775-2737, ext.3101
E. dsaccoccia@ptbocounty.ca
310 Armour Road
Peterborough, ON K9H 3M3

Comment Sheet

Ward Street Class Environmental Assessment
PIC 1 - February 20, 2024

Please have your comments submitted no later than March 5th, 2024.

Name: [redacted] Phone #: [redacted]

Address: [redacted]

Comments

Bridgenorth is NOT pedestrian-friendly.
More sidewalks would be a good idea.

Please drop your comments in the comment box or submit to:

Jason Armstrong
Consultant Project Manager
Engage Engineering Ltd.
P. 705-755-0427, ext. 203
E. jason@engageeng.ca
171 King St, Suite 120
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Doug Saccoccia
Director of Public Works
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P. 705-775-2737, ext.3101
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310 Armour Road
Peterborough, ON K9H 3M3

Appendix C: PIC Display Material

Welcome to Public Information Centre No. 1

Welcome to Public Information Centre No. 1 for the Ward Street Class Environmental Assessment (EA)

Tuesday February 20, 2024
5:30 pm to 7:30 pm
Bridgenorth Community Hall

Please come in and remember to:

- **Sign in at the door**
- **Review the information at your leisure**
- **Talk to the project team members if you have questions**
- **Complete a comment sheet**

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Welcome

Thank you for attending the first of two planned Public Information Centres that will take place in the first half of 2024. We look forward to your feedback on the project.

The purpose of tonight is to:

- **Introduce the Ward Street project to the public**
- **Present the project objectives**
- **Identify issues and opportunities**
- **Collect feedback on the preliminary alternatives under consideration**

Please take your time to review the displays. Members of the Project Team including County of Peterborough, Township of Selwyn and Engage Engineering staff are on hand to answer your questions.

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What is a Class Environmental Assessment?

What is a Class Environmental Assessment?

In Ontario, Class Environmental Assessments (Class EAs) serve as a standardized framework for evaluating and planning a broad range of municipal infrastructure projects. Divided into different classes based on project complexity and potential environmental impacts, Class EAs streamline the assessment process by providing predefined procedures and requirements.

The goal is to ensure that proposed projects, such as municipal infrastructure improvements or expansions, are thoroughly assessed for environmental, social, and economic considerations. Class EAs involve stages such as problem definition, alternative assessment, public consultation, and approval. Each class is tailored to specific project types, with the process designed to balance the growing infrastructure needs with environmental protection and community interests.

Which Schedule of Class Environmental Assessment is Ward Street?

There are a total of four classes within the 2023 Class Environmental Assessment framework. Ward Street is considered a Schedule C Class Environmental Assessment given the potential for a major expansion to an existing facility.

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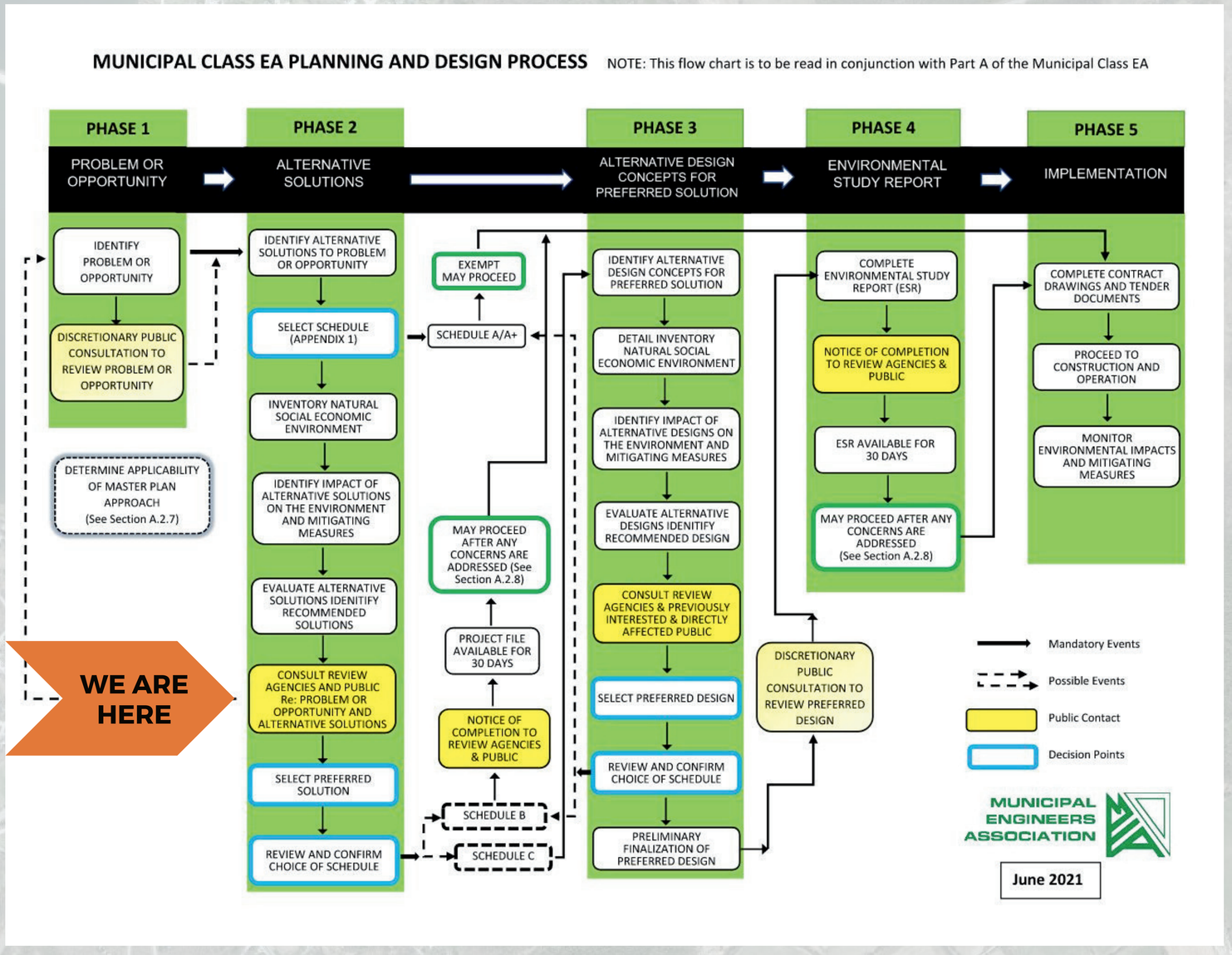
Class Environmental Assessment Process

The Ward Street project is following the Municipal Class Environmental Assessment (Class EA) Process as a Schedule C Project.

Schedule C projects must complete all five (5) phases of the Class EA process at outlined in the flow chart. The project is currently in Phase 2 of the Class EA process.

Once all phases are completed the study will result in a final Environmental Study Report (ESR) which will include a recommended solution.



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Study Background

- **Ward serves as the ‘main street’ in the settlement area of Bridgenorth, providing access to both homes and businesses**
- **Ward Street also serves as a major arterial link in the County road network, providing connectivity from the City of Peterborough to northern portions of the County such as Bridgenorth, Ennismore and Selwyn**
- **Historic traffic volumes increased steadily on Ward Street peaking in 2017. Since 2017, traffic volumes have decreased**
- **Over the period of 2041 (horizon year of this study) it is expected that the Ward Street corridor will have capacity for through traffic, but local turning movements at certain intersections and entrances will experience delays**
- **Competing with the need for enhanced traffic capacity and circulation in the corridor are the needs of local residents and businesses for improved pedestrian connectivity and safety**
- **The Township of Selwyn completed a Community Improvement Plan (CIP) in 2012 which identified streetscape improvements for Bridgenorth that also need to be considered**
- **A Technical Advisory Committee was assembled to advance the Class Environmental Assessment. The committee includes members from the County of Peterborough, Township of Selwyn and Consultant team**

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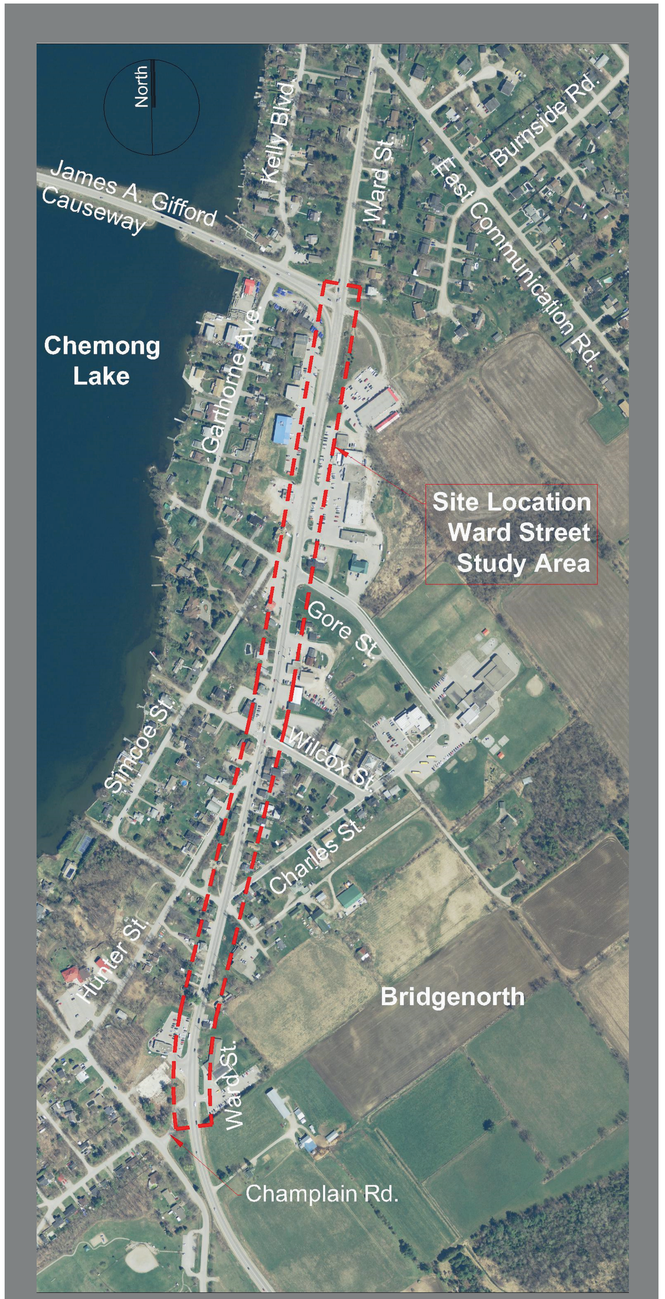
Project Background and Limits

The Ward Street Schedule C Class EA project includes the section of the Ward Street corridor from Champlain Road to the James A. Gifford Causeway intersection. The project encompasses the majority of downtown Bridgenorth. The project limits can be seen on the adjacent map.



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Project Background and Limits

The Ward Street Class EA was initiated in January 2023. The study timeline is outlined below:

NOTICE OF STUDY COMMENCEMENT → BACKGROUND REVIEW → STUDY DESIGN → SOCIAL, NATURAL, CULTURAL INVENTORIES → IDENTIFICATION OF ALTERNATIVE SOLUTIONS → EVALUATION OF ALTERNATIVE SOLUTIONS → **PUBLIC INFORMATION CENTRE #1** → IDENTIFICATION OF DESIGN ALTERNATIVES → EVALUATION OF DESIGN ALTERNATIVES → SELECTION OF PREFERRED ALTERNATIVES → PUBLIC INFORMATION CENTRE #2 → REFINEMENT OF PREFERRED ALTERNATIVES → PRESENTATION TO COUNTY AND TOWNSHIP COUNCIL → FILING OF ENVIRONMENTAL STUDY REPORT

The following milestones have been completed to date:

- Study Design
- Background Traffic Analysis
- Environmental Inventories
- Identification of Alternative Solutions

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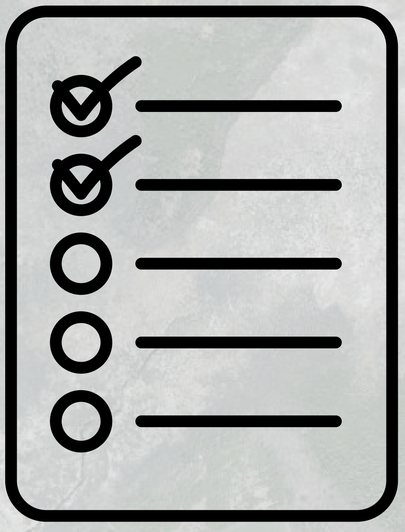
Study Objectives

The County and Township have identified the following objectives for this study:

- **Provide enhanced traffic capacity to improve levels of service in the short (2031) to medium term (2041) horizons**
- **Optimize traffic circulation and access to side streets and commercial properties to improve levels of service**
- **Provide improved active transportation facilities for both pedestrians and cyclists on both sides of Ward Street for the full length of the corridor**
- **Provide space within the corridor for implementation of items outlined in the Selwyn Community Improvement Plan for streetscaping and built form**



Existing Conditions - Ward Street Constraints

Pedestrian Environment

- **Ward Street currently has inconsistent pedestrian facilities with a mixture of sidewalk and paved boulevard.**
- **The corridor is not pedestrian friendly with limited buffer between travel lanes of the road and pedestrian facilities. The concrete sidewalk is inconsistent and the paved boulevard is used for both parking and walking.**
- **Pedestrian facilities do not clearly identify crossings at roadways and commercial entrances**

Main Street Function

- **In addition to its arterial road status as a County Road, Ward Street also functions as the 'Main Street' in Bridgenorth providing access to commercial and residential properties**

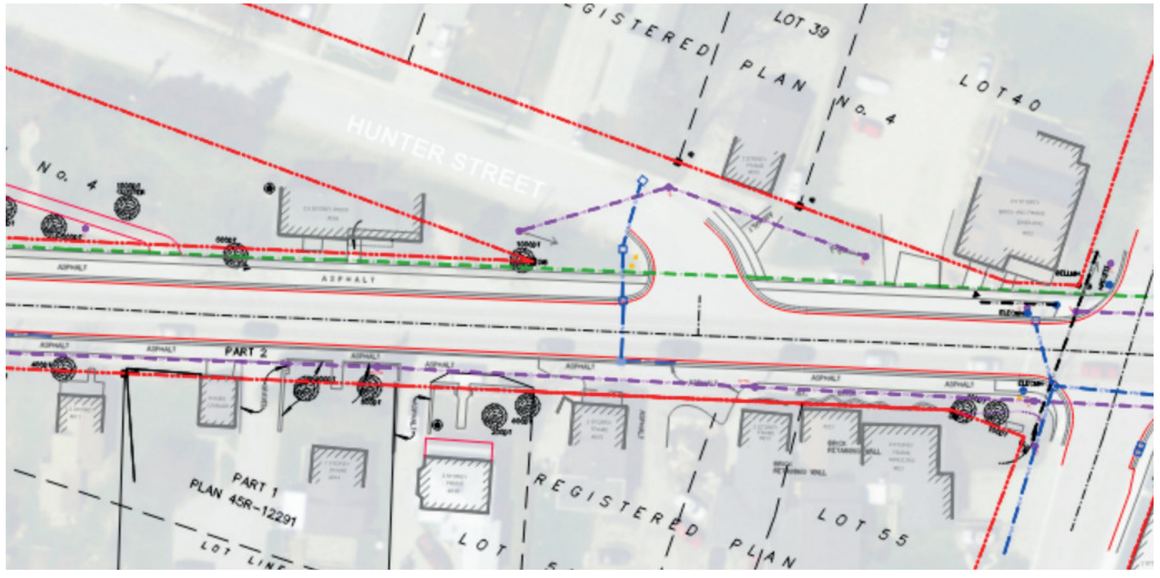
Existing Conditions - Ward Street Constraints

Ward Street Right-of-Way (ROW) Conditions

- **The Ward Street ROW has a narrow width of 18.5m in some locations**

- **Several property features, such as fencing and gardens are located within the Ward Street right-of-way, may need to be shifted to accommodate new roadway features**

- **The existing road surface and associated infrastructure is reaching the end of it's useful life with the last reconstruction taking place in 1979**



Utilities

- **The corridor has overhead and underground utilities that must be accommodated with any proposed changes**

- **Overhead hydro will need to be relocated underground to meet current hydro safety requirements**

Existing Environmental Conditions

Proximity to Chemong Lake

- **Ward Street storm sewers outlet to Chemong Lake through ditching on various sidestreets**
- **Changes to the Ward Street corridor could change both quantity and quality of runoff**

Ecology

- **There are no ‘at risk’ populations of vegetation within the corridor that require protection**
- **Widening Ward Street or adding additional pedestrian facilities will result in the removal of trees and vegetation**
- **Streetscape improvements will provide additional areas for greenspace and plantings**
- **No species at risk are present in the corridor**

Opportunities

Traffic Capacity and Access

- **Opportunity to enhance traffic capacity to reduce delays**
- **Opportunity to improve level of service and access to/from side streets and commercial properties**

Selwyn Community Improvement Plan (CIP)

- **The Selwyn CIP suggests improvements to enhance the streetscape and built form of the Ward Street corridor**
- **Opportunity to implement the CIP and include sidewalks on both sides of Ward Street with landscaped boulevards**
- **CIP elements will compete with any road widenings for space within the corridor**

Pedestrian and Active Transportation

- **Opportunity to provide enhanced pedestrian facilities through the corridor on both sides of Ward Street**
- **Opportunity to include recommendations of the County Active Transportation Master Plan (ATMP)**

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Existing Traffic Conditions

Traffic Volumes and Capacity

- **Traffic volume on Ward Street has decreased since the Ward Street Environmental Assessment was last updated in 2017, 2023 traffic data shows additional capacity available for the two-lane road**

Traffic Operations

- **Turning movements to/from side streets and commercial entrances are experiencing delays during peak periods**

On-Street Parking

- **Paved boulevards throughout the village provide extensive opportunities for on-street parking. However, observations during the study indicate this parking is seldom used as there is ample parking in commercial properties**

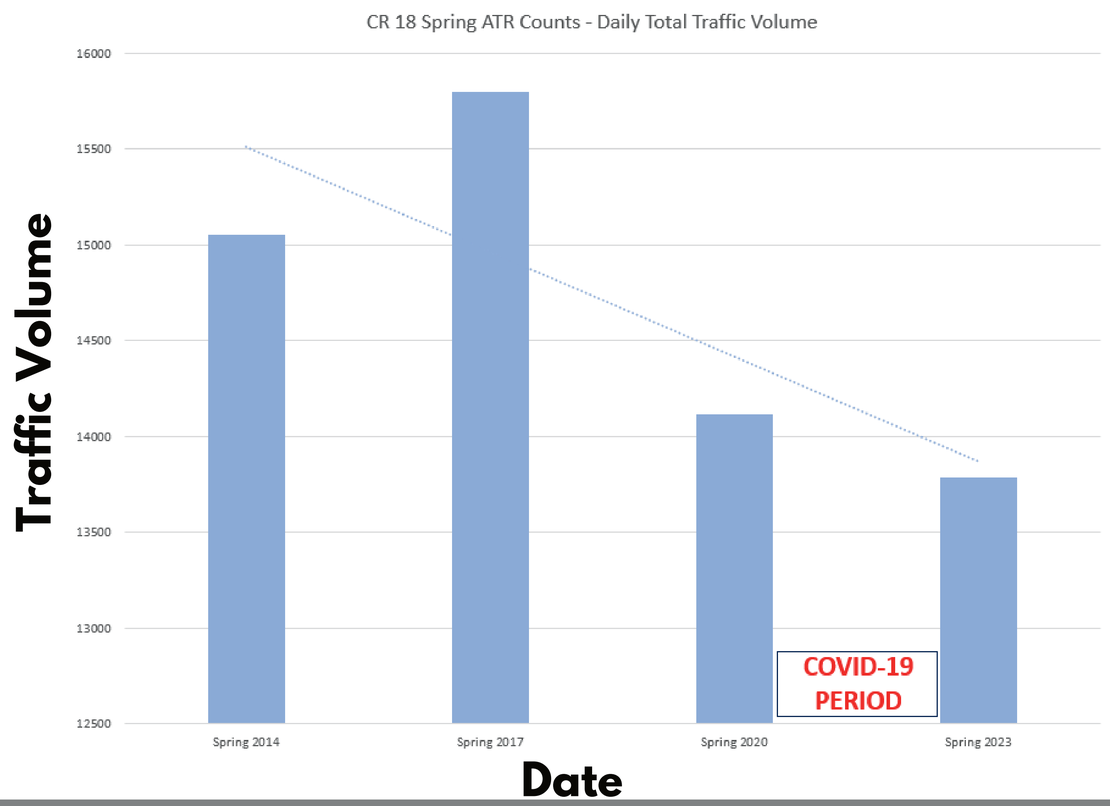
Historical Traffic Data

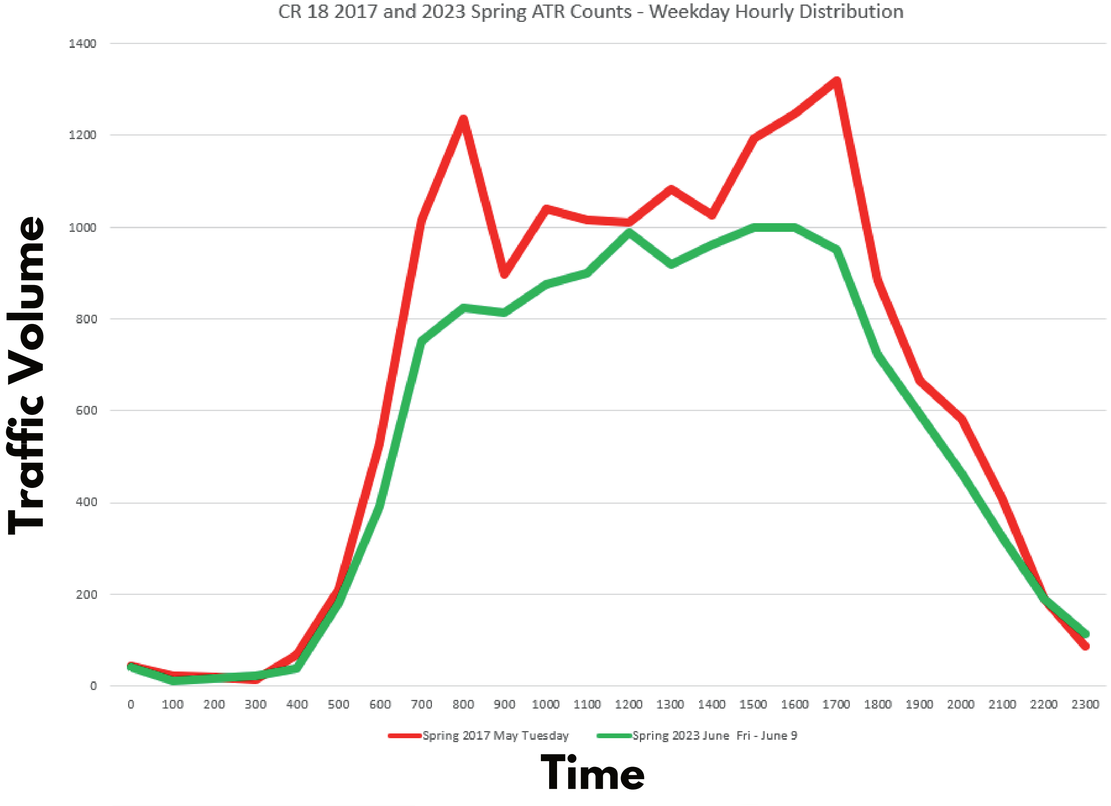
The study team reviewed traffic data for the Ward Street corridor dating back to 2003.

The historical traffic data shows traffic volumes increasing with a peak in 2017. After 2017 collected traffic data shows a drop in volumes of approximately 13%.

The bar graph identifies historical Automatic Traffic Recorder (ATR) traffic data from 2014 to 2023 with a clear peak in 2017.

The line graph identifies hourly totals. The 2014 and 2017 data shows specific peaks in the AM & PM trips. Data from 2020 onwards shows more consistent hourly traffic with the AM & PM peaks less pronounced.





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Traffic Analysis

Improving levels of service and enhancing corridor capacity are two of the primary objectives for this study. A thorough traffic forecasting and analysis program has been completed as part of the detailed study to:

- **Identify peak traffic volumes and turning movements for Ward Street 2023**
- **Forecast future traffic volumes and turning movements for the corridor out to 2041**
- **Analyse the corridor to determine capacity and levels of service for 2024, 2031 & 2041 to identify constraints and deficiencies**
- **Analyze various design alternatives to determine which alternative provides the best level of service for the corridor**

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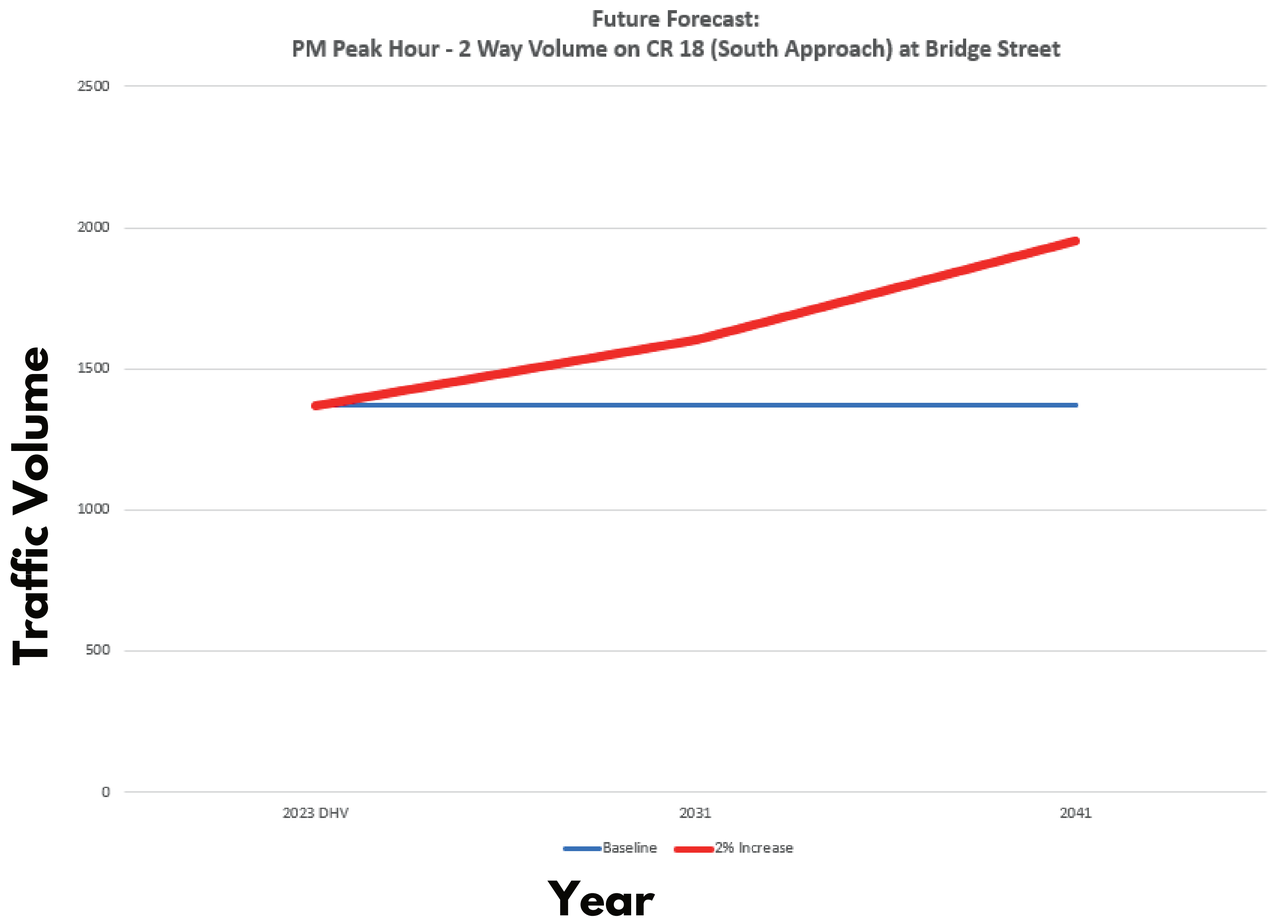
Traffic Forecasts

- **The graphs to the right show forecasted traffic volumes starting in 2023 out to the study limit of 2041**
- **A comprehensive traffic count program was completed through the spring and summer of 2023**
- **2023 collected traffic data was selected as the base year**
- **An annual growth rate of 2% was selected**
- **The 2023 data was expanded at the selected annual growth rate to produce the 2031 & 2041 peak volumes**



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Traffic - Level of Service

To review traffic operations in the Ward Street corridor a traffic model was created using Synchro software.

The model is used to analyze Ward Street and all intersections to investigate how they perform.

Intersection performance is quantified by a Level of Service ranking which ranges from A to F as seen in the table.

The acceptable Level of Service standard in the County of Peterborough is A - E.

The traffic model identified that the Level of Service will deteriorate at intersections throughout the corridor to below acceptable levels by 2041 if improvements are not implemented.

Level of Service Criteria for Intersections

Level of Service	Average Control Delay (seconds/vehicle)	
	Unsignalized intersection	Signalized Intersection
A	0-10	0-10
B	>10-15	>10-20
C	>15-25	>15-35
D	>25-35	>35-55
E	>35-50	>55-80
F	>50	>80

Evaluation Criteria

As part of the Class Environmental Assessment, the Technical Advisory Committee identified a total of five alternative solutions to be considered.

Each alternative solution is evaluated against the following criteria:

Land Use and Socio-Economic Impact

- **Property impacts**
- **Property access**
- **Impact on local economy**
- **Community improvement**
- **Environmental**

Traffic and Transportation

- **Corridor capacity**
- **Corridor safety**
- **Public Transportation**
- **Active Transportation (non-vehicular)**

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Alternative Solutions - Not Carried Forward

Five alternatives were evaluated against the evaluation criteria by the Technical Advisory Committee. Alternatives that ranked low against the alternatives were not carried forward. The three alternatives below will no longer be considered in the next steps of the study:

Alternative 1 - Do Nothing
Maintains the current Ward Street Corridor in it's current configuration and condition. Does not implement any improvements or address any need for future traffic, active transportation or community improvements

Alternative 2 - Corridor Expansion (Additional Through Lanes)
Expand the Ward Street corridor through the construction of additional thru lanes of traffic. Improve traffic flow through the Ward street corridor to meet current and future traffic demands of the community.

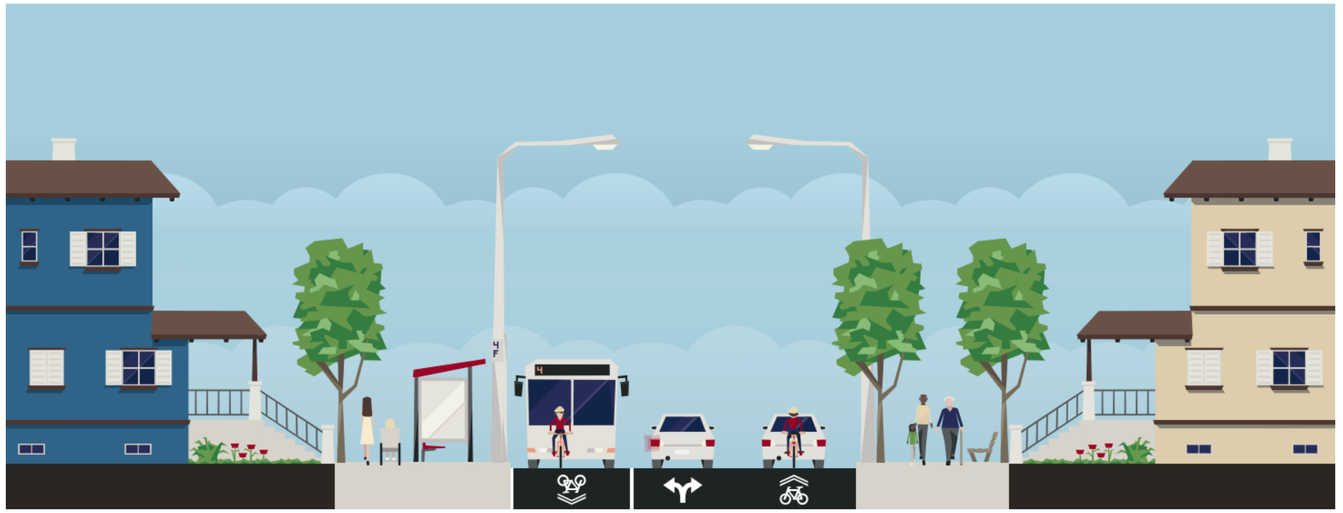
Alternative 5 - Alternative Alignment
Review the opportunity to provide an alternative roadway alignment to direct traffic away from the Ward Street corridor and reduce the traffic volumes to the corridor.
This Alternative has been Pre-Screened due to prior Council Resolution No. 81-2022, an excerpt of the decision is provided below
'Bridgenorth Bypass be removed from the Transportation Master Plan'

Alternative Solutions - Carried Forward

Five alternatives were evaluated against the evaluation criteria by the Technical Advisory Committee. Alternatives that ranked high against the alternatives were carried forward. The two alternatives below will be carried forward into the next steps of the study:

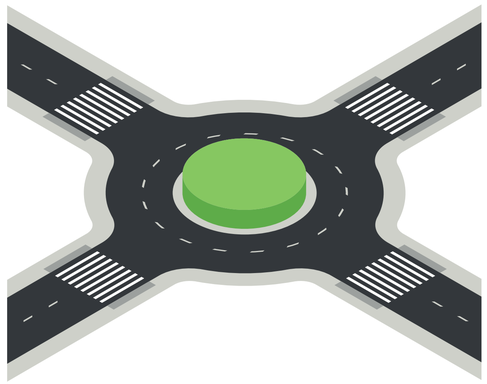
Alternative 3 - Transportation Demand Management (TDM) (Active Transportation/ Public Transit)

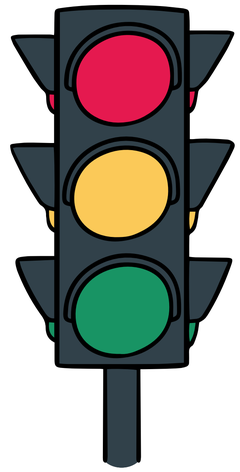
Includes the review of alternative methods of travel outside of personal vehicle use. Alternative methods could include providing enhanced pedestrian and/or cycling facilities or improving the public transit opportunities for the community.



Alternative 4 - Transportation Systems Management (TSM) (Intersections, Turning Lane, Entrances, Signage)

Includes the review of operational strategies and technology to increase the safety and efficiency of the Ward Street corridor. Strategies include the review of turning lanes, intersection controls, property entrance configurations, additional signage.





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Next Steps

- **The Study Team will collect and review all comments and suggestions from community stakeholders**
- **The study team will further evaluate and refine the specific design details to include elements of the remaining alternatives.**
- **The detailed traffic analysis will be further refined to confirm the preferred design**
- **The preferred design will be presented at Public Information Centre #2 which is planned for summer 2024 and will combine elements of the two alternatives that best suit the project objective.**

How can you comment and stay involved in the project?

- **Fill out a comment sheet and leave it in the comment box, or email comments directly to the project contacts listed on the comment sheet.**
- **Comments should be provided no later than March 5th 2024**

Doug Saccoccia, P.Eng
Manager, Engineering & Design
County of Peterborough
470 Water Street
Peterborough, ON K9H 3M3
Tel: 705-775-2737, ext. 3201
Email: dsaccoccia@ptbocounty.ca

Jason Armstrong
Consultant Project Manager
Engage Engineering
171 King Street, Suite 120
Peterborough, ON K9J 2R8
Tel: 705-760-1006
Email: jason@engageeng.ca

Thank You For Coming!

Appendix F: Public Information Centre No. 2 Summary Report

Ward Street Class Environmental Assessment
Public Information Centre #2 Summary Report

November 2024

Engage Engineering Ltd.
File No. 22129

Table of Contents

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Appendices

Appendix A: EA Notices & Agency Contact List
Appendix B: PIC No. 2 Comment Sheets
Appendix C: PIC No. 2 Display Material

1.0 Background

The County of Peterborough has initiated a Class Environmental Assessment (EA) to study alternatives for the reconstruction of Ward Street in the settlement area of Bridgenorth. The project is being planned as a Schedule 'C' Class EA in accordance with the Municipal Class Environmental Assessment (MCEA) process. The study area includes Ward Street (CR18) from Champlain Road to the James Gifford Causeway (CR14). The study area is shown on the Notice of Study Commencement and the Notice of Public Information Centre No. 2, both included in **Appendix A.**

The objective of the project is to enhance traffic capacity and optimize traffic circulation along the Ward Street (CR18) corridor for the short to medium term horizon. The project will also consider active transportation opportunities in the community and provide space within the corridor for implementation of the Township Community Improvement Plans.

The Ward Street study is being planned as a Schedule C Environmental Assessment. The EA process for this project includes two Public Information Centre's (PIC) which will provide opportunities for the community and agency stakeholders to provide input into the project. Public Information Centre No. 1 (PIC 1) was held on February 20, 2024 and Public Information Centre No. 2 (PIC 2) was held on October 15, 2024. The purpose of the first PIC was to introduce the project objectives and present preliminary alternatives for the corridor to all stakeholders in the community. The second PIC presented the recommended solution and preliminary design plans for public comment prior to conclusion of the EA process and before proceeding to detailed design and construction. The purpose of this report is to summarize the results of the public and agency consultation for the project up to and including PIC 2. The report will identify trends in the comments and provide recommendations to the Technical Advisory Committee (TAC) with respect to whether the comments and concerns can be addressed by this project, and what steps are required to incorporate the comments into the design.

2.0 Public Consultation

2.1 Project Contact List

At the beginning of the EA process, a Project Contact List was developed with both public and agency stakeholders, in consultation with the TAC. The list of public stakeholders was generated based on proximity to the project limits; any registered landowner within 1.0 km of the project was included on the list. The agency contact list was generated

based on a standard contact list used by the County for EA projects and tailored to the scope and location of the Ward Street

project. The Agency contact list is included in **Appendix A;** the public contact list has not been included for privacy reasons. Both contact lists were updated during the EA process, in response to requests from the public and agency stakeholders.

2.2 Notice of Study Commencement

In accordance with the MCEA process, a Notice of Study Commencement was prepared for the project and distributed to all stakeholders on the contact list.
The Notice of Study Commencement was distributed by mail and was displayed on the County and Township websites. A copy of the Notice is included in **Appendix A**.

2.3 Notice of Public Information Centre No. 2

A Notice for Public Information Centre No. 2 was prepared in accordance with the MCEA requirements. The Notice of Public Information Centre No. 2 was distributed by mail by the County of Peterborough to all stakeholders on the contact list and was displayed on the County and Township websites. A copy of the Notice is included in **Appendix A**.

2.4 Business/Property Owners Meetings

The recommended alternative proposed modifications to the frontage of a number of the local businesses. The Technical Advisory Committee arranged on-site meetings with the affected business owners prior to Public Information Centre No. 2. Members from the County and Engage met with four property/business owners. Meetings were held with:

- Bell's Garage Owner
- LCBO
- Ultramar Gas Station Owner
- Foodland Plaza Owner
- Beer Store Plaza Owner

The purpose of these meetings was to ensure that the proposed modifications would not hinder the operation of the business and/or property. These meetings resulted in good discussion and some minor modifications to the location of sidewalk and entrance features on the recommended alternative. These modifications were applied to the recommended alternative prior to Public Information Centre No. 2.

3.0 Public Information Centre No. 2

3.1 General

PIC 2 was held on October 15, 2024, from 5:00 p.m. to 6:30 p.m. at the Bridgenorth Community Hall located at 836 Charles Street, Bridgenorth. PIC material was presented to Township and County Council members from 4:00 – 4:30 p.m. and the public was welcome to view the material from 5:00 – 6:30 p.m.

The purpose of PIC No. 2 for Ward Street was to present the recommended solution and preliminary design plans to all stakeholders in the community prior to conclusion of the EA process and before proceeding to detailed design and construction. The meeting was an Open House format where community members could view display boards with project information and ask questions of the Project Team. Copies of the PIC 2 displays are included as **Appendix C.**

The PIC was well attended, with 27 people registering on the Engage Sign-In sheet. The Sign-In sheet has not been included for privacy reasons.

3.2 Summary of Comments

Attendees were encouraged to provide comments on the project and the recommended solution presented for Ward Street reconstruction. Comment sheets made available at the meeting. Comments were requested to be submitted by Oct 30th, 2024. Twelve (12) comment sheets were received at the meeting from stakeholders; two further comments were received through email and one by mail after the PIC. Copies of all comment sheets are included in **Appendix B;** for privacy reasons, all personal information on the comment sheets has been redacted.

The feedback received reflects a mix of concerns and positive sentiments regarding the project. While many participants expressed enthusiasm for the proposed improvements, such as increased pedestrian accessibility and enhanced traffic flow, concerns were raised about the impact of ongoing construction on local businesses, the need for better pedestrian safety measures, and the preservation of greenspace. Participants are particularly eager to see the project advance quickly, with a focus on creating a more vibrant area while ensuring that essential infrastructure are prioritized. This balanced feedback will be important for guiding future decisions and modifications to the project plan. These comments are included in **Appendix B** for transparency.

The Comment Sheet also included five questions on the main proposed localized improvements and provided a yes or no checkbox to solicit feedback from stakeholders on those specific items. The localized improvements were generally well received, and the tally of the comment sheets are show in **Table 1** below.

Table 1 – Localized Improvement Feedback

Proposed Localized Improvements	Yes	No
Do you like the concept of the proposed Gore & Ward Street Intersection improvements	12	1
Do you like the concept of the proposed pedestrian crossing facilities at the Causeway intersection	11	3
Do you like the concept of the proposed 3m multi-use path on the west side of Ward Street	8	4
Do you like the concept of the proposed continuous 1.8m concrete sidewalk on the east side of Ward St.	14	-
Do you like the concept of improved stormwater quality treatment for Ward Street	9	3

All comments have been paraphrased and summarized below:

1. Some attendees expressed concerns about the lack of a third lane, which they believe is essential to improve current traffic conditions. There were concerns about improvements to traffic flow. Some suggested extending the three-lane road just past Tim Hortons to improve traffic flow.

2. A request was made for a crosswalk on the north side of the Ward St. Causeway intersection, as pedestrians and cyclists face difficulties crossing from the north side to the south, especially from Kelly Blvd.

3. Concerns were raised about losing greenspace.

4. There was concern about pedestrian safety, especially regarding vehicles coming from Ennismore. Attendees stressed the need for clear warnings for motorists that pedestrians would be crossing.

5. A business owner, one attendee expressed concern over the impact of ongoing construction on small businesses. They suggested that 24/7 work schedules would help expedite the project and reduce disruptions.

6. There was support for creating a more walkable sidewalks on both sides of the road. One attendee felt that this would benefit businesses by encouraging foot traffic.

7. A suggestion was made to shorten the traffic light cycle at the Ward Street and Causeway intersection, with the lights on the Causeway side triggering changes in the Ward Street direction. Additionally, a roundabout was proposed to improve traffic flow at this intersection, especially during peak hours.

8. One resident raised concerns about the impact of wider traffic lanes and multi-use pedestrian paths on homes along Ward St. They noted that snowplows already dump snow on pedestrian paths and porches, and they expressed concerns about the lack of space for plowed snow. Additionally, the need for turn lanes at intersections on Ward St was highlighted.

9. One business owner was concerned and not in support of sidewalk from Gore Street to Wilcox in front of their business, Bell's Garage. It was suggested that pedestrians be directed to the west side of the road through this area.

10. There were inquiries about property lines along Ward St, especially regarding areas where homeowners may own the sidewalks.

11. A suggestion was made to extend sidewalk futher north up Ward Street past the project limits and along the north side of Bridge Street to Kelly Boulevard.

4.0 Summary & Recommendations

The PIC 2 for the Ward Street Environmental Assessment was well attended. A number of comments were received at the meeting. The comments were consistent with and reinforced the project objectives, in that many of them referred to construction issues, pedestrian and walkability issues and a desire for improved community space in the corridor. Based on the number of comments received and information in those comments, we have the following conclusions and recommendations for the

next phase of the Ward Street EA:

1. That improved pedestrian facilities are an important consideration to many stakeholders and that they be carried forward in the preliminary design.

2. That further consideration be given to pedestrian safety when crossing Ward Street and that further consideration for the crossing infrastructure at the Causeway be reviewed.

3. That the recommended solution is generally in line with the communities' suggestions and should address their concerns.

4. Leading up to construction that local businesses and residents be further consulted to communicate the impact of construction on the community.

Submitted by:

Logan Mattern
Engineering Intern
Engage Engineering Ltd.

Jason Armstrong
Municipal Group Manager
Engage Engineering Ltd.

Appendix A: EA Notices & Agency Contact List

WARD STREET ENVIRONMENTAL ASSESSMENT

AGENCY CONTACT LIST

AGENCY	CONTACT NAME	CONTACT DETAILS	CONTACT DATE
Stsco	Kevin Forrest	kforrest@stsco.ca	18-Apr-23
Stsco	Joel Slogget	jsloggett@stsco.ca	18-Apr-23
Community Care ptbo	Anne Trudel-Inglis	atrudel-inglis@commcareptbo.org	18-Apr-23
Opp	Kevin Fitzgerald	kevin.fitzgerald@opp.ca	18-Apr-23
Withers Waste		witherswaste@hotmail.com	18-Apr-23
Emterra	Marsha Fallis	Marsha.Fallis@emterra.ca	18-Apr-23
Community Care ptbo	Anne Trudel-Inglis	atrudel-inglis@commcareptbo.org	18-Apr-23
Waste connections	Steven Bye	Stephen.bye@wasteconnections.com	18-Apr-23
Waste connections	Marylin Jewer	marylin.jewer@wasteconnections.com	18-Apr-23
OPP Peterborough County		opp.peterborough.county@opp.ca	18-Apr-23
Peterborough	Sandra Dueck	sdueck@peterborough.ca	18-Apr-23
Peterborough	Ryan Wilson	rwilson@peterborough.ca	18-Apr-23
Emterra	Matt Cooling	matt.cooling@emterra.ca	18-Apr-23
Nexicom		customerservice@nexicom.net	18-Apr-23
Enbridge		customercare@enbridge.com	18-Apr-23
PTBO Trails		info.ptbotrails@gmail.com	18-Apr-23
Nexicom	Kus	kus@nexicom.net	18-Apr-23
Hydro One	Melanie Ducie	melanie.ducie@hydroone.com	18-Apr-23
Bell	Neil Gerrard	neil.gerrard@bell.ca	18-Apr-23
Emterra	Jody Marshall	Jody.Marshall@emterra.ca	18-Apr-23
Township of Asphodel-Norwood	P Cameron Jordan	pcameronjordan@antownship.ca	18-Apr-23
Township of Cavan Monaghan	B Ayotte	bayotte@cavanmonaghan.net	18-Apr-23
Curve Lake First Nation	Mindy K	mindyk@curvelake.ca	18-Apr-23
Curve Lake First Nation	Brandon J	brandonj@curvelake.ca	18-Apr-23
Township of Douro-Dummer	Leisha Newton	leishan@dourodummer.on.ca	18-Apr-23
Township of Havelock-Belmont-Methuen		ecdev@hbmtwp.ca	18-Apr-23
Hiawatha First Nation		ecdev@hiawathafn.ca	18-Apr-23
Township of North Kawartha	Chris Challenger	c.challenger@northkawartha.ca	18-Apr-23
Ontario	Carolyn Puterbough	carolyn.puterbough@ontario.ca	18-Apr-23
Township of Otonabee-South Monaghan	Greg Borduas	gborduas@osmtownship.ca	18-Apr-23
Township Of Selwyn	Kari Partridge	kpartridge@selwyntownship.ca	18-Apr-23
Municipality Of Trent Lakes	R Stark	rstark@trentlakes.ca	18-Apr-23
Invest Ptbo	Eleni Gagovski	EGagovski@investptbo.ca	18-Apr-23
Invest Ptbo	Gabi Dragomir	GDragomir@investptbo.ca	18-Apr-23
Invest Ptbo	Joe Rees	jrees@investptbo.ca	18-Apr-23
Invest Ptbo	Kelly Jessup	KJessup@investptbo.ca	18-Apr-23
Invest Ptbo	Rhonda Keenan	RKeenan@investptbo.ca	18-Apr-23
Curve Lake First Nation	Julie Kapryka	JulieK@curvelake.ca	18-Apr-23
Curve Lake First Nation	Kaitlin Hill	KaitlinH@curvelake.ca	18-Apr-23
Hiawatha First Nation	Tom Cowie	tcowie@hiawathafn.ca	18-Apr-23
Hiawatha First Nation	Sean Davison	sdavison@hiawathafn.ca	18-Apr-23
Hiawatha First Nation	Clem Carr	publicworkslead@hiawathafn.ca	18-Apr-23
Hiawatha First Nation	David Jacobs	davidj@curvelake.ca	18-Apr-23
Beausoleil First Nation		info@chimnissing.ca	18-Apr-23
Chippewas of Rama First Nation	Shardy James	shardayj@ramafirstnation.ca	18-Apr-23
Mississaugas of Scugog Island First Nation		info@scugogfirstnation.com	18-Apr-23
Georgina Island First Nation	Janice Taylor	janice.taylor@georginaisland.com	18-Apr-23
Nahrgang Kawartha Nishnawbe First Nation		info@spiritofthestone.ca	18-Apr-23
Metis Nation of Ontario		consultations@metisnation.org	18-Apr-23
Curve Lake First Nation	Richard T	richardt@curvelake.ca	18-Apr-23
Hiawatha First Nation	Trisha Shearer	directorofoperations@hiawathafn.ca	18-Apr-23
Hiawatha First Nation	Josh Paudash	publicworks@hiawathafn.ca	18-Apr-23
Hiawatha First Nation	Trisha Shearer	infrastructure@hiawathafn.ca	18-Apr-23
Ontario	Patricia M. Thompson	patricia.m.thompson@ontario.ca	18-Apr-23
Ontario	Michelle Schevers	Michelle.Schevers@ontario.ca	18-Apr-23
Peterborough County	Randy Mellow	rmellow@ptbocounty.ca	18-Apr-23
Peterborough County	Craig Jones	cjones@ptbocounty.ca	18-Apr-23
Peterborough County	Michelle Walsh	mwalsh@ptbocounty.ca	18-Apr-23
Opp	Christopher Galeazza	christopher.galeazza@opp.ca	18-Apr-23
Township Of Selwyn	Angela Chittick	achittick@selwyntownship.ca	18-Apr-23
Township Of Selwyn	Gord Jopling	gjopling@selwyntownship.ca	18-Apr-23
Township Of Selwyn	Janice Lavalley	jlavalley@selwyntownship.ca	18-Apr-23
Township Of Selwyn		info@selwyntownship.ca	18-Apr-23
Township Of Selwyn	G Walker	gwalker@selwyntownship.ca	18-Apr-23
Township Of Selwyn	Meaghan Larocque	mlarocque@selwyntownship.ca	18-Apr-23
Township Of Selwyn		publicworks@selwyntownship.ca	18-Apr-23
Township Of Selwyn	Robert Kelly	rkelly@selwyntownship.ca	18-Apr-23
Township Of Selwyn	Natalie Gennaro	ngennaro@selwyntownship.ca	18-Apr-23
Township Of Selwyn	Howard Jinkerson	hjinkerson@selwyntownship.ca	18-Apr-23
Township Of Selwyn	Adam Tobin	atobin@selwyntownship.ca	18-Apr-23

Notice of Public Information Centre #2
Class Environmental Assessment
Ward Street

The County of Peterborough has initiated an Environmental Assessment (EA) to study alternatives for the reconstruction of Ward Street in the settlement area of Bridgenorth due to the removal of the Bridgenorth bypass proposal from the County of Peterborough's Transportation Plan. The project is being planned as a Schedule 'C' Class EA in accordance with the MCEA. The study area includes Ward Street (CR18) from Champlain Road to the James Gifford Causeway (CR14).

The objective of the project is to enhance traffic capacity and optimize traffic circulation along the Ward Street (CR18) corridor for the short to medium term horizon. The project will also consider active transportation opportunities in the community and provide space within the corridor for implementation of the Township Community Improvement Plans.
You are invited to the second and final planned Public Information Centre Meeting. The meeting will be a drop-in format with no formal presentation and is scheduled for the following date/time:

Tuesday, October 15, 2024
Bridgenorth Community Hall 836
Charles Street, Bridgenorth 5:00
to 6:30 pm

There is an opportunity at any time during the EA process for interested persons to provide comments. Any comments received pertaining to the study will be collected under the Environmental Assessment Act and, with the exception of personal information, will become part of the public record.
For more information, to provide comments, or to be placed on the study's mailing list, please contact:

Doug Saccoccia, P.Eng
General Manager, Engineering &
Construction County of Peterborough
470 Water Street
Peterborough, ON K9H 3M3
Tel: 705-775-2737, ext.3201
Email: dsaccoccia@ptbocounty.ca

Jason Armstrong
Consultant Project Manager
Engage Engineering Ltd.
171 King St, Suite 120 Peterborough,
ON K9J 2R8
Tel: 705-755-0427, ext. 203
Email: jason@engageeng.ca

Notice of Study Commencement
Class Environmental Assessment
Ward Street (County Road 18) Widening

The County of Peterborough has initiated an Environmental Assessment (EA) to study alternatives for the widening of Ward Street (CR18) in the settlement area of Bridgenorth due to the removal of the Bridgenorth bypass proposal from the County of Peterborough's Transportation Plan. The project is being planned as a Schedule 'C' Class EA in accordance with the Municipal Class Environmental Assessment (MCEA). The study area includes Ward Street (CR18) from Champlain Road to the James Gifford Causeway (CR14).

The objective of the project is to provide additional traffic capacity and improve traffic flow within the Ward Street (CR18) corridor for the medium to long term horizon. The project will also consider active transportation opportunities in the community and provide space within the corridor for implementation of the Township Community Improvement Plans.

The first Public Information Centre (PIC) for this project will be scheduled in the fall of 2023. A PIC notice will be published at that time. Persons wishing to be included on the study mailing list should contact the Study Consultant below. Notices and updates will be posted on the County of Peterborough's website:

https://www.ptbocounty.ca/en/living/notices-of-construction.aspx

There is an opportunity at any time during the EA process for interested persons to provide comments. Any comments received pertaining to the study will be collected under the Environmental Assessment Act and, with the exception of personal information, will become part of the public record.

For more information, to provide comments, or to be placed on the study's mailing list, please contact:

Doug Saccoccia, P.Eng
Manager, Engineering & Design
County of Peterborough
470 Water Street
Peterborough, ON K9H 3M3
Tel: 705-775-2737, ext.3201
Email: dsaccoccia@ptbocounty.ca

Jason Armstrong
Consultant Project Manager
Engage Engineering Ltd.
171 King St, Suite 120
Peterborough, ON K9J 2R8
Tel: 705-755-0427, ext. 203
Email: jason@engageeng.ca

Appendix B: Comment Sheets

Areas of Concern

Comment Sheet

Ward Street Class Environmental Assessment
PIC 2 - October 15, 2024

Please have your comments submitted no later than October 30th, 2024.

Name: [redacted] Phone #: [redacted]

Address: [redacted] Email: [redacted]

Proposed Localized Improvements	Yes	No
Do you like the concept of the proposed Gore & Ward Street Intersection improvements	✓	
Do you like the concept of the proposed pedestrian crossing facilities at the Causeway intersection	✓	?
Do you like the concept of the proposed 3m multi-use path on the west side of Ward Street		?
Do you like the concept of the proposed continous 1.8m concrete sidewalk on the east side of Ward St.		?
Do you like the concept of improved stormwater quality treatment for Ward Street	✓	

see below

Comments

- Concerns on abutting property owners, people that row park on boulevard?
- nice but enough room - existing infrastructure how to affect existing homes and in future municipal servicing? water sewe I realize for down road but?.
- Storm water treatment great
- Sidewalk great

Please drop your comments in the comment box or submit to:

Jason Armstrong
Consultant Project Manager
Engage Engineering Ltd.
P. 705-755-0427, ext. 203
E. jason@engageeng.ca
171 King St, Suite 120
Peterborough, ON K9J 2R8

Doug Saccoccia
Director of Public Works
County of Peterborough
P. 705-775-2737, ext.3101
E. dsaccoccia@ptbocounty.ca
310 Armour Road
Peterborough, ON K9H 3M3

Comment Sheet

Ward Street Class Environmental Assessment
PIC 2 - October 15, 2024

Please have your comments submitted no later than October 30th, 2024.

Name: [redacted] Phone #: [redacted]

Address: [redacted] Email: [redacted]

Proposed Localized Improvements	Yes	No
Do you like the concept of the proposed Gore & Ward Street Intersection improvements	✓	
Do you like the concept of the proposed pedestrian crossing facilities at the Causeway intersection	✓	
Do you like the concept of the proposed 3m multi-use path on the west side of Ward Street		
Do you like the concept of the proposed continous 1.8m concrete sidewalk on the east side of Ward St.	✓	
Do you like the concept of improved stormwater quality treatment for Ward Street	✓	

Comments

As a business owner, these ongoing construction projects are highly impactful to the success of our business. These projects need to operate on 24/7 basis to allow for a quicker completion. Having 1 lane of traffic for multiple months of the year is going to eliminate small businesses.

Running these projects (The causeway) so closely together is going to create a permanent reroute for people and impact all the busmesses year after year.

Please drop your comments in the comment box or submit to:

Jason Armstrong
Consultant Project Manager
Engage Engineering Ltd.
P. 705-755-0427, ext. 203
E. jason@engageeng.ca
171 King St, Suite 120
Peterborough, ON K9J 2R8

Doug Saccoccia
Director of Public Works
County of Peterborough
P. 705-775-2737, ext.3101
E. dsaccoccia@ptbocounty.ca
310 Armour Road
Peterborough, ON K9H 3M3

Comment Sheet

Ward Street Class Environmental Assessment
PIC 2 - October 15, 2024

Please have your comments submitted no later than October 30th, 2024.

Name: [redacted] Phone #: [redacted]

Address: [redacted] Email: _____

Proposed Localized Improvements	Yes	No
Do you like the concept of the proposed Gore & Ward Street Intersection improvements		
Do you like the concept of the proposed pedestrian crossing facilities at the Causeway intersection		
Do you like the concept of the proposed 3m multi-use path on the west side of Ward Street		
Do you like the concept of the proposed continous 1.8m concrete sidewalk on the east side of Ward St.		
Do you like the concept of improved stormwater quality treatment for Ward Street		

Comments

WOULD NOT WANT TO ~~LOOSE~~ LOSE THE GREENSPACE

HOW TO KEEP IT PERMEABLE TO ALLOW TREES TO GROW

Please drop your comments in the comment box or submit to:

Jason Armstrong
Consultant Project Manager
Engage Engineering Ltd.
P. 705-755-0427, ext. 203
E. jason@engageeng.ca
171 King St, Suite 120
Peterborough, ON K9J 2R8

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County of Peterborough
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E. dsaccoccia@ptbocounty.ca
310 Armour Road
Peterborough, ON K9H 3M3

Comment Sheet

Ward Street Class Environmental Assessment
PIC 2 - October 15, 2024

Please have your comments submitted no later than October 30th, 2024.

Name: [redacted] Phone #: [redacted]

Address: [redacted] Email: [redacted]

Proposed Localized Improvements	Yes	No
Do you like the concept of the proposed Gore & Ward Street Intersection improvements		
Do you like the concept of the proposed pedestrian crossing facilities at the Causeway intersection	✓	
Do you like the concept of the proposed 3m multi-use path on the west side of Ward Street	✓	
Do you like the concept of the proposed continous 1.8m concrete sidewalk on the east side of Ward St.	✓	
Do you like the concept of improved stormwater quality treatment for Ward Street		

Comments

CONCERNED FOR PEDESTRIAN SAFETY

~~[redacted]~~ VEHICLES COMING FROM ENNISMORE WILL NEED PLENTY OF WARNING THAT PEDESTRIANS WOULD BE CROSSING

Please drop your comments in the comment box or submit to:

Jason Armstrong
Consultant Project Manager
Engage Engineering Ltd.
P. 705-755-0427, ext. 203
E. jason@engageeng.ca
171 King St, Suite 120
Peterborough, ON K9J 2R8

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Director of Public Works
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E. dsaccoccia@ptbocounty.ca
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Peterborough, ON K9H 3M3

Comment Sheet

Ward Street Class Environmental Assessment
PIC 2 - October 15, 2024

Please have your comments submitted no later than October 30th, 2024.

Name: [redacted] Phone #: [redacted]

Address: [redacted] Email: [redacted]

Proposed Localized Improvements	Yes	No
Do you like the concept of the proposed Gore & Ward Street Intersection improvements	✓	
Do you like the concept of the proposed pedestrian crossing facilities at the Causeway intersection	✓	
Do you like the concept of the proposed 3m multi-use path on the west side of Ward Street	✓	
Do you like the concept of the proposed continous 1.8m concrete sidewalk on the east side of Ward St.	✓	
Do you like the concept of improved stormwater quality treatment for Ward Street	✓	

Comments

Too many people consider Bridgenorth a drive through and not a down town core. The creation of sidewalks on both sides of the road will hopefully allow the community to have a more inentional down town core. Businesses benefit when people walk or cycle to their door. Sidewalks on both sides of Ward St. while some businesses may balk, will benefit all and the community as a whole.

Please drop your comments in the comment box or submit to:

Jason Armstrong
Consultant Project Manager
Engage Engineering Ltd.
P. 705-755-0427, ext. 203
E. jason@engageeng.ca
171 King St, Suite 120
Peterborough, ON K9J 2R8

Doug Saccoccia
Director of Public Works
County of Peterborough
P. 705-775-2737, ext.3101
E. dsaccoccia@ptbocounty.ca
310 Armour Road
Peterborough, ON K9H 3M3

Comment Sheet

Ward Street Class Environmental Assessment
PIC 2 - October 15, 2024

Please have your comments submitted no later than October 30th, 2024.

Name: [redacted] Phone #: [redacted]

Address: [redacted] Email: [redacted]

Proposed Localized Improvements	Yes	No
Do you like the concept of the proposed Gore & Ward Street Intersection improvements		
Do you like the concept of the proposed pedestrian crossing facilities at the Causeway intersection		
Do you like the concept of the proposed 3m multi-use path on the west side of Ward Street		
Do you like the concept of the proposed continous 1.8m concrete sidewalk on the east side of Ward St.		
Do you like the concept of improved stormwater quality treatment for Ward Street		

Comments

We would like to have a crosswalk on the North side of the Ward St & Causeway intersection as there is nothing much for the safe crossing for pedestrians walking or biking from the North side of the Causeway. Crossing the road from Kelly Blvd to get to the South side of the Causeway Rd is difficult.

Please drop your comments in the comment box or submit to:

Jason Armstrong
Consultant Project Manager
Engage Engineering Ltd.
P. 705-755-0427, ext. 203
E. jason@engageeng.ca
171 King St, Suite 120
Peterborough, ON K9J 2R8

Doug Saccoccia
Director of Public Works
County of Peterborough
P. 705-775-2737, ext.3101
E. dsaccoccia@ptbocounty.ca
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Peterborough, ON K9H 3M3

Comment Sheet

Ward Street Class Environmental Assessment
PIC 2 - October 15, 2024

Please have your comments submitted no later than October 30th, 2024

Name: [redacted] Phone #: [redacted]

Address: [redacted] Email: _____

Proposed Localized Improvements	Yes	No
Do you like the concept of the proposed Gore & Ward Street Intersection improvements	✓	
Do you like the concept of the proposed pedestrian crossing facilities at the Causeway intersection	✓	
Do you like the concept of the proposed 3m multi-use path on the west side of Ward Street		
Do you like the concept of the proposed continous 1.8m concrete sidewalk on the east side of Ward St.	✓	
Do you like the concept of improved stormwater quality treatment for Ward Street		

Comments

If you spend all this money & don't add a 3rd lane — no one will be happy — nor will it improve the present traffic congestions.

I love Bridgnorth but moving forward with no actual/tangible improvement is foolish.

Diane Pullingham

Please drop your comments in the comment box or submit to:

Jason Armstrong
Consultant Project Manager
Engage Engineering Ltd.
P. 705-755-0427, ext. 203
E. jason@engageeng.ca
171 King St, Suite 120
Peterborough, ON K9J 2R8

Doug Saccoccia
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County of Peterborough
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Comment Sheet

Ward Street Class Environmental Assessment
PIC 2 - October 15, 2024

Please have your comments submitted no later than October 30th, 2024.

Name: [redacted] Phone #: [redacted]

Address [redacted] Email:

Proposed Localized Improvements	Yes	No
Do you like the concept of the proposed Gore & Ward Street Intersection improvements	✓	
Do you like the concept of the proposed pedestrian crossing facilities at the Causeway intersection	✓	
Do you like the concept of the proposed 3m multi-use path on the west side of Ward Street		✓ see comment below
Do you like the concept of the proposed continous 1.8m concrete sidewalk on the east side of Ward St.	✓	
Do you like the concept of improved stormwater quality treatment for Ward Street	✓	

Comments

Thank you for taking the time on Tues. Oct. 15th to answer a few questions for me. After some thought I have a few more.
Since there are BELL lines buried under the present sidewalk on the west side of Ward St. to the corner of Gore St and a natural Gas line running along the sidewalk, what will be done with them?
As I mentioned the existing sidewalk runs on some of my property. I have an irrigation line running mere inches from the sidewalk. As well NEXICOM fibre optics cables run about 12 to 18 inches from the sidewalk on my property. What will be done about these lines, and at whose expense?
Thank you for considering my questions, I would appreciate some feedback to ease my mind.
Sincerely
Edith Bell

Please drop your comments in the comment box or submit to:

Jason Armstrong
Consultant Project Manager
Engage Engineering Ltd.
P. 705-755-0427, ext. 203
E. jason@engageeng.ca
171 King St, Suite 120
Peterborough, ON K9J 2R8

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Peterborough, ON K9H 3M3

Comment Sheet

Ward Street Class Environmental Assessment
PIC 2 - October 15, 2024

Please have your comments submitted no later than October 30th, 2024.

Name: [redacted] Phone #: [redacted]

Address: [redacted] Email: _____

Proposed Localized Improvements	Yes	No
Do you like the concept of the proposed Gore & Ward Street Intersection improvements		✓
Do you like the concept of the proposed pedestrian crossing facilities at the Causeway intersection	✓	
Do you like the concept of the proposed 3m multi-use path on the west side of Ward Street		
Do you like the concept of the proposed continous 1.8m concrete sidewalk on the east side of Ward St.	✓	
Do you like the concept of improved stormwater quality treatment for Ward Street		

Comments

POSIT ALL 3 LANES TO JUST SOUTH PASTE TIM HORTONS —

Please drop your comments in the comment box or submit to:

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Consultant Project Manager
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Comment Sheet

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Please have your comments submitted no later than October 30th, 2024

Name: [redacted] Phone #: [redacted]

Address: [redacted] Email:

Proposed Localized Improvements	Yes	No
Do you like the concept of the proposed Gore & Ward Street Intersection improvements	✓	
Do you like the concept of the proposed pedestrian crossing facilities at the Causeway intersection		✓
Do you like the concept of the proposed 3m multi-use path on the west side of Ward Street		✓
Do you like the concept of the proposed continous 1.8m concrete sidewalk on the east side of Ward St.	✓	
Do you like the concept of improved stormwater quality treatment for Ward Street		✓

Comments

Do not feel need for extra / moved traffic lights to Ward & Gore.
Problem at Tim Hortons - traffic coming TH Two south then onto Champlain & exiting to Hunter & Simcoe & Southbound to Causeway, causing increased traffic flow on those streets.
Upgrades to storm water flow is unnecessary, culverts upgrades in 2000 or there about to cope with water from Ward Street area.

Please drop your comments in the comment box or submit to:

Jason Armstrong
Consultant Project Manager
Engage Engineering Ltd.
P. 705-755-0427, ext. 203
E. jason@engageeng.ca
171 King St, Suite 120
Peterborough, ON K9J 2R8

Doug Saccoccia
Director of Public Works
County of Peterborough
P. 705-775-2737, ext.3101
E. dsaccoccia@ptbocounty.ca
310 Armour Road
Peterborough, ON K9H 3M3

Comment Sheet

Ward Street Class Environmental Assessment
PIC 2 - October 15, 2024

Please have your comments submitted no later than October 30th, 2024.

Name: [redacted] Phone #: [redacted]

Address: [redacted] Email: [redacted]

Proposed Localized Improvements	Yes	No
Do you like the concept of the proposed Gore & Ward Street Intersection improvements	✓	
Do you like the concept of the proposed pedestrian crossing facilities at the Causeway intersection	✓	
Do you like the concept of the proposed 3m multi-use path on the west side of Ward Street	✓	
Do you like the concept of the proposed continous 1.8m concrete sidewalk on the east side of Ward St.	✓	
Do you like the concept of improved stormwater quality treatment for Ward Street	✓	

Very important improvements

Comments

Services including* Bell/Nexicom, gas + hydro should be required to amalgamate + better consolidate their footprint into shared conduits. Esp before construction begins + to avoid their* future changes from requiring redo of new sidewalks + roads.

Please drop your comments in the comment box or submit to:

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Positive Feedback and Support

Comment Sheet

Ward Street Class Environmental Assessment
PIC 2 - October 15, 2024

Please have your comments submitted no later than October 30th, 2024.

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Do you like the concept of the proposed continous 1.8m concrete sidewalk on the east side of Ward St.	✓	
Do you like the concept of improved stormwater quality treatment for Ward Street	✓	

Comments

I like the proposed project. The sooner it gets done the better.

Please drop your comments in the comment box or submit to:

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Do you like the concept of improved stormwater quality treatment for Ward Street	✓	

Comments

GREAT TO SEE CO-OPERATION FROM BOTH COUNTY & MUNICIPALITY. ENGINEERS + PLEASURE TO WORK WITH!

Please drop your comments in the comment box or submit to:

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Peterborough, ON K9H 3M3

Comments Received by email

From: [redacted]
Sent: Friday, October 11, 2024 3:08 PM
To: Saccoccia, Doug <dsaccoccia@ptbocounty.ca>
Subject: Re: Suggestion for Bridgenorth Widening

Hello Doug,
After we spoke last week, my daughter Rachele came up with what we think is a good solution to one of the concerns/issues. She suggested to continue the multiuse path down to the Causeway or even East Communication Road so that the bike and foot traffic can then cross the road with a proper cross walk and continue up East Communication Road to meet up with the Old Hillard Road Trail path that runs across the back of Bridgenorth and connects to Peterborough. It would encourage biking on an actual trail instead of Chemong Road. You could also take the multiuse path all the way down to Jones Beach Road so that the village is connected from perhaps the Ball Diamond (or around the bend to Beavis Blvd) and then it could make Bridgenorth connected from one end to the other.

Just thought I would pass this as an option along.

Regards,
[redacted]

[redacted]

Hello gentlemen

Thank you for the effort you put into the information provided to us this evening at Bridgenorth Public Library. I picked up a comment sheet but did not complete it at the time because I was overwhelmed by the noise level. in the room, and simply could not stay there any longer.

Since I can't get my scanner to work properly, please consider this e-mail as my response to the questions on the comment sheet.....a resounding Yes! to all 5 questions! ...and congratulations on a job well done!

My contact information as requested on the comment sheet is as follows:

[redacted]
Phone: [redacted] e-mail: [redacted]

Best regards,
[redacted]

December 1, 2024

Doug Saccocia
General Manager, Engineering and Construction
County of Peterborough

Jason Armstrong
Consultant Project Manager
Engage Engineering

Dear Doug and Jason,

Re. Ward Street Class Environmental Assessment PIC 2 Comments

The Peterborough Bicycle Advisory Committee (P-BAC) is pleased to provide input into PIC 2 for the Ward Street Environmental Assessment. The design charrette at the Spring Cycling Summit was well received and we hope it was helpful for the project. As you know, the members of P-BAC are keen to serve our communities by advocating for best practices in safe and complete street designs. Ward Street is a project that we are excited to see coming forward. In its current configuration, it is challenging for people walking and cycling, acting as an obstacle for residents and visitors attempting to access services. We applaud the Township and the County for making progress on this project.

Thank you for addressing some of our initial questions about the project. Due to our interest in Safe Systems Design, our comments are likely more in-depth than what you likely receive as typical input. As we discussed, P-BAC understands that some of the comments can be addressed in the detailed design phase. Others would need discussions with the Township of Selwyn. We would be pleased to meet if that is helpful to the project.

Concept Design

P-BAC supports the overarching concept design that includes one vehicle travel lane in each direction, left turn lanes, a sidewalk on one side and a multi-use trail on the other. Providing one vehicle travel lane in each direction will keep speeds down and result in intersection widths that are relatively safe and comfortable for people on foot and riding bicycles. The multi-use trail provides a space for people walking and on bicycles that is physically separated from vehicular traffic, a key feature of the concept design that is terrific to see. Treatment at driveways and intersections will need to reflect best practices to minimize conflicts with turning vehicles, including minimizing curb radii.

Left Turn Lanes

The provision of left turn lanes along a street of this character will reduce vehicle collisions and injuries and make it easier to access commercial driveways. That said, if there are locations where providing left turn access is not required, provision of planted medians would improve the character of the street, giving it more of a downtown feel. Planted medians would also narrow the perceived width of the vehicle lanes, reducing vehicle speeds. Bridgenorth residents and businesses have worked hard over the years to improve the ambiance of Ward Street and planted medians would be compatible with these initiatives.

Buffer Between Street and Multi-use Path
In places where there is less than 0.5 m of a buffer between the multi-use path and the street, provide a physical barrier to prevent people walking, using wheelchairs or cycling from inadvertently ending up in the vehicle travel lane. Tragic Injuries and deaths on Ontario roads have occurred where no barrier is provided between multi-use paths and vehicle lanes that have little buffer.

Curb Radii
Minimizing curb radii is an effective way to reduce the speed of turning vehicles at intersections, which has a safety benefit for people walking and cycling. As vulnerable road users, they benefit the most when vehicle speeds are reduced, especially at points of potential conflict. There is at least one location near the Tim Hortons where the curb radius appears as though it could be reduced substantially, also making a shorter crossing distance.

Ward Street and Causeway Intersection
P-BAC is deeply concerned that the concept design for the intersection does not include pedestrian access across all legs of the intersection, nor address existing safety concerns with proven design approaches. In keeping with a safe systems approach, we advocate adding a new priority to the project:

'To decrease transportation related injuries and deaths along Ward Street and at the Ward Street/Causeway intersection.'

In 2008 or so, Peterborough Public Health began a project with the group Active and Safe Community Routes after receiving pleas for assistance from two different individuals in Bridgenorth who felt unsafe using this intersection to get to the pharmacy and the grocery store. As non-drivers, these essential services were difficult to get to for these wheelchair users. This led to the street being included as a case study by Walk 21 consultants when they visited Peterborough. The consultants deemed Ward Street to be hostile and made several recommendations, including a roundabout to address collision and injury rates at the intersection.

We understand that there is hesitation to provide infrastructure for pedestrians where there is no receiving sidewalk. On a recent Transportation Association of Canada Webinar on accessibility, I asked a direct question about what to do in this situation. The reply was to build the infrastructure and provide a landing pad where wheelchairs can turn around.

To address the lack of sidewalks, it appears as though only 70 metres of sidewalk is needed on the north side of the causeway between Ward Street and Kelly Boulevard. This 70 metre sidewalk would likely be much less costly to provide in conjunction with the Ward Street project than as an independent project at another time. For people in the neighbourhood north-west of the causeway intersection, this short section of sidewalk is the difference between non-drivers being able to safely access goods and services

in Bridgenorth, or not. There have been many studies across North America showing that providing safe access for walking and biking to a business district has a positive economic impact on local businesses.

In terms of traffic signals vs. a roundabout, P-BAC advocates for a roundabout. We recognize that a roundabout would initially be more difficult to plan for and construct but the return on investment would make it worthwhile. A roundabout offers the following benefits:

1. Consistently slows traffic as it enters the commercial area of Bridgenorth.
2. Reduces collisions with injuries and deaths by 78% compared to a signalized intersection (source:https://highways.dot.gov/safety/proven-safety-countermeasures/roundabouts
3. Efficiently moves vehicles, including with turning movements.
4. Easier to maintain once implemented.

While more work may be required in advance to plan for and build a roundabout, the safety benefits are significant. If a signalized intersection is the option selected, best practice to improve safety would be to apply the signals to the right turn lanes (i.e. no slip lanes). This would have the secondary benefit of providing the gap in traffic along the Ward Street corridor that is desired to improve access to businesses.

Thank you for the opportunity to comment on this exciting project. Ward Street has much opportunity for improved prosperity, safety and access for all road users.

Respectfully,

Susan Sauve,
Chair, P-BAC: Peterborough Bicycle Advisory Committee
suesauve575@gmail.com
705-768-2510

Cc: Peterborough Bicycle Advisory Committee

Appendix C: PIC Display Material

Welcome to Public Information Centre No. 2

Welcome to Public Information Centre No. 2 for the Ward Street Class Environmental Assessment (EA)

Tuesday October 15, 2024
5:00 pm to 6:30 pm
Bridgenorth Community Hall

Please come in and remember to:

- **Sign in at the door**
- **Review the information at your leisure**
- **Talk to the project team members if you have questions**
- **Complete a comment sheet**

Welcome

Thank you for attending the second and final Public Information Centre for the Ward Street Environmental Assessment. We look forward to your feedback on the project.

The purpose of tonight is to:

- **Introduce the Ward Street alternative design concepts**
- **Identify impacts of alternative design concepts**
- **Introduce the recommended design**
- **Collect feedback on the recommended design to finalize the preferred design**

Please take your time to review the displays. Members of the Project Team including County of Peterborough, Township of Selwyn and Engage Engineering staff are on hand to answer your questions.

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What is a Class Environmental Assessment?

What is a Class Environmental Assessment?

In Ontario, Class Environmental Assessments (Class EAs) serve as a standardized framework for evaluating and planning a broad range of municipal infrastructure projects. Divided into different classes based on project complexity and potential environmental impacts, Class EAs streamline the assessment process by providing predefined procedures and requirements.

The goal is to ensure that proposed projects, such as municipal infrastructure improvements or expansions, are thoroughly assessed for environmental, social, and economic considerations. Class EAs involve stages such as problem definition, alternative assessment, public consultation, and approval. Each class is tailored to specific project types, with the process designed to balance the growing infrastructure needs with environmental protection and community interests.

Which Schedule of Class Environmental Assessment is Ward Street?

There are a total of four classes within the 2023 Class Environmental Assessment framework. Ward Street is considered a Schedule C Class Environmental Assessment given the potential for a major expansion to an existing facility.

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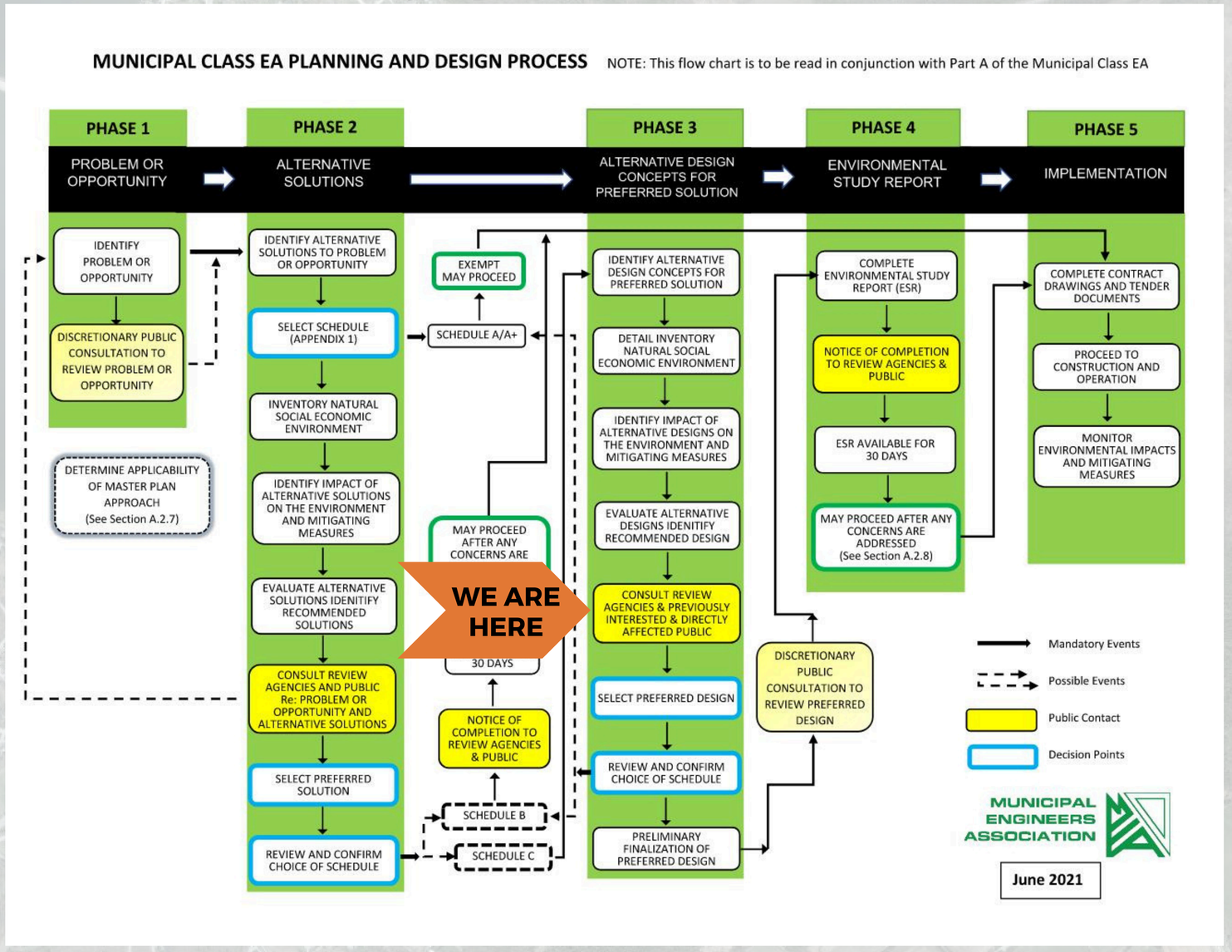
Class Environmental Assessment Process

The Ward Street project is following the Municipal Class Environmental Assessment (Class EA) Process as a Schedule C Project.

Schedule C projects must complete all five (5) phases of the Class EA process at outlined in the flow chart. The project is currently in Phase 2 of the Class EA process.

Once all phases are completed the study will result in a final Environmental Study Report (ESR) which will include a recommended solution.



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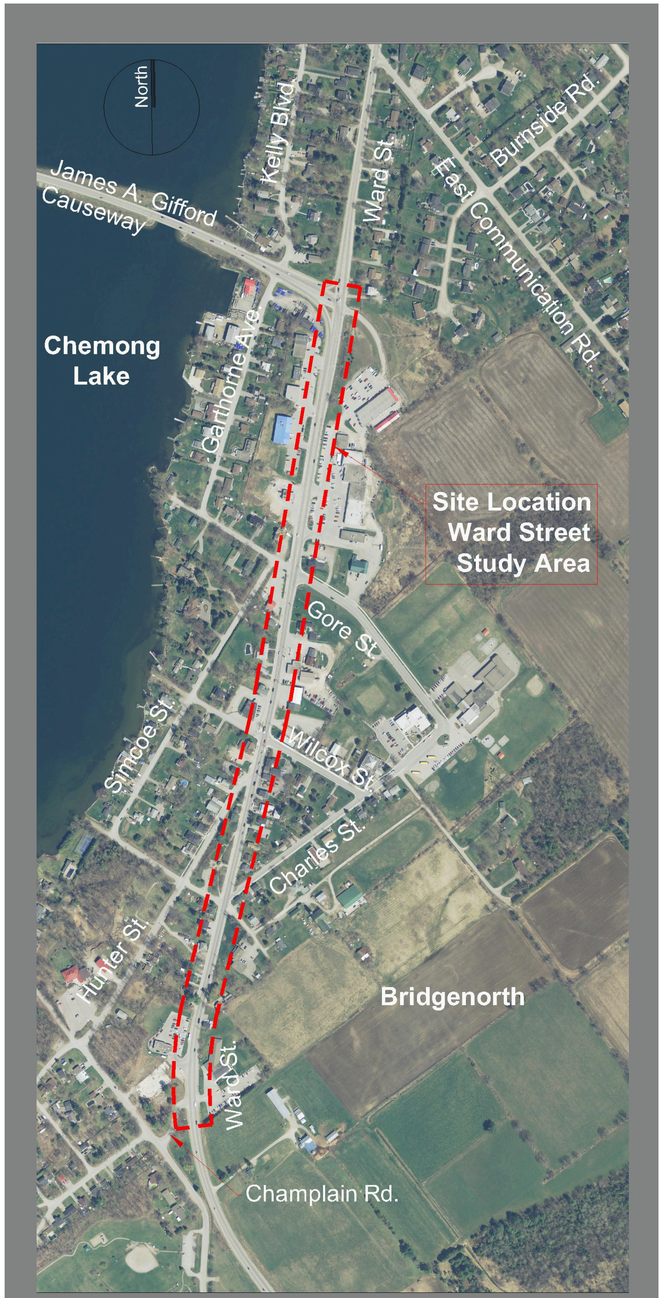
Project Limits

The Ward Street Schedule C Class EA project includes the section of the Ward Street corridor from Champlain Road to the James A. Gifford Causeway intersection. The project encompasses the majority of downtown Bridgenorth. The project limits can be seen on the adjacent map.



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Study Timeline

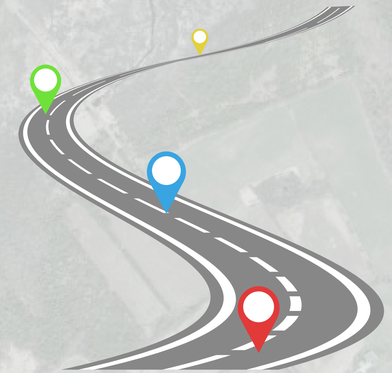
The Ward Street Class EA was initiated in January 2023. The Public Information Centre #1 was held in February 2024. The study will be complete by the end of 2024 and is outlined below:

NOTICE OF STUDY COMMENCEMENT → BACKGROUND REVIEW → STUDY DESIGN → SOCIAL, NATURAL, CULTURAL INVENTORIES → IDENTIFICATION OF ALTERNATIVE SOLUTIONS → EVALUATION OF ALTERNATIVE SOLUTIONS → PUBLIC INFORMATION CENTRE #1

IDENTIFICATION OF DESIGN ALTERNATIVES → EVALUATION OF DESIGN ALTERNATIVES → SELECTION OF PREFERRED ALTERNATIVES → **PUBLIC INFORMATION CENTRE #2** → REFINEMENT OF PREFERRED ALTERNATIVES → PRESENTATION TO COUNTY AND TOWNSHIP COUNCIL → FILING OF ENVIRONMENTAL STUDY REPORT

The following milestones have been completed to date:

- **Study Design & Background Traffic Analysis**
- **Environmental Inventories**
- **Public Information Centre #1 (February 2024)**
- **Identification of Alternative Design Concepts**
- **Evaluation and Selection of Recommended Design**



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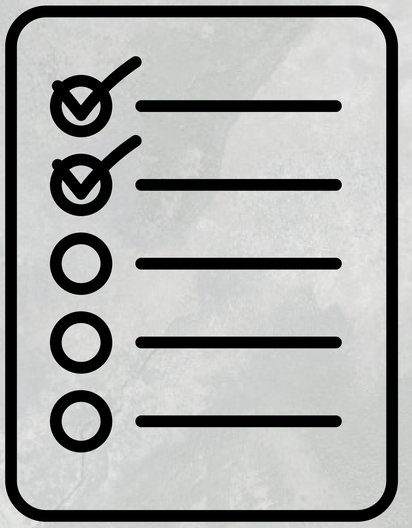
Study Objectives

The County and Township have identified the following objectives for this study:

- **Provide enhanced traffic capacity to improve levels of service in the short (2031) to medium term (2041) horizons**
- **Optimize traffic circulation and access to side streets and commercial properties to improve levels of service**
- **Provide improved active transportation facilities for both pedestrians and cyclists on both sides of Ward Street for the full length of the corridor**
- **Provide space within the corridor for implementation of items outlined in the Selwyn Community Improvement Plan for streetscaping and built form**



Study Background

- **Ward serves as the ‘main street’ in the settlement area of Bridgenorth, providing access to both homes and businesses**
- **Ward Street also serves as a major arterial link in the County road network, providing connectivity from the City of Peterborough to northern portions of the County such as Bridgenorth, Ennismore and Selwyn**
- **Historic traffic volumes increased steadily on Ward Street peaking in 2017. Since 2017, traffic volumes have decreased**
- **Over the period of 2041 (horizon year of this study) it is expected that the Ward Street corridor will have capacity for through traffic, but local turning movements at certain intersections and entrances will experience delays**
- **Competing with the need for enhanced traffic capacity and circulation in the corridor are the needs of local residents and businesses for improved pedestrian connectivity and safety**
- **The Township of Selwyn completed a Community Improvement Plan (CIP) in 2012 which identified streetscape improvements for Bridgenorth that also need to be considered**
- **A Technical Advisory Committee was assembled to advance the Class Environmental Assessment. The committee includes members from the County of Peterborough, Township of Selwyn and Consultant team**

Alternatives Summary from Public Information Centre #1

The first Public Information Centre was held in February 2024. At that meeting preliminary alternatives were evaluated and presented. The alternatives were reviewed and ranked by the Technical advisory committee and alternatives that ranked low were not carried forward. The alternatives below were considered; and only two were carried forward into the next phase of the project.

Do Nothing
Maintains the current Ward Street Corridor in it's current configuration and condition. Does not implement any improvements or address any need for future traffic, active transportation or community improvements

Corridor Expansion (Additional Through Lanes)
Expand the Ward Street corridor through the construction of additional thru lanes of traffic. Improve traffic flow through the Ward street corridor to meet current and future traffic demands of the community.

Alternative Alignment
Review the opportunity to provide an alternative roadway alignment to direct traffic away from the Ward Street corridor and reduce the traffic volumes to the corridor.
This Alternative has been Pre-Screened due to prior Council Resolution No. 81-2022, an excerpt of the decision is provided below
'Bridgenorth Bypass be removed from the Transportation Master Plan'

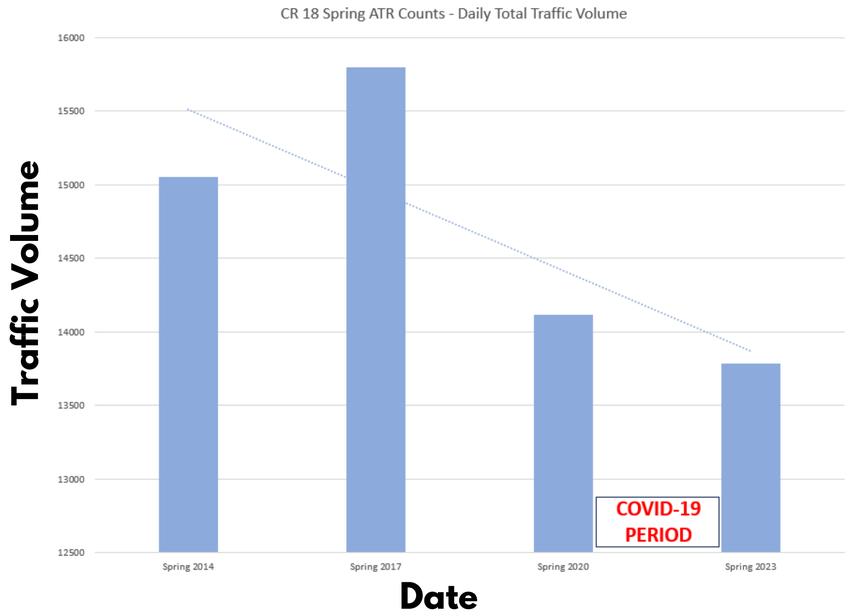
Transportation Demand Management (TDM) (Active Transportation/ Public Transit)
Includes the review of alternative methods of travel outside of personal vehicle use. Alternative methods could include providing enhanced pedestrian and/or cycling facilities or improving the public transit opportunities for the community.

Transportation Systems Management (TSM) (Intersections, Turning Lane, Entrances, Signage)
Includes the review of operational strategies and technology to increase the safety and efficiency of the Ward Street corridor. Strategies include the review of turning lanes, intersection controls, property entrance configurations, additional signage.

Traffic Summary from Public Information Centre #1

Traffic Volumes and Capacity

Traffic volume on Ward Street has decreased since the Ward Street Environmental Assessment was last updated in 2017. 2023 traffic data shows additional capacity available for the two-lane road out to the study limit date of 2041. Refer to adjacent bar graph.

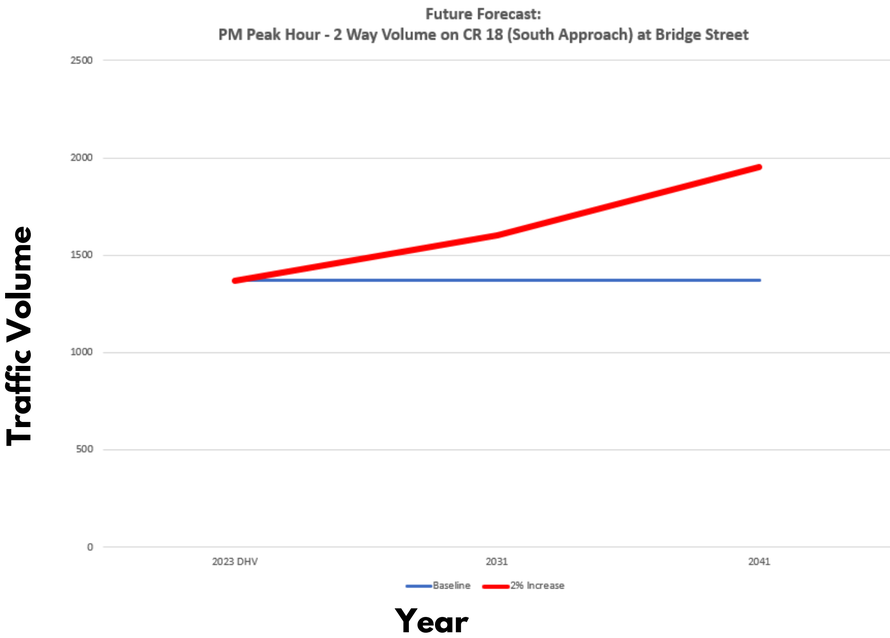


Traffic Operations

Turning movements to/from side streets and entrances are experiencing some delays during peak periods. To review traffic operations in the Ward Street corridor a traffic model was created using Synchro software. The model is used to analyze Ward Street and all intersections to investigate how they perform through a Level of Service ranking between A to F.

Traffic Forecasts

The graph to the right shows forecasted traffic volumes starting in 2023 out to the study limit of 2041. A comprehensive traffic count program was completed throughout 2023 and 2023 collected traffic data was selected as the base year. An annual growth rate of 2% was selected to produce the 2031 & 2041 peak volumes. Refer to adjacent line chart.



Traffic Analysis

A thorough traffic forecasting and analysis program has been completed as part of the detailed study to identify peak traffic volumes and turning movements for Ward Street 2023. The analysis forecasts traffic volume out to 2041 to determine capacity and levels of service for the corridor through this study period. It analyzed the various alternatives to determine the appropriate recommended design.

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Existing Conditions - Ward Street

Pedestrian Environment

Ward Street has inconsistent pedestrian facilities with a mixture of sidewalk and paved boulevard. Pedestrian crossings are not clearly identified at vehicular intersections.

Main Street Function

In addition to its arterial road status as a County Road, Ward Street also functions as the 'Main Street' in Bridgenorth providing access to commercial and residential properties

Ward Street Right-of-Way (ROW) Conditions

The Ward Street ROW has a narrow width in some locations with multiple property features, such as fencing and gardens located within the Ward Street right-of-way. The existing road surface and associated infrastructure is reaching the end of it's useful life with the last rehabilitation taking place in 1979

Proximity to Chemong Lake

Ward Street storm sewers outlet to Chemong Lake through ditching on various sidestreets.

Ecology

There are no 'at risk' populations of vegetation within the corridor that require protection. No species at risk are present in the corridor.

Opportunities

Traffic Capacity and Access

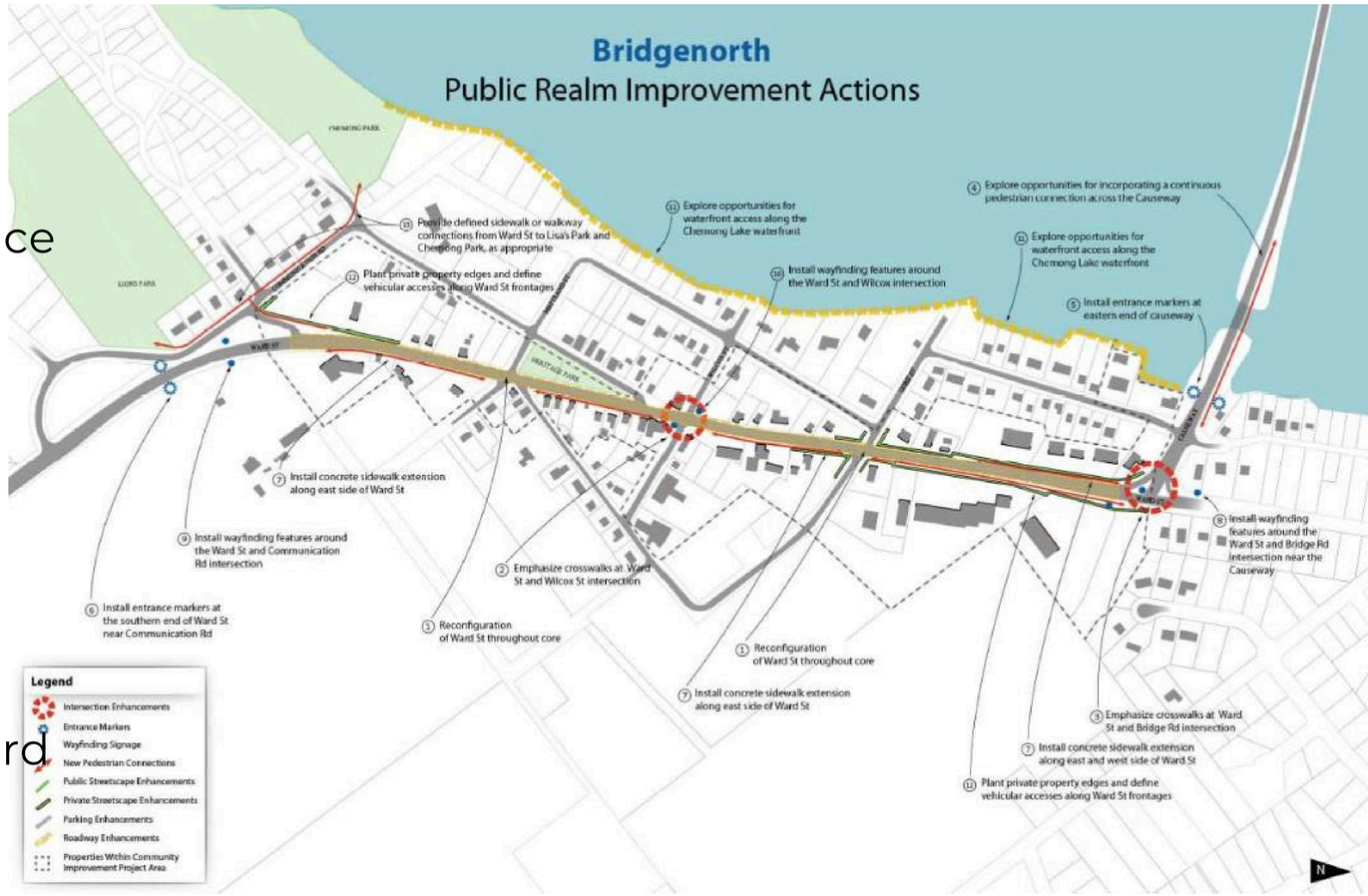
- Opportunity to improve level of service and access to/from side streets and commercial properties

Selwyn Community Improvement Plan (CIP)

- The Selwyn CIP suggests improvements to enhance the streetscape and built form of the Ward Street corridor
- Opportunity to implement the CIP and include sidewalks on both sides of Ward Street with landscaped boulevards

Pedestrian and Active Transportation

- Opportunity to provide enhanced pedestrian facilities through the corridor on both sides of Ward Street
- Opportunity to include recommendations of the County Active Transportation Master Plan (ATMP)



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Alternative Solutions - Considered

With the alternatives carried forward from Public Information Centre #1 the TAC developed more detailed alternative scenarios to consider enhancing traffic capacity and optimizing traffic circulation. These alternative scenarios considered a number of corridor modifications and were initially evaluated to confirm two traffic results prior to a full evaluation:

- Does the alternative scenario maintain traffic capacity through to 2041
- Does the alternative scenario reduce or maintain the baseline number of turning movements with a Level of Service F out to 2041

The alternative scenarios are identified below. Two of these alternatives met the required traffic results and were carried through to a full evaluation.

✓ **Road Rehabilitation with Localized Improvements**

✓ **Optimize Signal Timing at Ward & Causeway Intersection with Centre Turn Lane from Gore St. to Tim Hortons**

⊘ **Roundabout at Ward & Causeway Intersection**

⊘ **Roundabout at Ward & Causeway Intersection with Centre Turn Lane from Gore St. to Tim Hortons**

⊘ **Roundabout at Ward & Causeway Intersection and Traffic Signals at Tim Hortons**

⊘ **Optimize Signal Timing at Ward/Causeway Intersection**

⊘ **Optimize Signal Timing at Ward & Causeway Intersection and add Traffic Signals at Tim Hortons**

⊘ **Shift Traffic Signals from Ward and Wilcox to Ward and Gore Street**

Alternative Solutions - Evaluated

As part of the Class Environmental Assessment, the Technical Advisory Committee identified two of the considered alternatives to be further evaluated to select the **Recommended Alternative.**

The two alternatives were evaluated against the following criteria:

Land Use and Socio-Economic Impact

- Property impacts
- Community improvement
- Project Costs
- Environmental

Traffic and Transportation

- Corridor capacity
- Corridor safety
- Public Transportation
- Active Transportation (non-vehicular)

Given that adding a centre turn lane did not provide significant improvements to corridor capacity or level of service it was concluded that the additional costs associated with the alternative were unnecessary.

✓

Road Rehabilitation with Localized Improvements

Baseline results with road rehabilitation

⊘

Optimize Signal Timing at Ward & Causeway Intersection with Centre Turn Lane from Gore St. to Tim Hortons

Includes signal timing optimization at the Ward & Causeway intersection and a centre turn lane extension from Gore St. to Tim Hortons

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Recommended Alternative

The Recommended Alternative for the Ward Street Study Corridor is a Road Rehabilitation with specific Localized Improvements. The corridor will be repaired and reconstructed to its current configuration with the following localized improvements:

1. A new three-lane to two-lane transition at the Gore Street intersection. This improvement will provide a smoother transition for vehicles and increase the intersections safety.

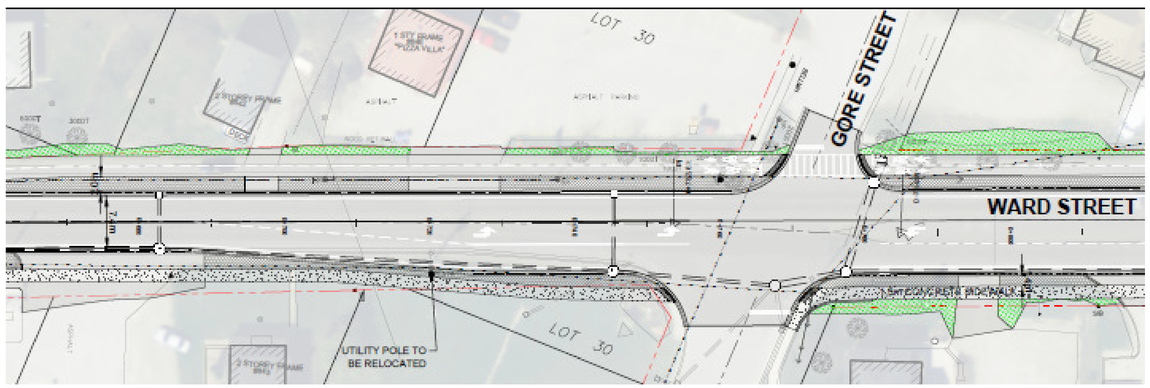
2. Upgraded pedestrian crossing facilities at the Ward and Causeway intersection that will improve pedestrian access and safety.

3. A 3m multi-use path on the west side of Ward Street, extending from Champlain Road to Garthorne Avenue, will improve active transportation and safety.

4. A Continuous 1.8m concrete sidewalk on the east side of Ward Street, extending from Champlain Road to the Causeway, for better pedestrian connectivity and increased safety.

5. Additional Stormwater water quality treatment using Oil Grit Separators and/or Biorentention Filtration units will improve the quality of water reaching Chemong Lake.

1



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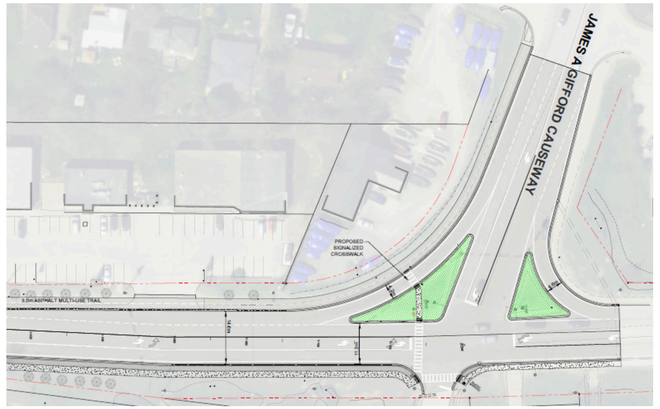

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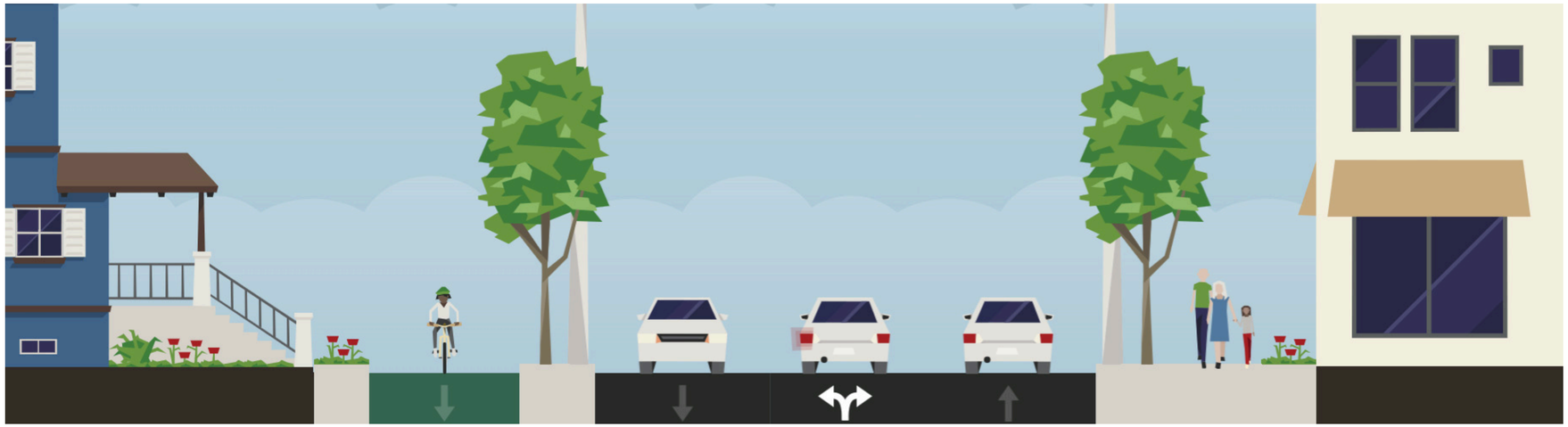
Recommended Alternative - Typical Cross Section

Typical Cross Section from the Causeway to Gore Street



3m Path | Thru Lane | Turn Lane | Thru Lane | 1.8m Sidewalk

Typical Cross Section from Gore Street to Champlain Road

3m Path | Thru Lane | Thru Lane | 1.8m Sidewalk

Class Environmental Assessment
Ward Street Corridor

Peterborough County
Our History - Your Future

Township of Selwyn

ENGAGE ENGINEERING

Proposed Next Steps for Ward Street

Ward Street Class Environmental Assessment Completed	**2024**
Ward Street Detailed Engineering Design	**2025**
Utility Relocations (if required)	**2026**
Road Rehabilitation Construction	**2027**

Class Environmental Assessment
Ward Street Corridor

Peterborough County
Our History - Your Future

Township of Selwyn

ENGAGE ENGINEERING

Next Steps in the Study

- **The Study Team will collect and review all comments and suggestions from community stakeholders**
- **We encourage you to fill out a comment sheet, we are looking for community feedback on what you support and don't support. We need comments to inform further design refinements.**
- **The study team will further refine the recommended design into the preferred alternative**

How can you comment and stay involved in the project?

- **Fill out a comment sheet and leave it in the comment box, or email comments directly to the project contacts listed on the comment sheet.**
- **Comments should be provided no later than October 30th 2024**

Doug Saccoccia, P.Eng
General Manager, Engineering & Construction
County of Peterborough
470 Water Street
Peterborough, ON K9H 3M3
Tel: 705-775-2737, ext. 3201
Email: dsaccoccia@ptbocounty.ca

Jason Armstrong
Consultant Project Manager
Engage Engineering
171 King Street, Suite 120
Peterborough, ON K9J 2R8
Tel: 705-760-1006
Email: jason@engageeng.ca

Thank You For Coming!

Appendix G: Traffic Study Report

TRANPLAN ASSOCIATES

TRAFFIC IMPACT STUDY

Ward Street EA Study

Bridgenorth
Township of Selwyn
County of Peterborough

January 2025

Prepared by:
Tranplan Associates Inc.
Toronto
416-670-2005
www.tranplan.com

Prepared for:
Engage Engineering

tranplan associates
T R A F F I C, TRANSIT, PARKING & TRANSPORTATION PLANNING
19 BANQUO ROAD, THORNHILL, ON L3T 3G9 p:416.670.2005 e:swan@tranplan.com

January 23, 2025

Jason Armstrong
Municipal Group Manager
Engage Engineering Ltd.
171 King St, Suite 120,
Peterborough, ON, K9J 2R8

Dear Mr. Armstrong

Re: Traffic Impact Study in support of Ward Street Corridor Environmental Assessment Study, Bridgenorth, Township of Selwyn, County of Peterborough

Enclosed, please find our final Traffic Impact Study prepared in support of Ward Street Corridor EA Study, Bridgenorth, Township of Selwyn, County of Peterborough.

Tranplan is pleased to have the opportunity to work with your study team on this project. If you should require further information on the study, please do not hesitate to contact us at your convenience.

Yours truly,

Sreelakshmi Changaradil, P.Eng.
Tranplan Associates

Reviewed by,

Seo-Woon (Swan) Im, B.E.S
Tranplan Associates
Senior Transportation Planner

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C	Synchro Reports- With Corridor Modifications

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1.0 INTRODUCTION AND BACKGROUND

The County of Peterborough, in consultation with the Township of Selwyn, has undertaken a Municipal Class Environmental Assessment Study to review of the Ward Street corridor between the James A. Gifford Causeway (Bridge Road) and Champlain Road in Bridgenorth, Ontario (see *Exhibit 1.1: Key Map*). The traffic capacity of the Ward Street corridor has been studied for more than 50 years. Heavy traffic has been observed in along the corridor triggering the need for an Environmental Assessment to determine the extent of the problem and determine a recommended design to solve the objectives of the problem and opportunity statement.

Tranplan Associates was retained by Engage Engineering to carry out traffic assessments in developing corridor improvement options to enhance traffic capacity and optimize traffic circulation along the Ward Street (County Road 18) Corridor for the short to medium term horizon.

Historically, the Bridgenorth community has developed in an elongated linear north-south form along the east side of Chemong Lake (see *Exhibit 1.2: Study Area: Ward Street Corridor*). There are a number of local/collector streets distributed along much of the Ward Street corridor. Few of these streets carry significant volumes of peak hour traffic. As a result, it is difficult to focus traffic facilities such as signals on a specific intersection to provide better access to the Ward Street corridor. The relatively low side street volumes during the off-peak period make it difficult to meet warrants and criteria for provision of such signals.

Ward Street as the principal corridor passing through Bridgenorth is an important travel link in the County road network. It provides connectivity from Peterborough to Ennismore, Lakefield and other communities to the north (see *Exhibit 1.1*). As a result, it carries considerable volumes of "through" traffic. With heavy "through" peak hour volumes on Ward Street, the local traffic and pedestrians trying to access/cross Ward Street can experience significant delays. Ward Street itself provides direct access to most of the commercial retail, health care and emergency services within the community. It also provides access via

Exhibit 1.1: Key Map

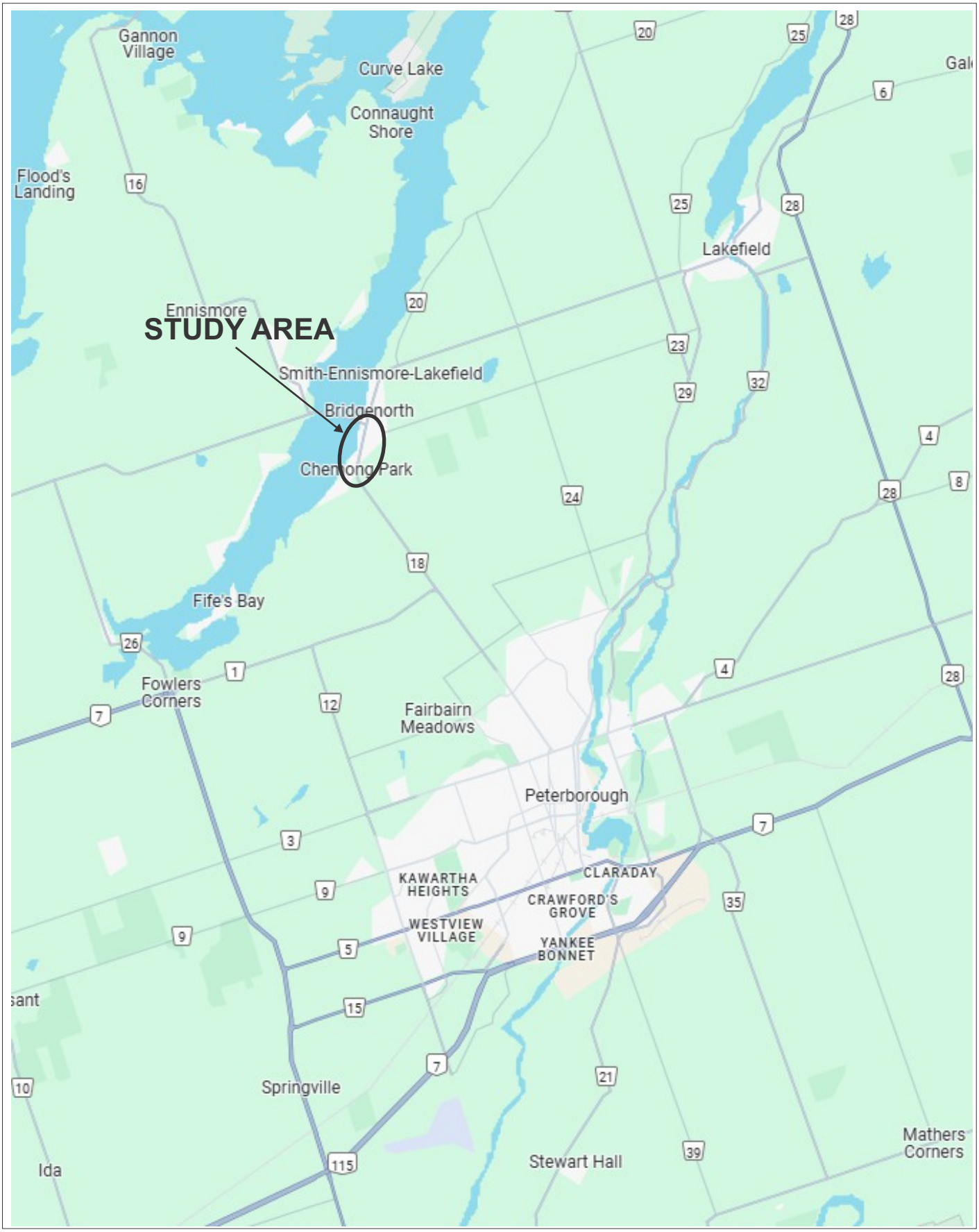
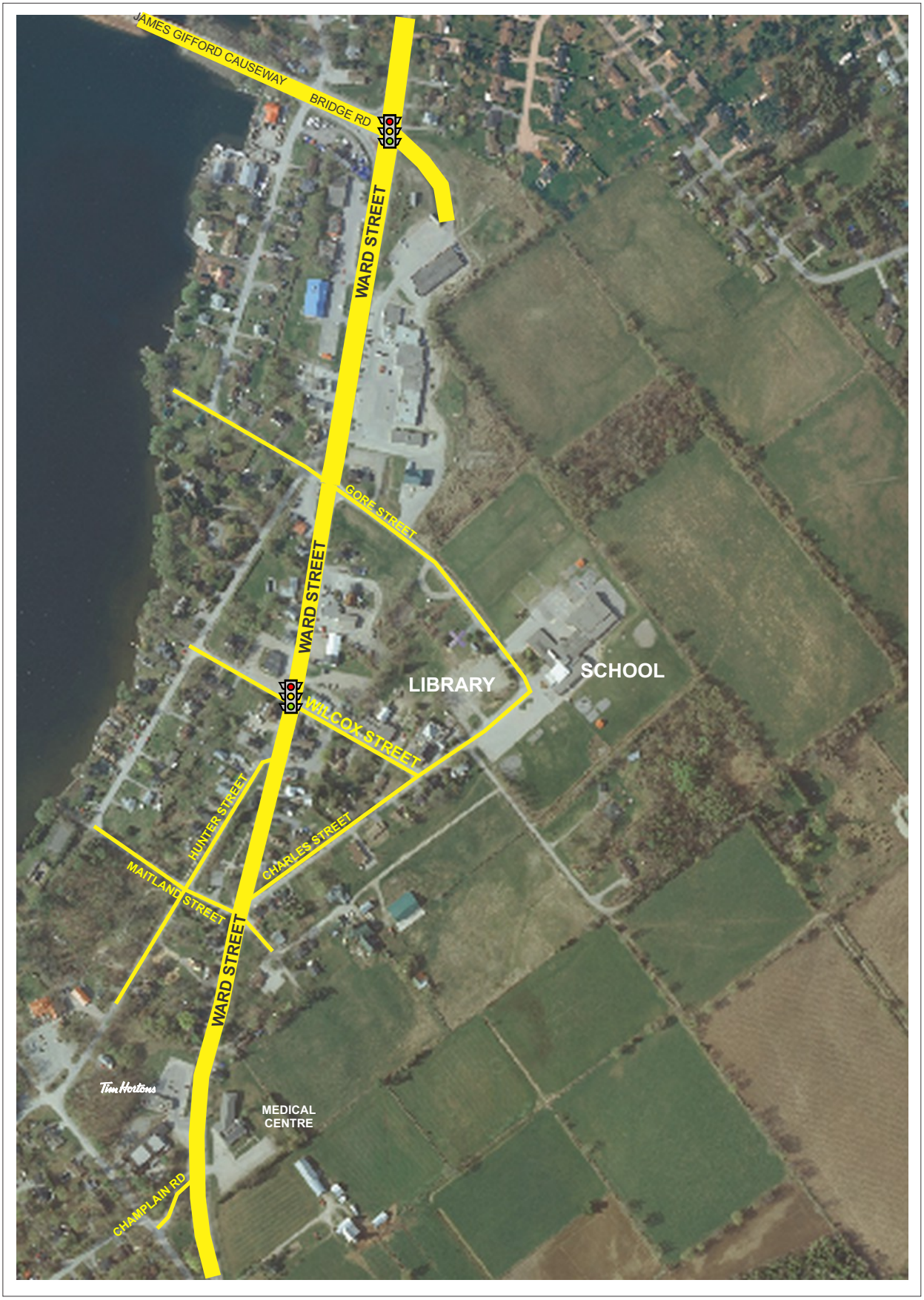


Exhibit 1.2: Study Area (Ward Street Corridor)



Wilcox Street and Gore Street to the main elementary school and the Bridgenorth Library (see *Exhibit 1.2*).

On-going monitoring by County and Township staff as well as previous traffic studies have identified specific capacity and operational issues along Ward Street. They include the following:

1. Peak hour traffic volumes are approaching the capacity of the corridor.
2. Lack of auxiliary turning lanes at principal corridor intersections and commercial entrances. Limited access from local road network into the Ward Street corridor during peak periods of travel demand.
3. Substandard right-of-way (ROW) widths that minimize opportunities to improve existing local roads.
4. Diagonal alignment of Ward Street through much of the local road network grid creating some non-right angle intersections.
5. Limited facilities to accommodate pedestrian and non-auto mode access to and across the corridor

Because of historic growth patterns in the Bridgenorth community, there is no clearly identifiable hierarchy in the local road network. One of the strategies in developing the improvement options for Ward Street was to provide more of a focus on a specific intersection for local traffic accessing the Ward Street corridor. As a result, traffic signals were installed on Ward Street at Wilcox Street and Charles Street became a one-way street from Ward Street to Wilcox Street. Based on observed traffic volumes, the traffic signals at Wilcox Street improved local vehicular access to Ward Street as well as providing a signalized pedestrian crossing facility. In addition, the two signalized intersections, at Bridge Street and at Wilcox Street create gaps in the Ward Street traffic stream that aid access to Ward Street from other local intersections and commercial entrances.

2.0 EXISTING CONDITIONS

2.1 Available Data

Considerable historic traffic data was available for the Ward Street (CR 18) corridor through the Village of Bridgenorth. This data included historical automatic traffic recorder (ATR) data or "hose" counts collected by the County, data collected for various traffic impact studies carried out for development along Ward Street, and a complete set of Intersection Turning Movement Counts (TMC's) at the principal study intersections.

In addition, 2023 peak hour traffic volumes for all the principal intersections in the corridor provided a complete traffic data base for the study analyses. The corridor traffic count program was designed by Tranplan Associates staff. It was to provide a record of traffic data for the complete corridor that formed the base data for future traffic studies in the community. The counts were carried out during on a representative weekday/weekend in late April, 2023. County staff assisted by Tranplan Associates field staff completed the counts at the study intersections. County staff also carried out ATR counts at selected locations along CR 18 and on CR 14 at the Ward Street/Bridge Street signalized intersection. The traffic data collection program included 12 hours for weekday and 4 hours for Saturday turning movement (TM) counts at the principal intersections. These counts provided representative traffic patterns in the corridor for a full weekday and for a Saturday to represent the weekend peak period.

A detailed review of the available historical data and the April 2023 data clearly identified significant changes in the average daily traffic volumes in the study area/in the CR 18 corridor, (see *Exhibit 2.1A through Exhibit 2.1C*). Because of this significant changes in traffic pattern and the volumes of peak hour traffic, it was determined that a full ATR traffic data collection program would be carried out between August 16 and September 12, 2023 to include the summer traffic, September Labour Day Long Weekend as well as school traffic volumes (see *Exhibit 2.1A through Exhibit 2.1C*). This data set would provide a single consistent picture of current (2023) peak hour traffic volumes along the whole study corridor and it was used to develop a baseline data to be used for future

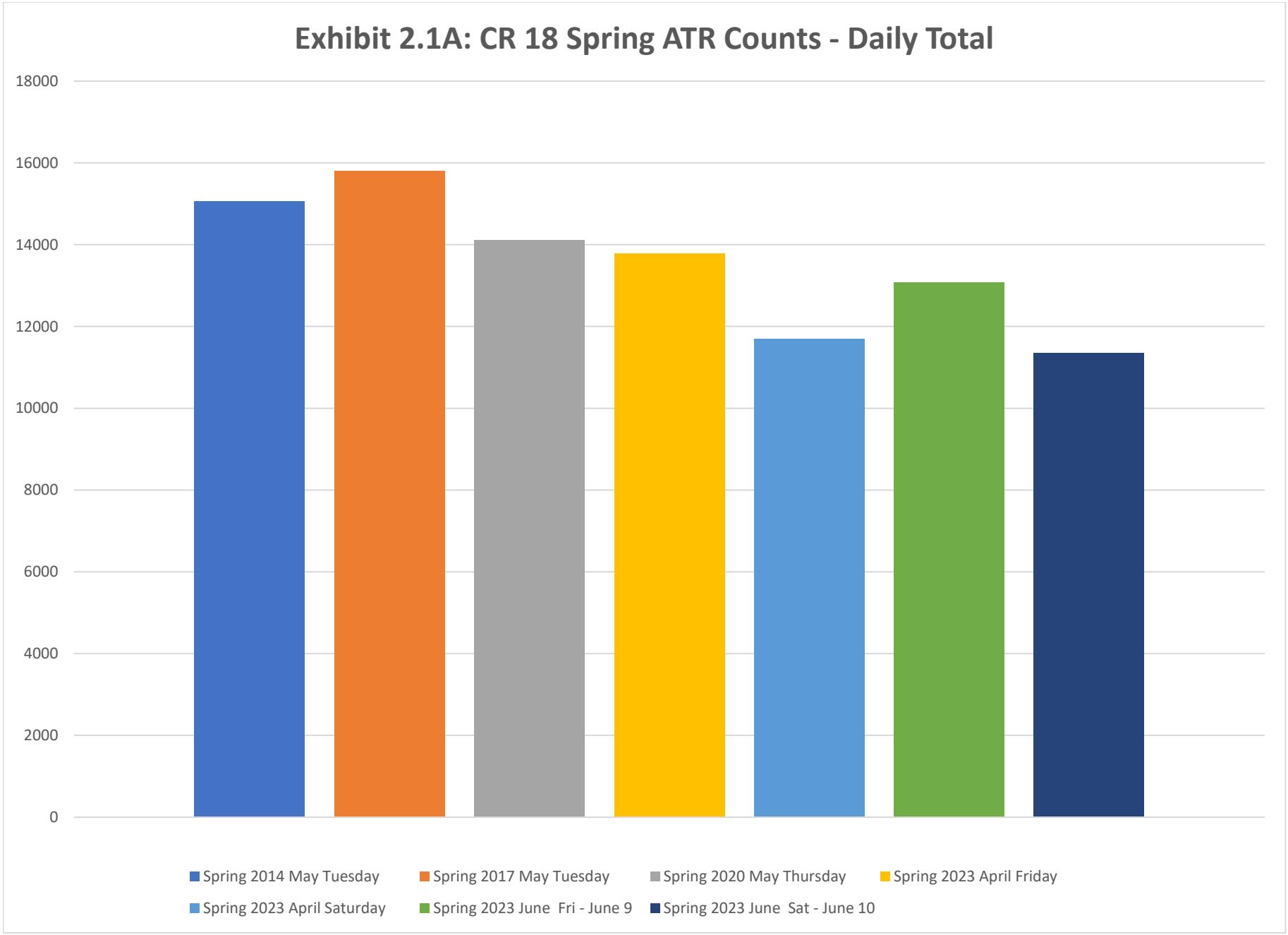


Exhibit 2.1A: CR 18 Spring ATR Counts - Daily Total
18000
16000
14000
12000
10000
8000
6000
4000
2000
0
Spring 2014 May Tuesday
Spring 2017 May Tuesday
Spring 2020 May Thursday
Spring 2023 April Friday
Spring 2023 April Saturday
Spring 2023 June Fri - June 9
Spring 2023 June Sat - June 10

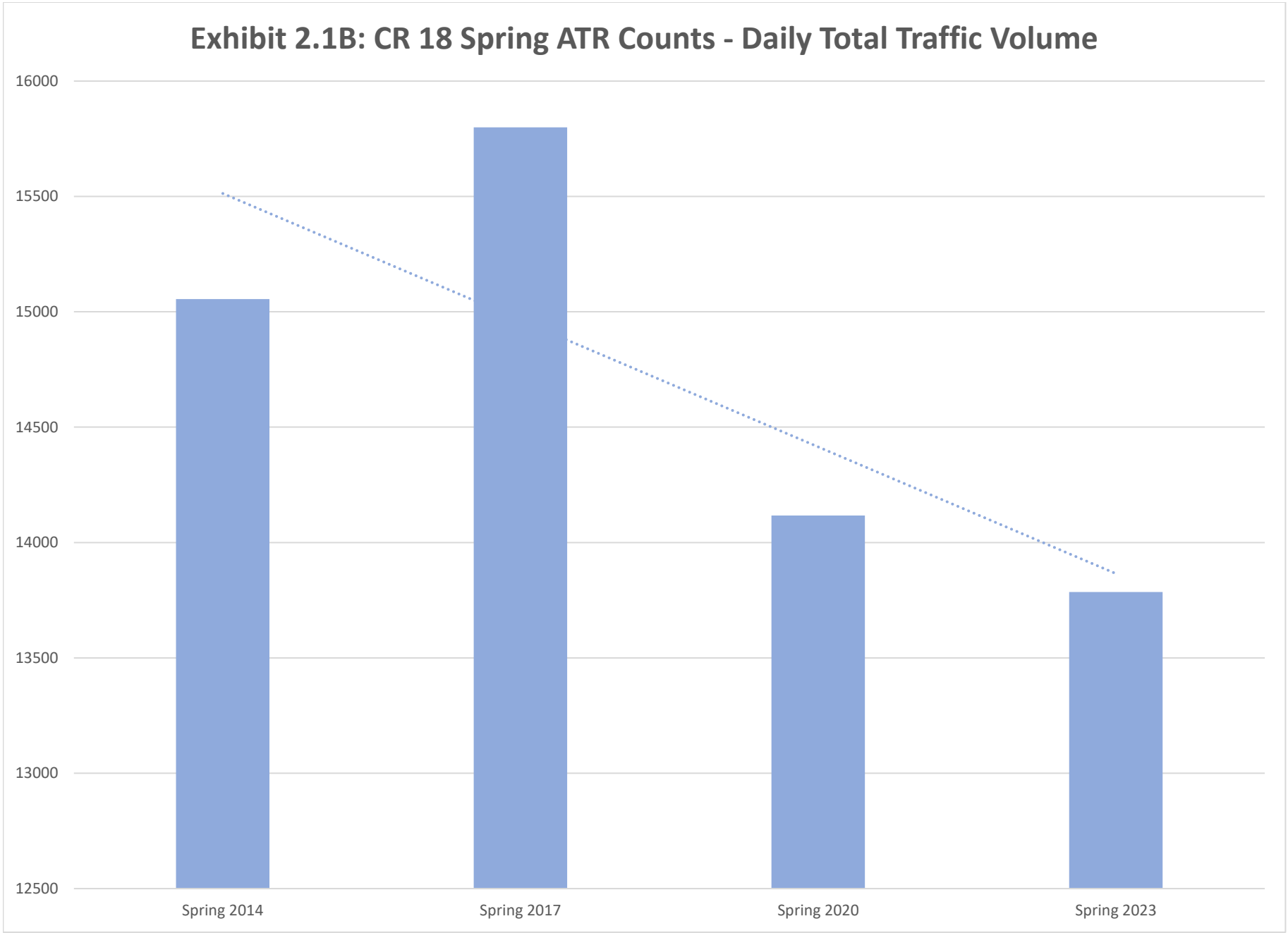


Exhibit 2.1B: CR 18 Spring ATR Counts - Daily Total Traffic Volume
16000
15500
15000
14500
14000
13500
13000
12500
Spring 2014
Spring 2017
Spring 2020
Spring 2023

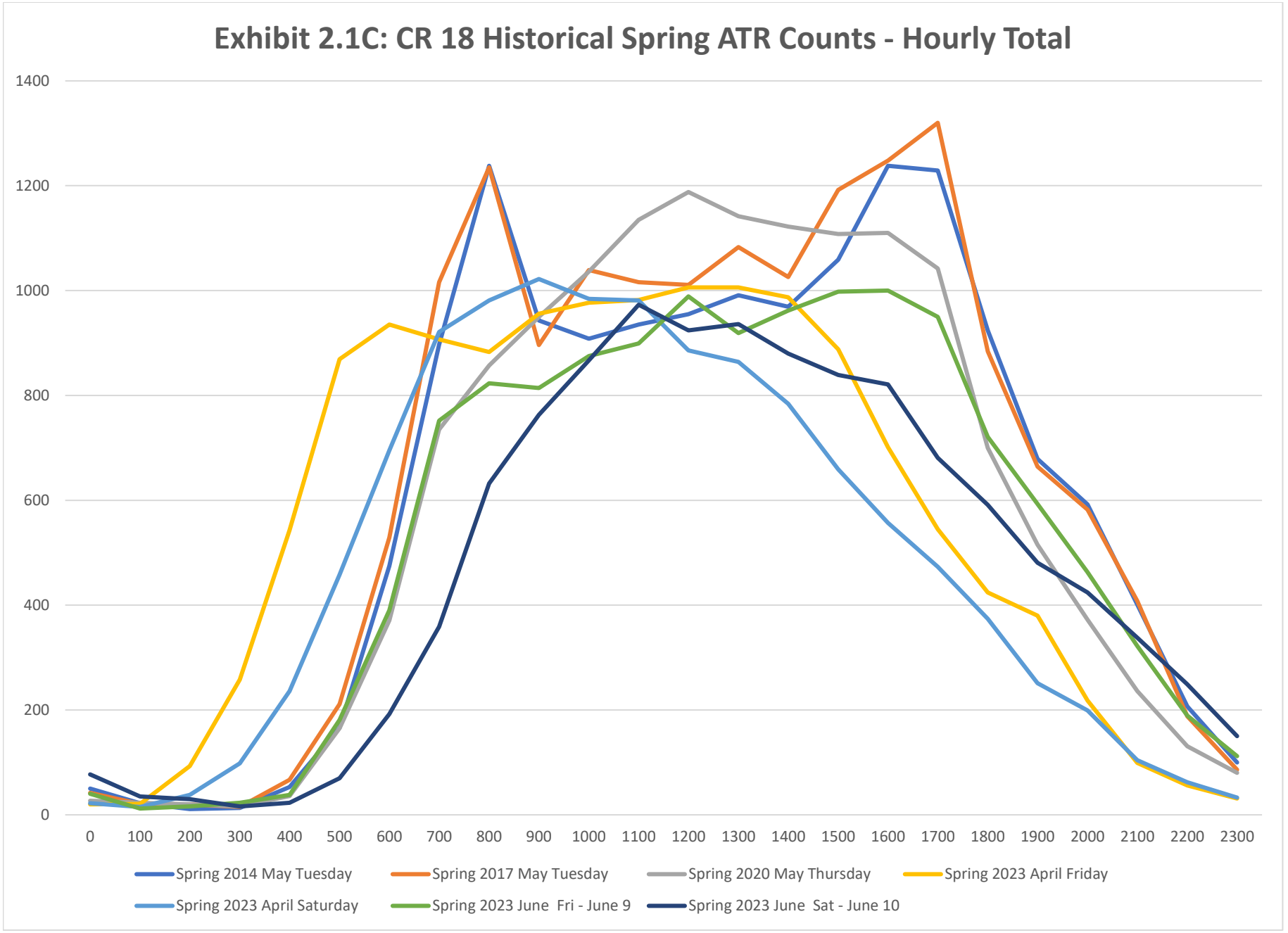


Exhibit 2.1C: CR 18 Historical Spring ATR Counts - Hourly Total
1400
1200
1000
800
600
400
200
0
0
100
200
300
400
500
600
700
800
900
1000
1100
1200
1300
1400
1500
1600
1700
1800
1900
2000
2100
2200
2300
Spring 2014 May Tuesday
Spring 2017 May Tuesday
Spring 2020 May Thursday
Spring 2023 April Friday
Spring 2023 April Saturday
Spring 2023 June Fri - June 9
Spring 2023 June Sat - June 10

expansion of traffic volumes through the Ward Street corridor. In summary, the study found that the Ward Street corridor experienced steady decline of average daily traffic from 2017 and the sharp peaking of AM and PM has been replaced with a peak period that expand over two to three hours.

2.2 Current Traffic Operations in the Ward Street Corridor

The baseline 2023 weekday/weekend peak hour traffic volumes were assigned to the intersections in the study corridor road network. The baseline 2023 weekday/weekend peak hour volumes were adjusted to produce "balanced" volumes between the study intersections. It was determined that intersection capacity analyses will be carried out for the study intersections using adjusted weekday PM peak hour and Saturday mid-day peak hour to represent the ward Street corridor peak hour conditions. The resulting 2023 design hour volumes (DHV) are illustrated in *Exhibit 2.2.* These volumes formed the basis for the calculation of the 2031 and 2041 forecast peak hour volumes.

Level of Service[1] calculations were carried out for 2023 peak hour conditions to assess the current traffic operations in the study corridor. The calculations were completed using the *Trafficware Traffic Signal Timing* software -*Synchro Version 11.0*. The results of these analyses are summarized in *Table 2.1, Intersection Capacity Analyses Summary – 2023 Existing Conditions*. Detailed reports from the capacity analyses are contained in the *Technical Appendix "B": Intersection Capacity Analyses*.

[1] Level of Service (LOS) is commonly used in traffic engineering to describe the level of congestion along a roadway or at an intersection. Levels from "A" to "F" denote increasing amounts of congestion with "F" representing a complete breakdown in traffic flow. Level of Service "C" and "D" are commonly used as design standards. However, many individual turning movements at TWSC intersections and commercial entrances along urban arterial corridor operate at LOS "F" during peak periods. The Highway Capacity Manual software for signalized and unsignalized intersections was used to calculate the Levels of Service. See Technical Appendix for Definition of Level of Service for unsignalized and signalized Intersections.

Exhibit 2.2: 2023 Design Hour Traffic Volumes

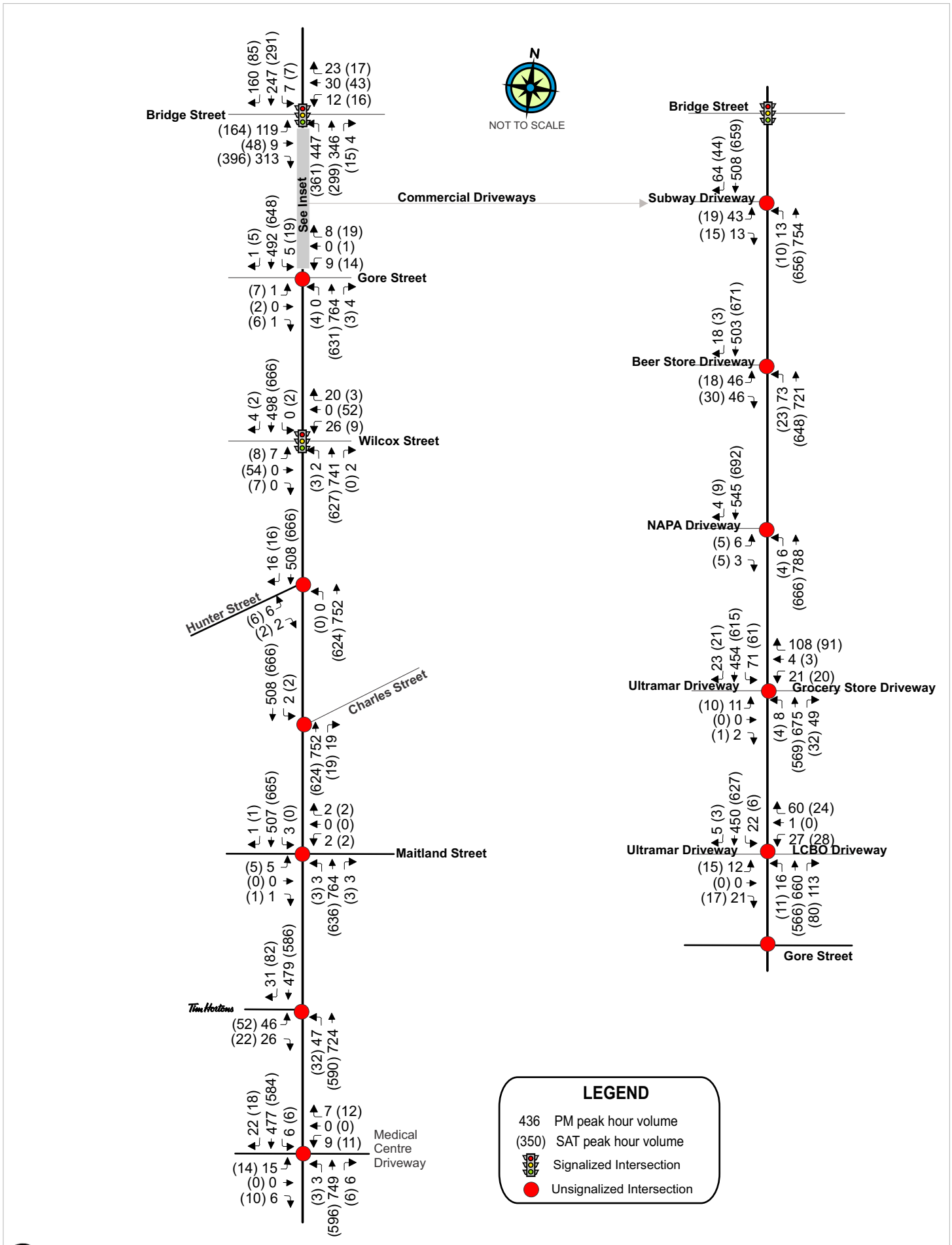


Table 2.1, Intersection Capacity Analyses Summary – 2023 Existing Conditions

		2023 Existing Conditions							
		PM Peak Hour				SAT Mid-Day Peak Hour			
		LoS	Delay	V/C	95th Q	LoS	Delay	V/C	95th Q
Bridge Road & Ward St (Signalized)	EB LT	E	70.7	0.73	51.3	F	90.8	0.93	#99.6
	EB R	B	11.2	0.66	25.3	A	9.9	0.67	28.9
	WB LTR	D	35.5	0.29	23.4	D	40.7	0.31	29.7
	NB L	A	7.1	0.55	51.8	A	7.8	0.50	39.5
	NB TR	A	5.3	0.27	40.2	A	6.2	0.25	35.2
	SB LT	B	14.4	0.25	57.4	B	15.4	0.31	62.7
	SB R	A	2.8	0.17	11.3	A	3.0	0.10	7.6
	Avg	**B**	**14.0**			**C**	**20.6**		
Subway Driveway & Ward St	EB	E	36.4	0.35	1.5	D	27.7	0.19	0.7
	NB L	A	8.8	0.02	0.0	A	9.3	0.01	0.0
	NB T	-	-	-	-	-	-	-	-
	SB TR	-	-	-	-	-	-	-	-
Beer Store Driveway & Ward St	EB	C	19.6	0.29	1.2	C	17.1	0.15	0.5
	NB L	A	8.9	0.08	0.3	A	9.2	0.03	0.1
	NB T	-	-	-	-	-	-	-	-
	SB TR	-	-	-	-	-	-	-	-
NAPA Driveway & Ward St	EB	C	16.4	0.03	0.1	C	16.3	0.03	0.1
	NB L	A	8.7	0.01	0.0	A	9.3	0.01	0.0
	NB T	-	-	-	-	-	-	-	-
	SB TR	-	-	-	-	-	-	-	-
Ultramar Driveway & Ward St & Grocery Driveway	EB	F	64.8	0.19	0.7	F	59.3	0.15	0.5
	WB	D	34.2	0.55	3.0	D	28.1	0.45	2.2
	NB L	A	8.5	0.01	0.0	A	9.0	0.01	0.0
	NB TR	-	-	-	-	-	-	-	-
	SB L	A	9.8	0.09	0.3	A	9.1	0.07	0.2
	SB TR	-	-	-	-	-	-	-	-
Ultramar Driveway & Ward St & LCBO Driveway	EB	D	25.9	0.17	0.6	D	28.9	0.19	0.7
	WB	D	31.9	0.42	1.9	E	35.3	0.33	1.3
	NB L	A	8.4	0.02	0.1	A	9.0	0.01	0.0
	NB TR	-	-	-	-	-	-	-	-
	SB L	A	9.7	0.03	0.1	A	9.1	0.01	0.0
	SB TR	-	-	-	-	-	-	-	-
Ward St & Gore St	EB	C	23.8	0.01	0.0	D	31.7	0.11	0.4
	WB	D	27.7	0.10	0.3	D	29.4	0.20	0.7
	NB L	A	0.0	-	0.0	A	9.1	0.01	0.0
	SB L	A	9.5	0.01	0.0	A	9.1	0.02	0.1
	SB TR	-	-	-	-	-	-	-	-
Ward St & Wilcox St (Signalized)	EB	C	24.4	0.03	4.2	B	18.6	0.24	15.3
	WB	B	13.4	0.19	9.2	B	19.1	0.23	14.7
	NB	A	5.9	0.53	73.5	A	7.0	0.49	63.5
	SB	A	4.2	0.36	39.1	A	7.3	0.52	69.7
	Avg	**A**	**5.6**			**A**	**8.2**		
Ward St & Hunter St	EB	C	24.4	0.05	0.1	D	25.9	0.05	0.1
	NB L	A	0.0	-	0.0	A	0.0	-	0.0
	SB	-	-	-	-	-	-	-	-
Ward St & Charles St	WB	-	-	-	-	-	-	-	-
	NB	-	-	-	-	-	-	-	-
	SB L	A	9.5	0.00	0.0	A	9.0	0.00	0.0
Ward St & Maitland St	EB	D	32.6	0.05	0.1	D	34.6	0.05	0.2
	WB	D	25.5	0.02	0.1	D	25.5	0.02	0.1
	NB L	A	8.5	0.00	0.0	A	9.1	0.00	0.0
	SB L	A	0.0	-	0.0	A	0.0	-	0.0
Ward St & Tims Ent	EB L	E	43.5	0.35	1.4	E	42.8	0.38	1.6
	EB R	B	12.0	0.05	0.2	B	13.4	0.05	0.2
	NB L	A	8.7	0.05	0.2	A	9.3	0.04	0.1
	NB T	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-
Ward St & Champlain Rd/Med Ctr Ent	EB	D	32.6	0.15	0.5	D	27.8	0.14	0.5
	WB	D	28.4	0.10	0.3	C	24.9	0.12	0.4
	NB L	A	8.5	0.00	0.0	A	8.9	0.00	0.0
	SB TR	A	-	-	-	A	-	-	-
	SB L	A	9.5	0.01	0.0	A	8.9	0.01	0.0

Notes: Delay in seconds; 95th percentile queue length in metres as provided in Synchro worksheets (see Appendix B)

The results of the capacity analyses and the assessments suggest that:

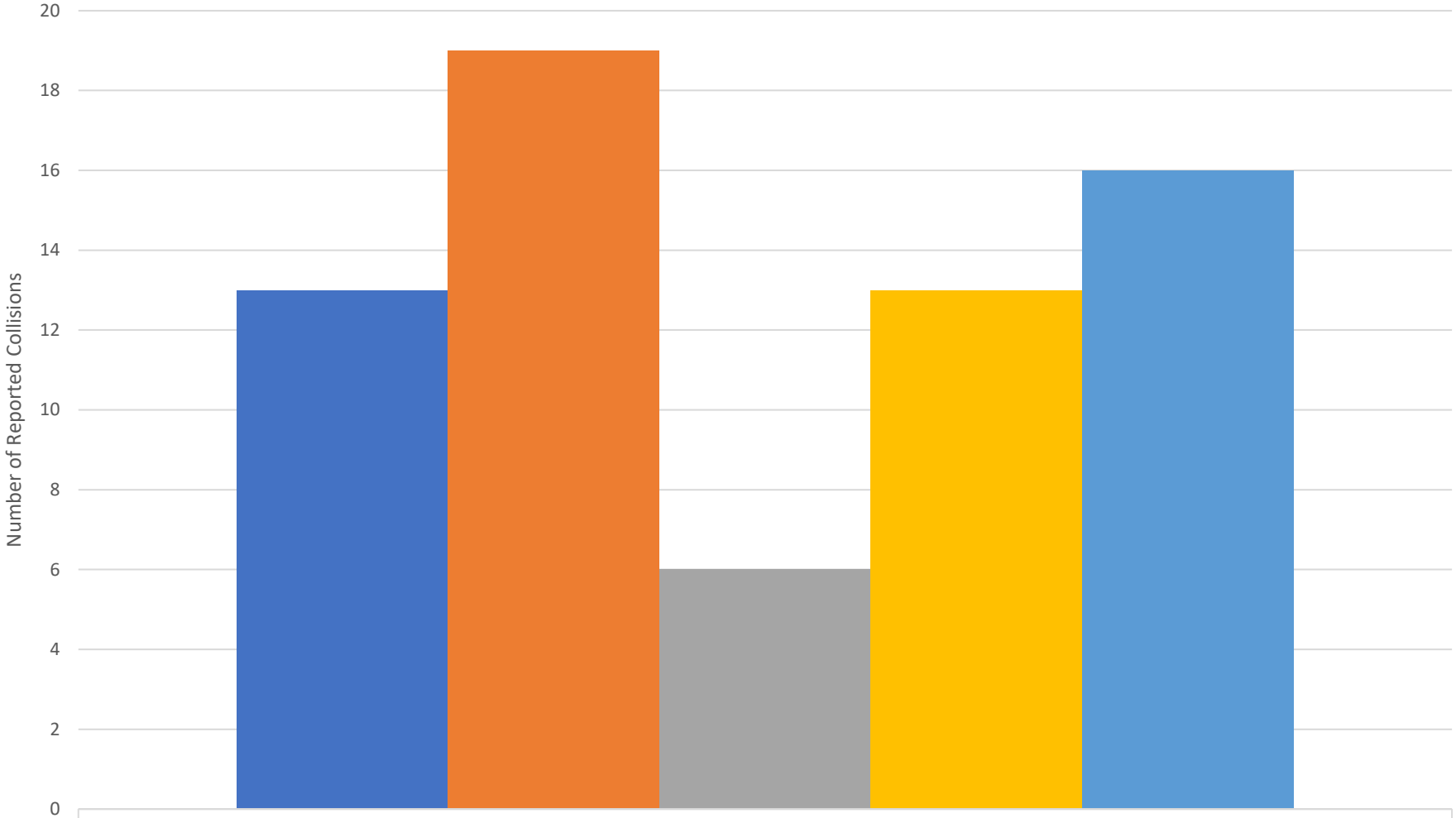
- The through traffic on Ward Street are experiencing good level of service at all study intersections operating at with LOS "A".
- The side street movements wanting to join the Ward Street traffic stream at a STOP controlled intersections are experiencing acceptable delays.
- Some commercial driveways' movements wanting to join the Ward Street traffic stream are experiencing significant delays, LOS between "C" and "F" during both peak hour periods.
- Ward Street, in general, has residual capacity at the study intersections. There are enough gaps in the Ward Street traffic stream that provides opportunities for local traffic and pedestrians to access/cross this corridor with the exception of some commercial driveways.

2.3 Ward Street Corridor Collision History

The collision data for the period between 2018 and 2022 (inclusive) for the section of Ward Street between Bridge Road and Champlain Road (approximately 1.1 km) was provided by County staff. A review of the collision data (*see Exhibit 2.2A through 2.2D*) indicates that there was a total of 67 collisions reported over the five-year reporting period. There were no fatalities reported during the study period. The largest number of the reported collisions (33%) occurred at the signalized intersection of Bridge Road and Ward Street. The majority of the collisions were either Turning (21%) or Rear End (39%) collisions.

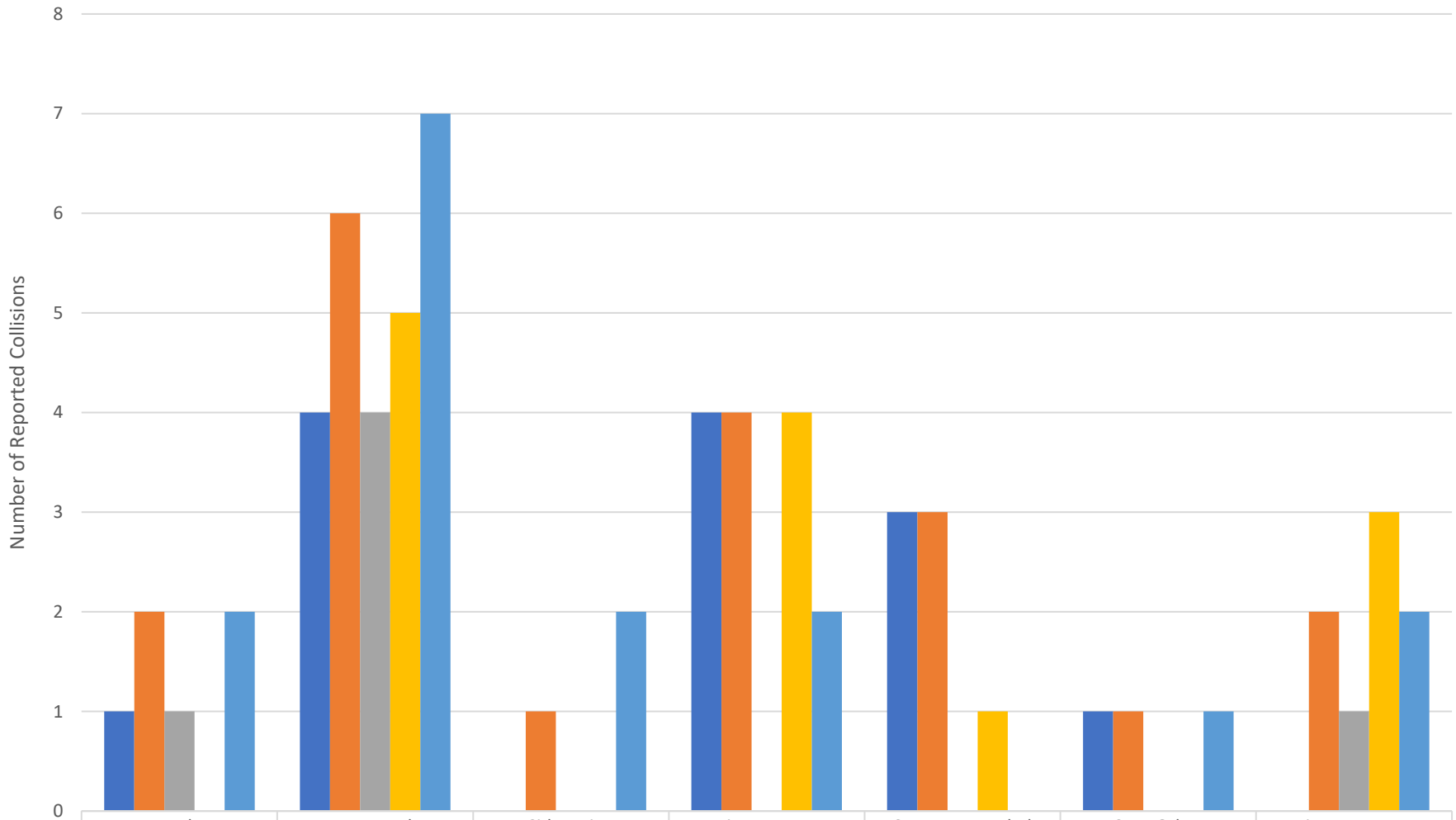
The collision data were also reviewed against the road geometrics at the study intersections to identify any possible deficiencies in road geometry/traffic control/information (signage) that might be contributing to the potential for collisions. The collision type and the collision occurrence locations suggest that there could be geometric deficiencies present in the Ward Street corridor section between Gore Street and Champlain Road. The reviewed identified the following deficiencies as possibly contributing to the higher collision rate in the south end of the corridor:

Exhibit 2.2A: Summary of Collision History 2018-2022 by Year



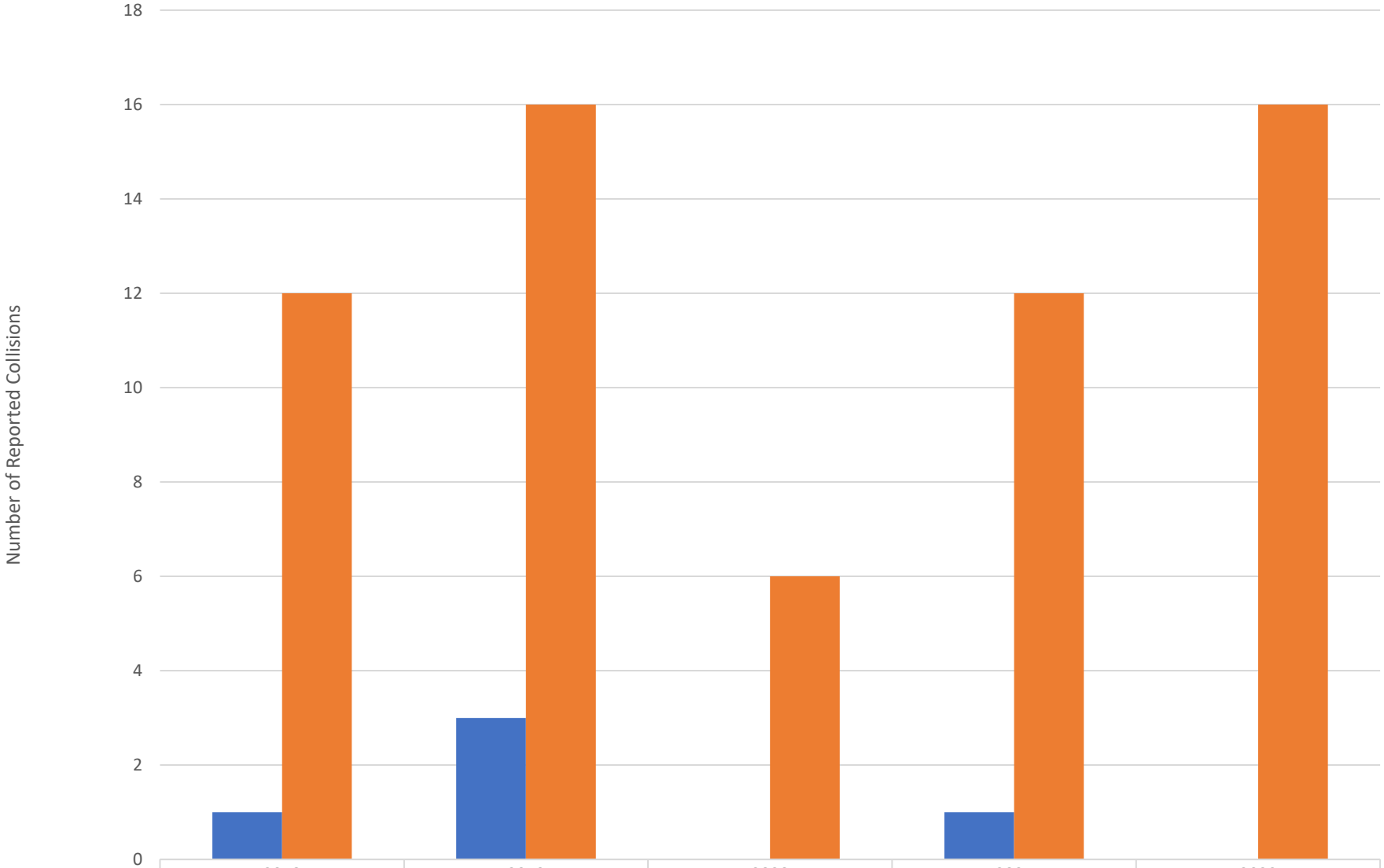
	Frequency
2018	13
2019	19
2020	6
2021	13
2022	16

Exhibit 2.2B: Summary of Collisions by Year by Collision Impact Type



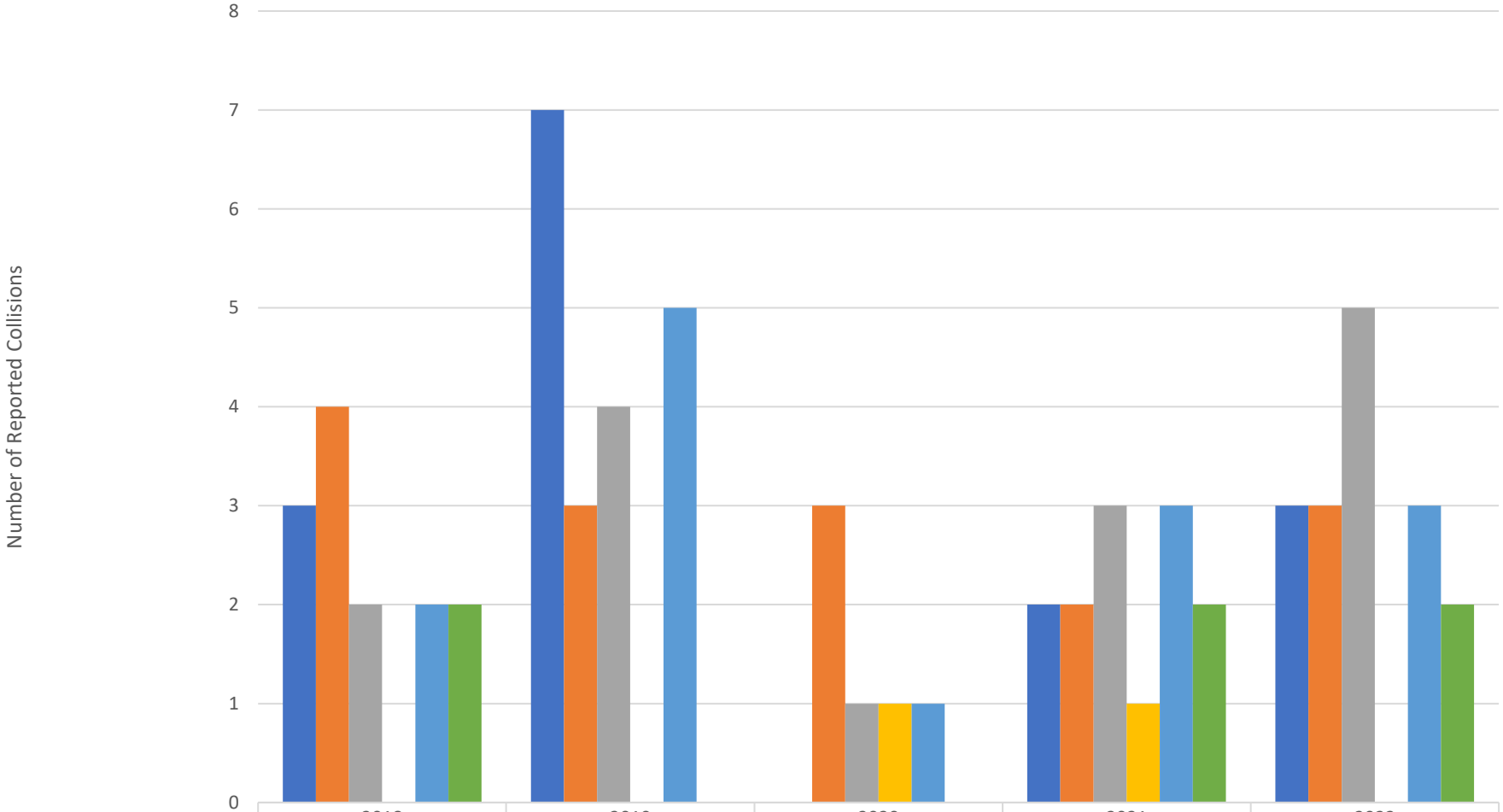
	Angle	Rear-end	Side-swipe	Turning Movement	SMV Unattended	SMV Other	private property
2018	1	4	0	4	3	1	0
2019	2	6	1	4	3	1	2
2020	1	4	0	0	0	0	1
2021	0	5	0	4	1	0	3
2022	2	7	2	2	0	1	2

Exhibit 2.2C: Summary of Collisions by Year by Injury Type



	2018	2019	2020	2021	2022
Non-Fatal Injury	1	3	0	1	0
PD Only	12	16	6	12	16

Exhibit 2.2D: Summary of Collisions by Year and Location



	2018	2019	2020	2021	2022
Within Intersection	3	7	0	2	3
Thru Lane	4	3	3	2	3
Left Turn Lane	2	4	1	3	5
Right Turn Lane	0	0	1	1	0
Not On Roadway-Left Side	2	5	1	3	3
Private Property	2	0	0	2	2

- No turning lanes on Ward Street at any of the intersections.
- No turning lanes on Ward Street at any of the driveways serving the retail/commercial establishments.
- Unconventional intersection geometry at Ward Street/Charles Street/Maitland Street intersection.
- Poor sight lines at Hunter/Ward Street intersection and at the Charles St/Ward Street intersection.

3.5 Ward Street Parking Inventory

A parking inventory survey was carried out to determine the number of available on-street parking spaces on Ward Street between Gore Street and Maitland Street. Since the parking spaces/stalls were not marked, the number of available spaces was determined by the field observation of parking demand and estimated parallel parking spaces. This was done using the high-resolution air photo supplied by the County. It was determined that approximately 20 to 25 vehicles could be parked along the west side of Ward Street. This on-street parking was not observed to be used extensively during the traffic count program either during the summer or none summer months. A shortfall in on-street parking was not identified as an issue during the community meetings. Given the volume of traffic in the Ward Street corridor the use of on street parking can create potential traffic operational and safety issues.

3.0 FUTURE TRAFFIC CONDITIONS

3.1 Forecast Future Peak Hour Traffic Volumes

Historically overall growth on the County Road network has been in the order of about 1.5% per year. While growth in the County Road 18 corridor (Ward Street) has been higher, the 2020 and 2023 counts indicate a significant reduction in daily total traffic volumes through the Ward Street corridor. For the purposes of the study analyses, Ward Street traffic is assumed to grow at rate of 2% per year over to a short term eight-year planning horizon from 2023 to 2031 and to medium 18-year planning horizon to 2041. The resulting forecast 2031 and 2041 peak hour traffic volumes in the Ward Street corridor assigned to existing corridor geometry are illustrated in *Exhibit 3.1 and Exhibit 3.*2, respectively.

3.2 Future Ward Street Traffic Operations

Detailed PM and Saturday mid-day peak hour intersection capacity analyses were carried out for the forecast Ward Street 2031 and 2041 volumes. The analyses were based on the existing road geometry and intersection controls to establish a base "Do-Nothing" condition. The analyses were carried out using *Synchro Version 11.0*. The capacity analyses were then substantiated using the real time simulation option *SimTraffic* available in *Synchro 11*. This provided a visual confirmation of the individual intersection's operations.

The results of these analyses are summarized in *Table 3.1: Intersection Capacity Analyses Summary: 2031 and 2041 Future "Do Nothing" Scenario*. Detailed reports from the capacity analyses are contained in the *Technical Appendix "B": Intersection Capacity Analyses*.

Exhibit 3.1: 2031 Traffic Volumes

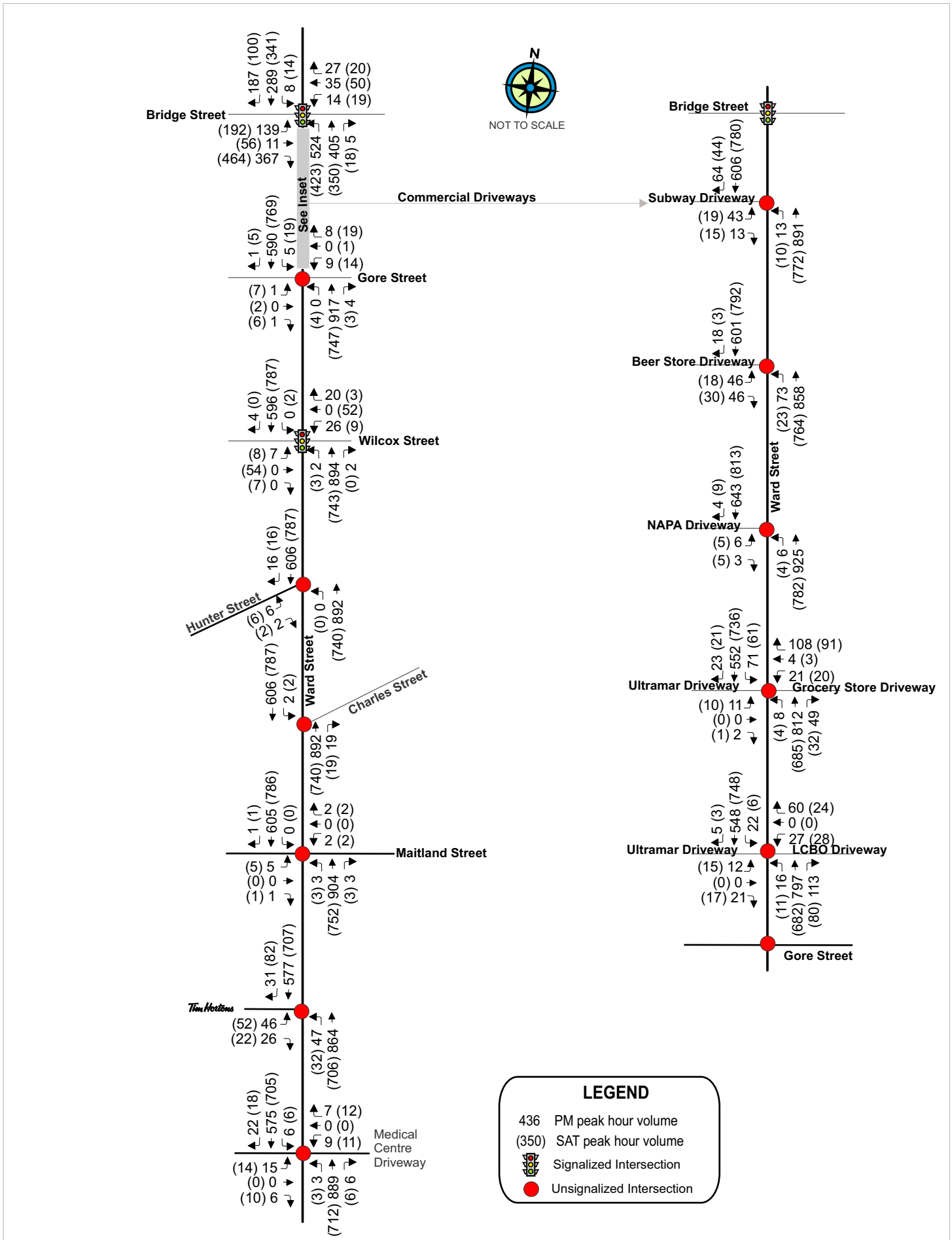


Exhibit 3.2: 2041 Traffic Volumes

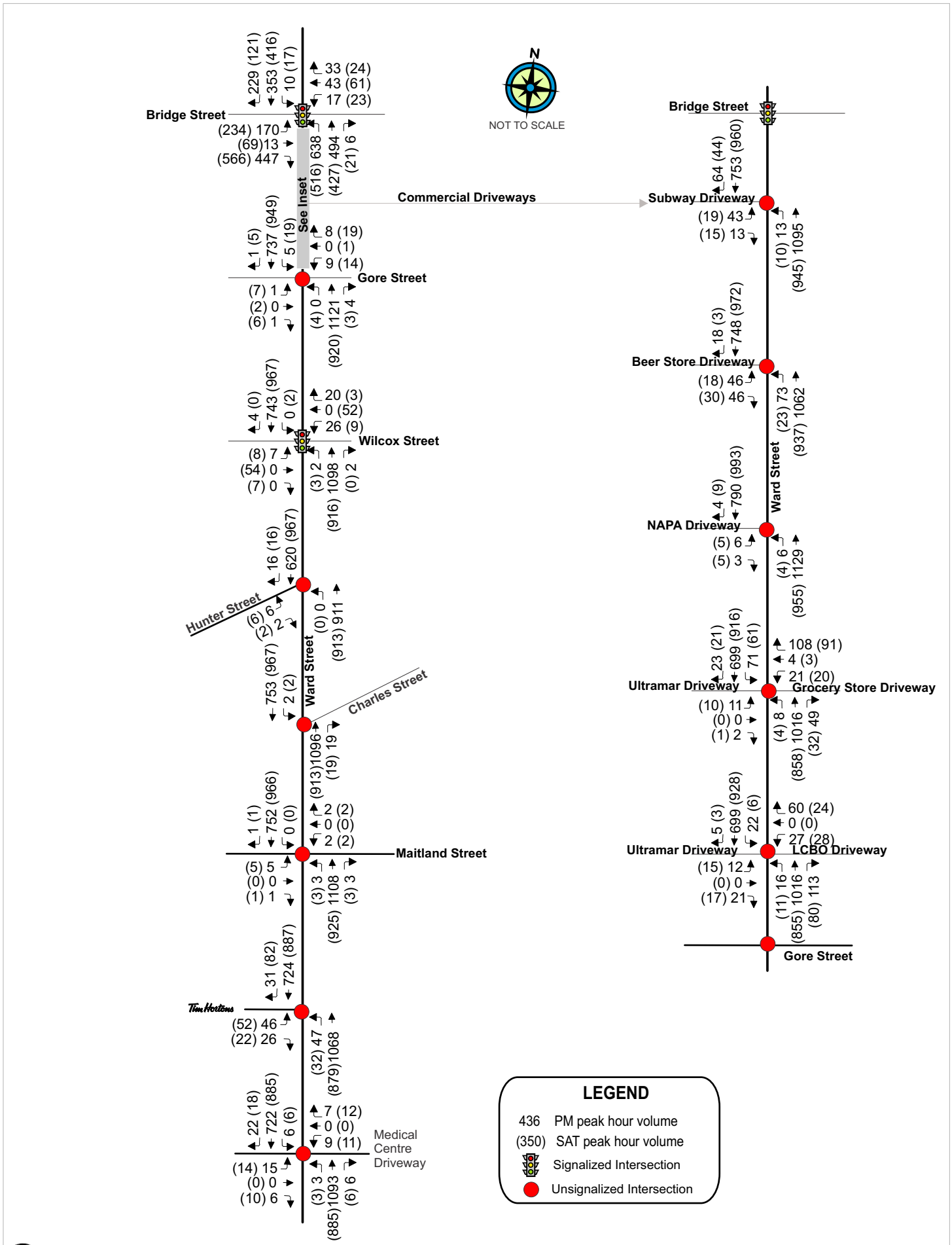


Table 3.1: Intersection Capacity Analyses Summary – 2031 and 2041 "Do Nothing" Scenario

		2031 Planning Horizon 2% Per Annum Growth from 2023								2041 Planning Horizon 2% Per Annum Growth from 2023							
		PM Peak Hour				SAT Mid-Day Peak Hour				PM Peak Hour				SAT Mid-Day Peak Hour			
		LoS	Delay	V/C	95th Q	LoS	Delay	V/C	95th Q	LoS	Delay	V/C	95th Q	LoS	Delay	V/C	95th Q
Bridge Road & Ward St (Signalized)	EB LT	E	76.4	0.80	#64.0	F	137.7	1.12	#125.0	F	93.5	0.93	#88.9	F	264.0	1.46	#161.5
	EB R	B	10.6	0.68	27.6	B	10.1	0.71	31.6	B	10.3	0.71	31.5	B	11.0	0.77	36.3
	WB LTR	D	35.6	0.30	27.0	D	45.3	0.43	35.1	D	37.8	0.34	33.1	E	77.1	0.79	#56.2
	NB L	A	9.8	0.67	64.3	A	9.6	0.61	48.1	C	21.9	0.84	124.1	B	18.1	0.75	91.9
	NB TR	A	6.2	0.32	48.5	A	6.7	0.30	42.3	A	7.6	0.40	62.8	A	7.3	0.36	54.0
	SB LT	C	20.5	0.33	82.8	C	21.0	0.41	94.7	D	37.5	0.58	121.3	D	38.4	0.67	#166.4
	SB R	A	3.7	0.22	14.6	A	4.0	0.12	10.5	A	5.3	0.33	18.6	A	6.3	0.19	14.8
	Avg	**B**	**16.2**			**C**	**28.0**			**C**	**23.6**			**D**	**49.9**		
Subway Driveway & Ward St	EB	F	60.0	0.50	2.3	E	39.4	0.26	1.0	F	162.5	0.85	4.1	F	76.6	0.44	1.8
	NB L	A	9.2	0.02	0.0	A	9.8	0.01	0.0	A	9.8	0.02	0.1	B	10.7	0.02	0.1
	NB T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	SB TR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Beer Store Driveway & Ward St	EB	C	23.8	0.35	1.5	C	20.0	0.18	0.6	D	33.2	0.44	2.1	D	25.9	0.23	0.9
	NB L	A	9.3	0.09	0.3	A	9.8	0.03	0.1	A	10.0	0.10	0.3	B	10.7	0.04	0.1
	NB T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	SB TR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NAPA Driveway & Ward St	EB	C	18.8	0.04	0.1	C	18.7	0.04	0.1	C	23.0	0.05	0.1	C	23.0	0.05	0.2
	NB L	A	9.1	0.01	0.0	A	9.8	0.01	0.0	A	9.7	0.01	0.0	B	10.7	0.01	0.0
	NB T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	SB TR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ultramar Driveway & Ward St & Grocery Driveway	EB	F	121.6	0.32	1.1	F	100.7	0.24	0.8	F	395.1	0.74	2.0	F	273.2	0.52	1.5
	WB	F	65.3	0.75	5.0	E	47.6	0.61	3.5	F	225.4	1.23	9.2	F	151.1	1.01	6.9
	NB L	A	8.8	0.01	0.0	A	9.5	0.01	0.0	A	9.4	0.01	0.0	B	10.3	0.01	0.0
	NB TR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	SB L	B	10.5	0.11	0.4	A	9.7	0.08	0.3	B	11.8	0.13	0.4	B	10.6	0.09	0.3
	SB TR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ultramar Driveway & Ward St & LCBO Driveway	EB	E	40.0	0.26	1.0	E	44.1	0.28	1.0	F	99.0	0.51	2.1	F	97.0	0.49	2.0
	WB	F	55.1	0.59	3.1	F	60.8	0.48	2.2	F	185.1	1.03	6.1	F	181.1	0.87	4.1
	NB L	A	8.8	0.02	0.1	A	9.5	0.02	0.0	A	9.3	0.02	0.1	B	10.3	0.02	0.1
	NB TR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	SB L	B	10.3	0.03	0.1	A	9.5	0.01	0.0	B	11.6	0.04	0.1	B	10.3	0.01	0.0
	SB TR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ward St & Gore St	EB	D	33.2	0.02	0.1	E	46.9	0.16	0.5	F	56.6	0.03	0.1	F	93.8	0.29	1.0
	WB	E	40.7	0.16	0.5	E	44.6	0.29	1.1	F	76.6	0.27	1.0	F	103.5	0.53	2.2
	NB L	A	0.0	-	0.0	A	9.6	0.01	0.0	A	0.0	-	0.0	B	10.4	0.01	0.0
	SB L	B	10.2	0.01	0.0	A	9.5	0.03	0.1	B	11.4	0.01	0.0	B	10.4	0.03	0.1
	SB TR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ward St & Wilcox St (Signalized)	EB	C	30.0	0.03	4.8	C	23.4	0.27	18.3	C	33.0	0.05	4.8	C	29.9	0.33	19.3
	WB	B	16.2	0.22	10.3	C	24.0	0.26	17.7	B	19.1	0.30	10.4	C	30.7	0.31	18.7
	NB	A	6.5	0.62	103.7	A	8.6	0.61	83.3	A	9.7	0.74	#227.4	A	9.9	0.70	127.9
	SB	A	4.1	0.41	48.5	A	9.3	0.64	92.3	A	4.5	0.50	70.3	B	11.2	0.73	#148.9
	Avg	**A**	**6.0**			**B**	**10.2**			**A**	**8.0**			**B**	**11.9**		
Ward St & Hunter St	EB	D	33.1	0.06	0.2	D	34.9	0.07	0.2	D	34.7	0.07	0.1	F	58.4	0.11	0.4
	NB L	A	0.0	-	0.0	A	0.0	-	0.0	A	0.0	-	0.0	A	0.0	-	0.0
	SB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ward St & Charles St	WB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	SB L	B	10.2	0.00	0.0	A	9.5	0.00	0.0	B	11.3	0.00	0.0	B	10.3	0.00	0.0
Ward St & Maitland St	EB	E	47.6	0.07	0.2	F	50.8	0.08	0.2	F	91.5	0.14	0.4	F	95.8	0.14	0.5
	WB	E	35.1	0.04	0.1	E	35.1	0.04	0.1	F	59.0	0.06	0.2	F	59.8	0.06	0.2
	NB L	A	8.9	0.00	0.0	A	9.6	0.00	0.0	A	9.5	0.00	0.0	B	10.5	0.01	0.0
	SB L	A	0.0	-	0.0	A	0.0	-	0.0	A	0.0	-	0.0	A	0.0	-	0.0
Ward St & Tims Ent	EB L	F	76.3	0.52	2.3	F	74.8	0.54	2.5	F	207.7	0.89	4.0	F	212.0	0.94	4.4
	EB R	B	13.1	0.06	0.2	C	15.2	0.06	0.2	C	15.1	0.07	0.2	C	18.4	0.08	0.3
	NB L	A	9.1	0.06	0.2	A	9.8	0.04	0.1	A	9.8	0.06	0.2	B	10.7	0.05	0.2
	NB T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	SB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ward St & Champlain Rd/Med Ctr Ent	EB	F	50.2	0.22	0.8	E	41.2	0.21	0.7	F	107.9	0.41	1.5	F	87.7	0.38	1.5
	WB	E	41.1	0.15	0.5	E	35.4	0.18	0.6	F	79.5	0.27	0.9	F	69.3	0.31	1.2
	NB L	A	8.9	0.00	0.0	A	9.3	0.00	0.0	A	9.4	0.00	0.0	B	10.1	0.01	0.0
	SB TR	A	-	-	-	A	-	-	-	A	-	-	-	A	-	-	-
	SB L	B	10.1	0.01	0.0	A	9.3	0.01	0.0	B	11.2	0.01	0.0	B	10.1	0.01	0.0

Notes: Delay in seconds; 95th percentile queue length in metres as provided in Synchro worksheets (see Appendix B)

The following is a summary of the *2031 and 2041 Future "Do Nothing" Scenario* corridor capacity analyses:

- The "through traffic" on Ward Street is forecast to operate at an acceptable LoS during the peak periods of travel demand. Ward Street is projected to maintain some "through" residual capacity in 2041 as a two-lane road between Gore Street and Champlain Road. However, it is anticipated that there will be some capacity shortfalls during peak periods of travel demand beyond 2041 planning horizon at the forecast traffic growth.

- All side streets movements accessing the Ward Street corridor are forecast to operate at level of service "E" or worse. Many of the traffic movements from the side streets are forecast to operate at LOS "F" during both peak hour periods.

  During periods of peak "through" traffic, few gaps will exist in the Ward Street traffic stream. This will reduce opportunities for local traffic and pedestrians to access/cross this corridor to a minimum.

- Added capacity and/or intersection control improvements to the existing Ward Street corridor between Gore Street and Champlain Road will be required beyond 2041 planning horizon to accommodate anticipated traffic demands.

4.0 CORRIDOR IMPROVEMENT OPTIONS

4.1 Development of Corridor Improvement Options

A set of criteria, based on a general assessment framework taken from the most recent County Transportation Study, were established to allow a comparative assessment of the improvement options. The framework was modified to suit the specific requirements of the Ward Street study.

The criteria were as follows:

- Increase Ward Street through capacity
- Improve safety and reduce potential collisions by providing safer crossing and turning facilities along the corridor for both vehicular and pedestrian
- Improve access for public transportation to the corridor
- Improve overall access for non-vehicular modes to pedestrians or cycling movement in the corridor

The assessment resulted in the five alternative planning solutions which were carried forward for consideration for the Ward Street Environmental Assessment.

Alternative 1: Do Nothing: Maintain the current Ward Street corridor in its current configuration and condition. Does not implement any improvements or address any need for future traffic, active transportation or Community improvements.

Alternative 2: Corridor Expansion – Additional Through Lanes: Expand the Ward Street corridor through the construction of additional lanes of traffic. Improve traffic flow through the Ward Street corridor to meet current and future traffic demands of the community.

Alternative 3: Transportation Demand Management: Includes the review of alternative methods of travel outside of personal vehicle use. Alternative

methods could include providing enhanced pedestrian and or cycling facilities or improving the public transit opportunities from the community.

Alternative 4: Transportation System Management: Includes the review of operational strategies and technology to increase the safety and efficiency of the Ward Street corridor. Strategies could include the review of intersection controls, property entrance configurations and additional signage.

Alternative 5: Alternative Alignment: Review the opportunity to provide an alternative roadway alignment to direct traffic away form the Ward Street corridor and reduce the traffic volumes to the corridor. However, the study was informed that the Alternative Alignment option is an unviable alternative due to the County of Peterborough Council Resolution No. 81-2022, which resolved to remove the Bridgenorth by-pass from the Transportation Master Plan.

4.2 Assessing the Improvement Options

A detailed review of the initial 2031 and 2041 "Do Nothing" analyses tested as described in *Section 3.2,* provided a base level of measure to evaluate the full impact of any specific improvement option. In summary, Alternative 1: Do Nothing and Alternative 2: Corridor Expansion – Additional Through Lanes performed poorly against the evaluation criteria compared to the other alternatives. Alternative 3: Transportation Demand Management which involved enhancing pedestrian and cycling infrastructure or improving public transit options for the community; and Alternative 4: Transportation Systems Management, with operational strategies and technology to improve safety and efficiency along the Ward Street corridor, were determined to best meet the study goals and objectives. The following *Table 4.1: Traffic and Transportation Evaluation of Alternatives* provides a summary of the evaluations.

Table 4.1: Traffic and Transportation Evaluation of Alternatives

CRITERIA	DESCRIPTION	ALTERNATIVE 1: Do Nothing	ALTERNATIVE 2: Corridor Expansion	ALTERNATIVE 3: Transportation Demand Management	ALTERNATIVE 4: Transportation Systems Management
Corridor Capacity	Effectiveness at reducing congestion and improving traffic flow in the corridor	Over the medium to long term horizon, traffic flow and associated congestion will increase	Ward Street currently operates at around 80% capacity. Additional 2-lanes (one in each direction) will add corridor capacity but the additional capacity is not needed in the short and medium term horizon	Successful public transportation program can convert upwards of 2-5% of vehicular traffic. Successful active transportation facilities would convert up to 1% of vehicular traffic.	Signal timing coordination, intersection improvements and additional signage would increase capacity. Centre turn lane can increase corridor capacity 10-15%. Improving/consolidating entrance locations within the corridor would increase capacity
Corridor Safety	Factors that contribute to user safety including motorists, cyclists and pedestrians	Over the medium to long term horizon, traffic flow will increase and corridor safety will erode due to corridor unequipped to handle increased use	Increased pedestrian/cyclist exposure without crossing enhancements. Additional lanes will likely increase travelling speed through the corridor.	Adding enhancements to the corridor through an additional travel path for pedestrians or cyclists	Provide designated crossings at intersections improve corridor signage for both motorized and non-motorized users.
Public Transportation	Factors that provide improvements to public transportation movement in the corridor	Does not provide additional public transportation infrastructure to enhance ridership	Potential for shared Bus Lane and/or ride sharing	Bus shelters to improve ridership. Strategically placed bus stops (with shelters equipped with real time bus schedule)	Bus shelters to improve ridership. Strategically placed bus stops (with shelters equipped with real time bus schedule)
Active Transportation	Factors that provide improvements to pedestrian or cycling movement in the corridor	Does not provide active transportation infrastructure	Does not provide active transportation infrastructure. Increased pedestrian/cyclist exposure without crossing enhancements.	Adding enhancements to the corridor through an additional travel path for pedestrians and/or cyclists	Provide designated crossings at intersections. Provide additional signage for non-motorized users.

5.0 CORRIDOR MODIFICATION OPTIONS

5.1 Development of Corridor Modification Options

Following the selection of the two carried forward alternatives, the following Ward Street corridor modification options were developed:

- Existing Conditions – Road Rehabilitation with Localized Improvements: The baseline results with a road rehabilitation to address pavement structural issues throughout the corridor.
- Option 1a Roundabout – Ward Street and Causeway (Bridge Street) Intersection: Review the impact of adding a roundabout to the traffic model. Review property impacts of adding a roundabout.
- Option 1b Intersection/Signal Modification - Ward St. and Causeway Intersection: Review options to modify this intersection to improve Level of Service and pedestrian safety. Priority should be placed on maintaining through traffic capacity over Level of Service for turning movements.
- Option 2a Centre Turn Lane - Gore to Tim Hortons: Review the impact to the traffic model and turning movements at Maitland and Hunter of adding a centre turn lane from Tim Hortons to Charles/Gore Street. Priority should be placed on maintaining through traffic capacity over Level of Service for turning movements.
- Option 2b Signal - Tim Hortons and Medical Centre: Review the impact to the traffic model of realigning the Tim Hortons and Medical Centre entrance and adding a signal. Review the corridor and site impacts of the reconfiguration. Priority should be placed on maintaining through traffic capacity over LOS for turning movements.
- Option 3 Closing Champlain Road - Ward St. and Champlain Rd.: Close the Champlain Road connection and review the impact to the traffic model. If the impact is positive review the corridor impacts of the reconfiguration.
- Option 4 Left Turn Lane & Pedestrian Crossing - Ward St. and Charles/Gore St.: To increase intersection safety for both bus turning movements and pedestrians, review adding a left turn lane onto Charles Street and adding a controlled pedestrian crosswalk.

- Option 5 Ward St. and Ultramar Entrance: Review the impact to the traffic model of modifying the south Ultramar entrance to a right in/right out configuration. If the impact is positive review the truck turning movement for the site with the new configuration.
- Option 6 Ward St. and LCBO Entrance: Review the impact to the traffic model of modifying the LCBO entrance to a right in/right out configuration. If the impact is positive review the site impact to the reconfiguration.
- Option 7 Ward St. and Subway Entrance: Review the impact to the traffic model of modifying the Subway entrance to a right in/right out configuration. If the impact is positive review the truck turning movement for the site with the new configuration.
- Option 8 Shift Signalization from Wilcox to Gore: Review the impact to the traffic model of shifting the existing traffic signals at the Ward and Wilcox intersection to the intersection of Ward and Gore streets.

5.1 Assessing the Corridor Modification Options

Traffic modeling developed for 2041 planning horizon for the study peak hours. All options were completed using *Synchro Version 11.0 (*Option 1A was also completed using SIDRA software), to determine the impact of the modification options on the traffic throughput and levels of service. The capacity analyses were then substantiated using the real time simulation option *SimTraffic* available in *Synchro 11,* (see Appendix C for detailed Synchro worksheets). This provided a visual confirmation of the individual intersection's operations. The following *Table 5.1: Summary of Corridor Modification Options Assessment* provides a summary of the evaluations.

5.2 Traffic Modelling of Corridor Modification Design Alternatives

Traffic modeling developed to assess the Corridor Modification Options provided in *Table 5.1* was used to develop road design alternatives and a summary of modeling results are provided in *Table 5.2: Summary of Traffic Modification Design Alternatives Assessment*.

Table 5.1: Summary of Corridor Modification Options Assessment

Options	Description	Results
Existing Conditions - Do nothing	Baseline results with no corridor improvements	
Option 1a **Roundabout - Ward St. and Causeway Intersection**	Review the impact of adding a roundabout to the traffic model. Review property impacts of adding a roundabout.	Intersection to operate at LOS A - worst movements (all left turns operate at LOS B); Requires significant changes to the existing geometry of the intersection and requires more room to accommodate the roundabout with two entry lanes at all approaches (currently tested as a single lane on the commercial driveway approach); The driveways in the commercial corridor north of Gore Street face additional delay - not reflected in Synchro but clearly impacted when tested using SimTraffic
Option 1b **Intersection/Signal Modification - Ward St. and Causeway Intersection**	Review options to modify this intersection to improve LOS and pedestrian safety. Priority should be placed on maintaing through traffic capacity over LOS for turning movements.	Improved Intersection SAT LOS from D to C. Critical EB LT movement from LOS F to D (PM) and E (Sat) along with significant improvements in v/c and queue; Consequently, NB L is projected to impacted - LOS from C to D (PM) and B to E (Sat) along with associated increase in v/c ratio and queue length.
Option 2a **Centre Turn Lane - Gore to Tim Hortons**	Review the impact to the traffic model and turning movements at Maitland and Hunter of adding a centre turn lane from Tim Hortons to Charles/Gore Street. Priority should be placed on maintaing through traffic capacity over LOS for turning movements.	Results vary depending on HCM capacity standards used - HCM 2000 shows significant impact for the side streets, HCM2010 and beyond to HCS 6 shows no impact on side street movements
Option 2b **Signal - Tim Hortons and Medical Centre**	Review the impact to the traffic model of realigning the Tim Hortons and Medical Centre entrance and adding a signal. Review the corrdior and site impacts of the reconfiguration. Priority should be placed on maintaing through traffic capacity over LOS for turning movements.	Improves Tim's driveway LOS. Deterioration of LOS for through traffic. The traffic lights force moving traffic to stop which causes additional delay. Not showing up on the model is the gap created by the traffic signals will help side streets between Tim's and Wilcox to access Ward Street. However, upstream/downstream intersections will be impacted by extensive queue (more than 120 m during PM peak) from vehicles stopped on Ward Street. Complete intersection design required.
Option 3 **Closing Champlain Road - Ward St. and Champlain Rd.**	Close the Champlain Road connection and review the impact to the traffic model. If the impact is positive review the corridor impacts of the reconfiguration.	No measurable benefit to closing Champlain Road and re-assigning traffic elsewhere.
Option 4 **Left Turn Lane & Pedestrian Crossing - Ward St. and Charles/Gore St.**	To increase intersection safety for both bus turning movements and pedestrians, review adding a left turn lane onto Charles Street and adding a controlled pedestrian crosswalk.	Currently operates as if there is a northbound left turn lane - wide enough and off-set allows the NB vehicles to slip around left turning vehicle. Modelled as such and no improvement on LOS. Ped crossing will reduce capacity for the through traffic.
Option 5 **Ward St. and Ultramar Entrance**	Review the impact to the traffic model of modifiying the south ultramar entrace to a right in/right out configuration. If the impact is positive review the truck turning movement for the site with the new configuration.	Improve only the right-in right-out driveway. Left-out/left-in traffic will be re-assigned to another driveway, which will make left-turns (in and out) worse LOS for the (new) accommodating intersection/driveway.
Option 6 **Ward St. and LCBO Entrance**	Review the impact to the traffic model of modifiying the LCBO entrace to a right in/right out configuration. If the impact is positive review the site impact to the reconfiguration.	Improve only the right-in right-out driveway. Left-out/left-in traffic will be re-assigned to another driveway, which will make left-turns (in and out) worse LOS for the (new) accommodating intersection/driveway.
Option 7 **Ward St. and Subway Entrance**	Review the impact to the traffic model of modifiying the Subway entrace to a right in/right out configuration. If the impact is positive review the truck turning movement for the site with the new configuration.	Improve only the right-in right-out driveway. Left-out/left-in traffic will be re-assigned to another driveway, which will make left-turns (in and out) worse LOS for the (new) accommodating intersection/driveway.
Option 8 **Shift Signalization from Wilcox to Gore**	Review the impact to the traffic model of shifting the existing traffic signals at the Ward and Wilcox intersection to the intersection of Ward and Gore streets.	No meaningful improvement for Ward St/Gore ST intersection. Significantly reduces LOS for the Wilcox intersection.

Table 5.2: Summary of Traffic Modeling of Design Alternatives Assessment

Options	Description	Traffic Model Results			Results Summary
		Is 2041 through capacity maintained?	Number of road turning movements with LOS of F in 2041	Number of commercial entrance turning movements with LOS of F in 2041	
Alternative 1 - Road Rehabilitation with Localized Improvements	Baseline results with no corridor improvements	Yes	8	6	
Alternative 2 - Option 1A Roundabout at Ward/Causeway Intersection	Results with addition of a roundabout at Ward/Bridge	Yes	>8	>6	Improves LOS for all movements at Ward/Bridge intersection; additional throughput causes delays and reduces LOS at all commercial entrances between Bridge and Gore. Reduces gaps in traffic for side streets and commercial areas to access corridor.
Alternative 3 - Option 1A + 2A Roundabout at Ward/Causeway and Centre Turn Lane from Gore to Tim Hortons	Results with addition of a roundabout and centre turn lane extension from Gore to south limits	Yes	>8	>6	Improves LOS for all movements at Ward/Bridge intersection; additional throughput causes delays and reduces LOS at all commercial entrances between Bridge and Gore. Centre turn lane will help traffic from side streets and improve capacity of the through lane.Side street traffic through this area is very low and additional through capacity is not required.
Alternative 4 - Option 1A + 2B Roundabout at Ward/Causeway & Signals at Tim Hortons	Results with addition of a roundabout and signal at Tim's/Medical Centre	No	>8	>6	Improves LOS for all movements at Ward/Bridge intersection; additional throughput causes delays and reduces LOS at all commercial entrances between Bridge and Gore. Signals improve LOS at Tim's entrance but reduce LOS for through traffic on Ward and cause extensive (120m) queing on Ward, affecting adjacent intersections. Through capacity is not maintained to 2041 planning horizon.
Alternative 5 - Option 1B Optimize Signal Timing at Ward/Causeway Intersection	Results with signal/intersection timing optimization at Ward & Causeway	Yes	>8	>6	Improves EB LT turn LOS but NB LT LOS is reduced at Ward/Bridge intersection. Other movements currently have priority over EB LT movement. No impact beyond Gore Street from optimization.
Alternative 6 - Option 1B + 2A Optimize Signal Timing at Ward/Causeway Intersection and Extend CTL from Gore to Tim Hortons	Results with signal timing optimziation at Ward & Causeway and centre turn lane extension	Yes	8	6	Improves EB LT turn LOS but NB LT LOS is reduced at Ward/Bridge intersection. Other movements currently have priority over the EB LT movement. No impact beyond Gore Street from optimization.Centre turn lane will help traffic from side streets and improve capacity of the through lane. Side street traffic through this area is very low and additional through capacity is not required.
Alternative 7 - Option 1B + 2B Optimize Signal Timing at Ward/Causeway Intersection and Signalize Tim Hortons Intersection	Results with signal timing optimization at Ward & Causeway and signal at Tim's/Medical Centre	No	>8	>6	Improves EB LT turn LOS but NB LT LOS is reduced at Ward/Bridge intersection. Other movements currently have priority over the EB LT movement. No impact beyond Gore Street from optimization. Signals improve LOS for Tim's entrnace but reduce LOS for Ward Street and result in etensive queing (120m) on Ward, affecting adjacent intersections. Through capacity is not maintained out to 2041.
Alternative 8 - Option 8 Shift Traffic Signal from Ward and Wilcox intersection to Ward and Gore	Results with shifting signals from Ward and Wilcox to Ward and Gore	Yes	>8	>6	Significantly reduces LOS at the Wilcox intersection and causes additional delays throughout the corridor.

Based on traffic modeling assessment of each alternative, it was found that Alternative 1: The road rehabilitation with localized improvements and Alternative 6: Optimize Signal Timing at Ward/Bridge Street intersection and Extend Centre Turn Lane from Gore to Tim Hortons were determined to be the only designs that improved or maintained the corridors transportation level of service.

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the technical analyses completed for this study supported with field observations, traffic counts and input from the Bridgenorth community. The following are the study conclusions and recommendations:

1. A review of historical Ward Street historical traffic data found that the Ward Street corridor experienced a steady decline of average daily traffic from 2017 to present (2023) and the sharp peaking of AM and PM peak hour has been replaced with a peak period that expands over two to three hours.

2. The results of the existing (2023) capacity analyses and the assessments indicate that:

    - Ward Street, in general, has residual capacity at the study intersections. The through traffic on Ward Street are experiencing good level of service at all study intersections operating at with LOS "A". The side street movements wanting to join the Ward Street traffic stream at a STOP controlled intersections are experiencing acceptable delays.
    - Some commercial driveways' movements wanting to join the Ward Street traffic stream are experiencing significant delays, LOS between "C" and "F" during both peak hour periods.

3. Ward Street traffic was projected grow at rate of 2% per year over to a short term eight-year planning horizon from 2023 to 2031 and to medium 18-year planning horizon to 2041. The results of the future (2031 and 2041) *"Do Nothing Scenario"* capacity analyses and the assessments indicate that:

    - The "through traffic" on Ward Street is forecast to operate at an acceptable LoS during the peak periods of travel demand. Ward Street is projected to maintain some "through" residual capacity in 2041 as a

two-lane road between Gore Street and Champlain Road. However, it is anticipated that there will be some capacity shortfalls during peak periods of travel demand beyond 2041 planning horizon at the forecast traffic growth.

- All side streets movements accessing the Ward Street corridor are forecast to operate at level of service "E" or worse. Many of the traffic movements from the side streets are forecast to operate at LOS "F" during both peak hour periods.

  During periods of peak "through" traffic, few gaps will exist in the Ward Street traffic stream. This will reduce opportunities for local traffic and pedestrians to access/cross this corridor to a minimum.

4. Based on a detailed review of the initial 2031 and 2041 "Do Nothing" analyses provided development of planning solution alternatives to evaluate the full impact of any specific improvement option. The evaluation of each alternative found that:

   - Alternative 1: Do Nothing and Alternative 2: Corridor Expansion – Additional Through Lanes performed poorly against the evaluation criteria compared to the other alternatives.
   - Alternative 3: Transportation Demand Management which involved enhancing pedestrian and cycling infrastructure or improving public transit options for the community; and Alternative 4: Transportation Systems Management, with operational strategies and technology to improve safety and efficiency along the Ward Street corridor, were determined to best meet the study goals and objectives.

5 Eleven Ward Street corridor modification options were developed and evaluated. It resulted in eight design alternatives. Traffic model was created to test each alternative. Based on traffic modeling assessment of each alternative, it was found that Alternative 1: The road rehabilitation with localized improvements and Alternative 6: Optimize Signal Timing at

Ward/Bridge Street intersection and Extend Centre Turn Lane from Gore to Tim Hortons were determined to be the only designs that improved or maintained the corridors transportation level of service.

6 This traffic assessment in support of Ward Street Environmental Assessment has addressed the operational issues facing the corridor in short (2031) and medium (2041) planning horizons. It will provide some additional capacity for growing corridor volumes with improved access for pedestrians and local traffic. In addition, it is a step in developing a community road network, including access to Ward Street corridor by non-vehicular modes, particularly the pedestrians and cyclists.

Technical Appendix

APPENDIX A: Traffic Data

OTI TMCs

Table 1: Minimum Pedestrian Interval Requirements

	Crosswalk Length (m)	Walk Speed (m / sec)	Minimum Walk (sec)	Minimum Don't Walk (sec)	Minimum Green (sec)
Ward Street North Crosswalk	12.6	1.04	7	12	19
Ward Street South Crosswalk	8.25	1.04	7	8	15
Wilcox Street West Crosswalk	10.6	1.04	7	10	17
Wilcox Street East Crosswalk	11.7	1.04	7	11	18
				Minimum East West Green	19
				Minimum North South Green	18

As indicated the minimum east-west side street interval would require 19 seconds which is the time required for the minimum "Walk" interval and the time required to cross the street ("Minimum Don't Walk"). The pedestrian push button could be actuated extending the green time only when pushed by a pedestrian. However, it is presumed that gaps for pedestrians of 12 seconds (i.e. minimum pedestrian crossing time) or more would be desired upstream and downstream at other intersections and driveways meaning which has been used to determine the minimum green of 12 seconds for traffic during each signal cycle.

Synchro 7 was used to evaluate the operations of the signal for fixed time operation during the AM and PM peak hour. Data was not available from the Tranplan report for the percentage of heavy vehicle traffic so 5% was assumed on Ward Street and 2% was assumed for Willcox Street. The functional specification for the signal area as follows:

1. Two phase operation
2. Capable of operating both semi-actuated and fixed time with loops installed on Willcox Street.
3. Actuated pedestrian capability.
4. Capable of overriding fixed time operation to extend east-west green phase during high volume side street conditions if possible.

The following timing plan is proposed:

Table 2: Timing Plan

Time Period	Operation	Ward Street Green	Ward Street Amber	Ward Street All Red	Willcox Street Green	Willcox Street Amber	Willcox Street All Red	Cycle Length
11 PM - 7 AM	Semi-Actuated	36	4	2	12	4	2	60
	Pedestrian Actuation	29	4	2	19	4	2	60
7AM-3 PM	Fixed Time	49 ~~39~~	4	2	19	4	2	~~70~~ 80
3-6 PM	Fixed Time	49	4	2	19	4	2	80
6 PM -11 PM	Fixed Time	~~49~~ 39	4	2	19	4	2	~~70~~ 80

7pm

7am - 7pm

County Road 14 at Cr 18 Signal Timing June 2017

	Left Turn	South Bound	West Bound	North Bound	East/West Bound	Pedestrian
Phase	ϕ 1	ϕ 2	ϕ 4	ϕ 5	ϕ 6	ϕ 8
Min Green	20	12	12	5	5	N/A
Max 1	20	20	20	25	25	N/A
Max 2	50	50	50	50	50	N/A
Walk	10	10	10	Overlap	5	5
Ped CLR	10	10	10		10	10

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Project #23-073 - Tranplan

Intersection Count Report

Intersection:	Ward St (CR 18) & James A. Gifford Causeway (CR 14)-Bridge Rd
Municipality:	Bridgenorth
Count Date:	Saturday, Apr 29, 2023
Site Code:	2307300004
Count Categories:	Cars, Trucks, Bicycles, Pedestrians
Count Period:	10:00-14:00
Weather:	Clear
Comments:	

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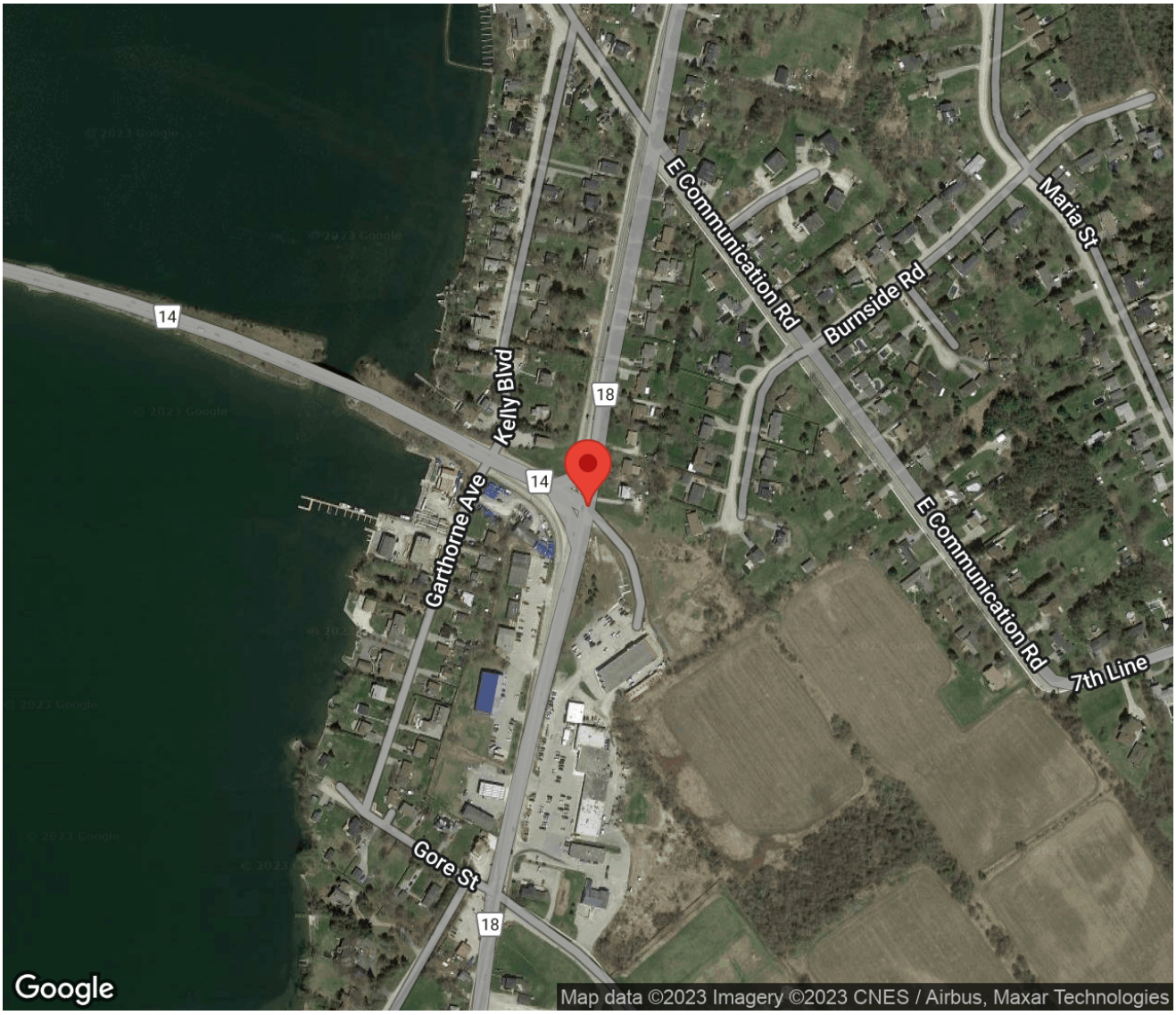
Traffic Count Map

Intersection:	Ward St (CR 18) & James A. Gifford Causeway (CR 14)-Bridge Rd
Site Code:	2307300004
Municipality:	Bridgenorth
Count Date:	Apr 29, 2023



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Traffic Count Summary

Intersection:	Ward St (CR 18) & James A. Gifford Causeway (CR 14)-Bridge Rd
Site Code:	2307300004
Municipality:	Bridgenorth
Count Date:	Apr 29, 2023

Ward St (CR 18) - Traffic Summary

	North Approach Totals						South Approach Totals						
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	Total
10:00 - 11:00	15	278	70	0	363	0	210	199	7	0	416	0	779
11:00 - 12:00	17	253	114	0	384	0	278	240	9	0	527	0	911
12:00 - 13:00	9	232	113	0	354	0	281	284	9	0	574	0	928
13:00 - 14:00	7	221	106	0	334	0	281	252	7	0	540	0	874
GRAND TOTAL	**48**	**984**	**403**	**0**	**1435**	**0**	**1050**	**975**	**32**	**0**	**2057**	**0**	**3492**

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Traffic Count Summary

Intersection:	Ward St (CR 18) & James A. Gifford Causeway (CR 14)-Bridge Rd
Site Code:	2307300004
Municipality:	Bridgenorth
Count Date:	Apr 29, 2023

Bridge Rd - Traffic Summary

	East Approach Totals						West Approach Totals						
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	Total
10:00 - 11:00	8	22	18	0	48	0	99	28	324	0	451	0	499
11:00 - 12:00	9	32	24	0	65	0	108	23	307	0	438	0	503
12:00 - 13:00	9	28	17	0	54	3	105	16	286	0	407	1	461
13:00 - 14:00	8	29	21	0	58	0	95	12	271	0	378	0	436
GRAND TOTAL	**34**	**111**	**80**	**0**	**225**	**3**	**407**	**79**	**1188**	**0**	**1674**	**1**	**1899**

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Traffic Count Data

Intersection: Ward St (CR 18) & James A. Gifford Causeway (CR 14)-Bridge Rd
Site Code: 2307300004
Municipality: Bridgenorth
Count Date: Apr 29, 2023

North Approach - Ward St (CR 18)

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
10:00	5	59	15	0	79	0	2	0	0	2	0	0	0	0	0	0
10:15	2	71	15	0	88	0	0	0	0	0	0	0	0	0	0	0
10:30	4	73	19	0	96	0	0	0	0	0	0	0	0	0	0	0
10:45	4	73	21	0	98	0	0	0	0	0	0	0	0	0	0	0
11:00	3	58	26	0	87	0	0	1	0	1	0	0	0	0	0	0
11:15	6	66	25	0	97	0	1	0	0	1	0	0	0	0	0	0
11:30	6	62	33	0	101	0	1	0	0	1	0	0	0	0	0	0
11:45	2	64	29	0	95	0	1	0	0	1	0	0	0	0	0	0
12:00	3	56	33	0	92	0	0	0	0	0	0	0	0	0	0	0
12:15	2	76	29	0	107	0	0	1	0	1	0	0	0	0	0	0
12:30	1	49	24	0	74	0	1	0	0	1	0	0	0	0	0	0
12:45	3	50	26	0	79	0	0	0	0	0	0	0	0	0	0	0
13:00	2	58	26	0	86	0	0	1	0	1	0	0	0	0	0	0
13:15	2	65	34	0	101	0	0	0	0	0	0	0	0	0	0	0
13:30	1	67	18	0	86	0	1	1	0	2	0	0	0	0	0	0
13:45	2	30	25	0	57	0	0	1	0	1	0	0	0	0	0	0
SUBTOTAL	48	977	398	0	1423	0	7	5	0	12	0	0	0	0	0	0
GRAND TOTAL	**48**	**977**	**398**	**0**	**1423**	**0**	**7**	**5**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**

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Traffic Count Data

Intersection: Ward St (CR 18) & James A. Gifford Causeway (CR 14)-Bridge Rd
Site Code: 2307300004
Municipality: Bridgenorth
Count Date: Apr 29, 2023

South Approach - Ward St (CR 18)

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
10:00	51	39	1	0	91	0	0	0	0	0	0	0	0	0	0	0
10:15	40	59	2	0	101	0	0	0	0	0	0	0	0	0	0	0
10:30	53	51	1	0	105	0	0	0	0	0	0	0	0	0	0	0
10:45	66	50	3	0	119	0	0	0	0	0	0	0	0	0	0	0
11:00	53	69	1	0	123	1	0	0	0	1	0	0	0	0	0	0
11:15	74	62	4	0	140	0	1	0	0	1	0	0	0	0	0	0
11:30	71	57	3	0	131	0	1	0	0	1	0	0	0	0	0	0
11:45	77	49	1	0	127	2	1	0	0	3	0	0	0	0	0	0
12:00	81	73	4	0	158	0	0	0	0	0	0	0	0	0	0	0
12:15	66	69	2	0	137	0	0	0	0	0	0	0	0	0	0	0
12:30	77	74	2	0	153	0	0	0	0	0	0	0	0	0	0	0
12:45	55	68	1	0	124	2	0	0	0	2	0	0	0	0	0	0
13:00	72	72	3	0	147	1	0	0	0	1	0	0	0	0	0	0
13:15	69	54	2	0	125	1	1	0	0	2	0	0	0	0	0	0
13:30	71	60	0	0	131	2	0	0	0	2	0	0	0	0	0	0
13:45	64	65	2	0	131	1	0	0	0	1	0	0	0	0	0	0
SUBTOTAL	1040	971	32	0	2043	10	4	0	0	14	0	0	0	0	0	0
GRAND TOTAL	**1040**	**971**	**32**	**0**	**2043**	**10**	**4**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**

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Traffic Count Data

Intersection: Ward St (CR 18) & James A. Gifford Causeway (CR 14)-Bridge Rd
Site Code: 2307300004
Municipality: Bridgenorth
Count Date: Apr 29, 2023

East Approach - Bridge Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
10:00	2	4	2	0	8	0	0	0	0	0	0	0	0	0	0	0
10:15	0	6	4	0	10	1	0	0	0	1	0	0	0	0	0	0
10:30	2	5	3	0	10	0	0	0	0	0	0	0	0	0	0	0
10:45	3	6	9	0	18	0	1	0	0	1	0	0	0	0	0	0
11:00	0	10	8	0	18	0	0	0	0	0	0	0	0	0	0	0
11:15	1	6	5	0	12	0	0	0	0	0	0	0	0	0	0	0
11:30	2	9	5	0	16	0	0	0	0	0	0	0	0	0	0	0
11:45	6	7	6	0	19	0	0	0	0	0	0	0	0	0	0	0
12:00	0	11	5	0	16	0	0	0	0	0	0	0	0	0	0	0
12:15	3	7	3	0	13	0	0	0	0	0	0	0	0	0	0	2
12:30	3	5	6	0	14	0	0	0	0	0	0	0	0	0	0	1
12:45	3	4	3	0	10	0	1	0	0	1	0	0	0	0	0	0
13:00	2	11	6	0	19	0	0	0	0	0	0	0	0	0	0	0
13:15	2	7	6	0	15	0	0	0	0	0	0	0	0	0	0	0
13:30	1	7	3	0	11	0	0	0	0	0	0	0	0	0	0	0
13:45	3	4	6	0	13	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	33	109	80	0	222	1	2	0	0	3	0	0	0	0	0	3
GRAND TOTAL	33	109	80	0	222	1	2	0	0	3	0	0	0	0	0	3

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Traffic Count Data

Intersection: Ward St (CR 18) & James A. Gifford Causeway (CR 14)-Bridge Rd
Site Code: 2307300004
Municipality: Bridgenorth
Count Date: Apr 29, 2023

West Approach - James A. Gifford Causeway (CR 14)

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
10:00	21	5	79	0	105	0	0	0	0	0	0	0	0	0	0	0
10:15	19	4	90	0	113	1	0	0	0	1	0	0	0	0	0	0
10:30	28	10	84	0	122	1	0	0	0	1	1	0	0	0	1	0
10:45	28	9	71	0	108	0	0	0	0	0	0	0	0	0	0	0
11:00	23	4	78	0	105	2	0	1	0	3	0	0	0	0	0	0
11:15	31	4	83	0	118	0	0	0	0	0	0	0	0	0	0	0
11:30	22	7	75	0	104	0	0	0	0	0	0	0	0	0	0	0
11:45	30	8	70	0	108	0	0	0	0	0	0	0	0	0	0	0
12:00	31	3	61	0	95	1	0	0	0	1	0	0	0	0	0	0
12:15	23	5	75	0	103	2	0	1	0	3	0	0	0	0	0	0
12:30	20	4	69	0	93	1	0	2	0	3	0	0	0	0	0	1
12:45	27	4	78	0	109	0	0	0	0	0	0	0	0	0	0	0
13:00	20	1	62	0	83	0	0	2	0	2	0	0	0	0	0	0
13:15	24	2	63	0	89	0	0	0	0	0	0	0	0	0	0	0
13:30	27	7	64	0	98	1	0	2	0	3	0	0	0	0	0	0
13:45	23	2	78	0	103	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	397	79	1180	0	1656	9	0	8	0	17	1	0	0	0	1	1
GRAND TOTAL	397	79	1180	0	1656	9	0	8	0	17	1	0	0	0	1	1

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Peak Hour Diagram

Specified Period		One Hour Peak	
From:	10:00:00	From:	11:15:00
To:	14:00:00	To:	12:15:00

Intersection: Ward St (CR 18) & James A. Gifford Causeway (CR 14)-Bridge Rd
Site Code: 2307300004
Count Date: Apr 29, 2023

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Ward St (CR 18) runs N/S

North Approach

	Out	In	Total
Cars	385	376	761
Trucks	3	4	7
Bicycles	0	0	0
	388	**380**	**768**

Ward St (CR 18)

Bicycles	0	0	0	0
Trucks	0	3	0	0
Cars	120	248	17	0
Totals	**120**	**251**	**17**	**0**

Peds: 0

East Approach

	Out	In	Total
Cars	63	51	114
Trucks	0	0	0
Bicycles	0	0	0
	63	**51**	**114**

James A. Gifford Causeway (CR 14)

Bicycles	Trucks	Cars	Totals	
0	0	0	**0**	
0	1	114	**115**	
0	0	22	**22**	
0	0	289	**289**	

Peds: 0

Peds: 0

Peds: 0

Bridge Rd

	Totals	Cars	Trucks	Bicycles
	0	0	0	0
	21	21	0	0
	33	33	0	0
	9	9	0	0

West Approach

	Out	In	Total
Cars	425	456	881
Trucks	1	2	3
Bicycles	0	0	0
	426	**458**	**884**

Totals	**305**	**244**	**12**	**0**
Cars	303	241	12	0
Trucks	2	3	0	0
Bicycles	0	0	0	0

Ward St (CR 18)

South Approach

	Out	In	Total
Cars	556	546	1102
Trucks	5	3	8
Bicycles	0	0	0
	561	**549**	**1110**

Cars - Trucks - Bicycles

Comments

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Peak Hour Summary

Intersection: Ward St (CR 18) & James A. Gifford Causeway (CR 14)-Bridge Rd
Site Code: 2307300004
Count Date: Apr 29, 2023
Period: 10:00 - 14:00

Peak Hour Data (11:15 - 12:15)

Start Time	North Approach Ward St (CR 18)						South Approach Ward St (CR 18)						East Approach Bridge Rd						West Approach James A. Gifford Causeway (CR 14)						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
11:15	6	67	25	0	0	98	74	63	4	0	0	141	1	6	5	0	0	12	31	4	83	0	0	118	369
11:30	6	63	33	0	0	102	71	58	3	0	0	132	2	9	5	0	0	16	22	7	75	0	0	104	354
11:45	2	65	29	0	0	96	79	50	1	0	0	130	6	7	6	0	0	19	30	8	70	0	0	108	353
12:00	3	56	33	0	0	92	81	73	4	0	0	158	0	11	5	0	0	16	32	3	61	0	0	96	362
Grand Total	**17**	**251**	**120**	**0**	**0**	**388**	**305**	**244**	**12**	**0**	**0**	**561**	**9**	**33**	**21**	**0**	**0**	**63**	**115**	**22**	**289**	**0**	**0**	**426**	**1438**
Approach %	4.4	64.7	30.9	0		-	54.4	43.5	2.1	0		-	14.3	52.4	33.3	0		-	27	5.2	67.8	0		-	
Totals %	1.2	17.5	8.3	0		27	21.2	17	0.8	0		39	0.6	2.3	1.5	0		4.4	8	1.5	20.1	0		29.6	
PHF	**0.71**	**0.94**	**0.91**	**0**		**0.95**	**0.94**	**0.84**	**0.75**	**0**		**0.89**	**0.38**	**0.75**	**0.88**	**0**		**0.83**	**0.9**	**0.69**	**0.87**	**0**		**0.9**	**0.97**
Cars	17	248	120	0		385	303	241	12	0		556	9	33	21	0		63	114	22	289	0		425	1429
% Cars	100	98.8	100	0		99.2	99.3	98.8	100	0		99.1	100	100	100	0		100	99.1	100	100	0		99.8	99.4
Trucks	0	3	0	0		3	2	3	0	0		5	0	0	0	0		0	1	0	0	0		1	9
% Trucks	0	1.2	0	0		0.8	0.7	1.2	0	0		0.9	0	0	0	0		0	0.9	0	0	0		0.2	0.6
Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Project #23-073 - Tranplan

Intersection Count Report

Intersection:	Ward St (CR 18) & Willcox St
Municipality:	Bridgenorth
Count Date:	Saturday, Apr 29, 2023
Site Code:	2307300003
Count Categories:	Cars, Trucks, Bicycles, Pedestrians
Count Period:	10:00-14:00
Weather:	Clear
Comments:	

Ontario Traffic Inc.
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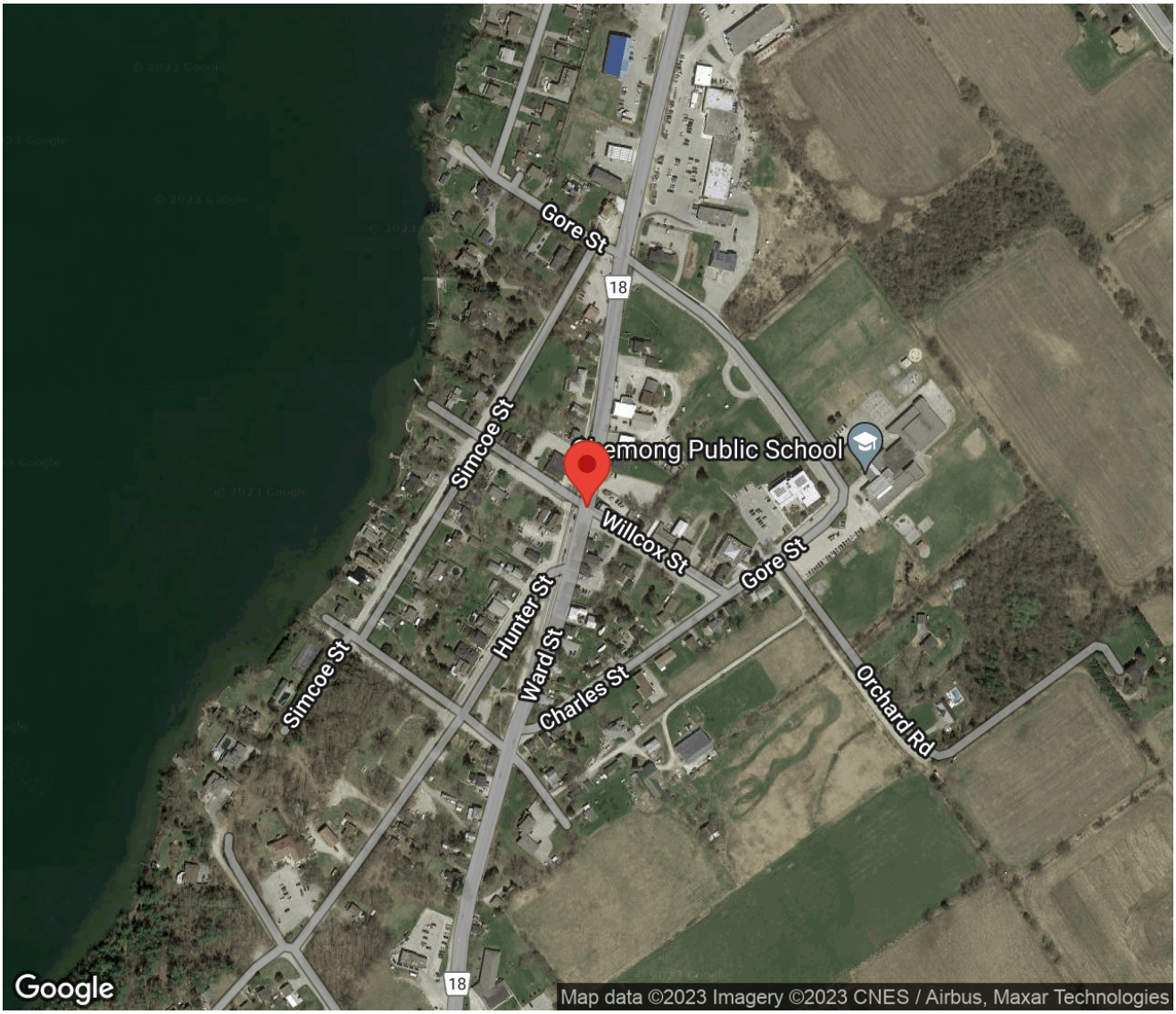
Traffic Count Map

Intersection:	Ward St (CR 18) & Willcox St
Site Code:	2307300003
Municipality:	Bridgenorth
Count Date:	Apr 29, 2023



Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Summary

Intersection:	Ward St (CR 18) & Willcox St
Site Code:	2307300003
Municipality:	Bridgenorth
Count Date:	Apr 29, 2023

Ward St (CR 18) - Traffic Summary

	North Approach Totals						South Approach Totals						
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	Total
10:00 - 11:00	1	535	1	0	537	0	2	383	1	0	386	0	923
11:00 - 12:00	0	519	1	0	520	0	3	506	2	0	511	1	1031
12:00 - 13:00	3	496	2	0	501	1	0	549	4	0	553	0	1054
13:00 - 14:00	2	454	1	0	457	0	1	510	1	0	512	0	969
GRAND TOTAL	**6**	**2004**	**5**	**0**	**2015**	**1**	**6**	**1948**	**8**	**0**	**1962**	**1**	**3977**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Summary

Intersection:	Ward St (CR 18) & Willcox St
Site Code:	2307300003
Municipality:	Bridgenorth
Count Date:	Apr 29, 2023

Willcox St - Traffic Summary

	East Approach Totals						West Approach Totals						
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	Total
10:00 - 11:00	7	0	2	0	9	0	2	1	0	0	3	3	12
11:00 - 12:00	13	0	1	0	14	0	4	0	3	0	7	2	21
12:00 - 13:00	12	0	5	0	17	0	7	0	2	0	9	3	26
13:00 - 14:00	3	0	3	0	6	0	4	0	4	0	8	0	14
GRAND TOTAL	**35**	**0**	**11**	**0**	**46**	**0**	**17**	**1**	**9**	**0**	**27**	**8**	**73**

Ontario Traffic Inc.
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Traffic Count Data

Intersection: Ward St (CR 18) & Willcox St
Site Code: 2307300003
Municipality: Bridgenorth
Count Date: Apr 29, 2023

North Approach - Ward St (CR 18)

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
10:00	0	121	0	0	121	0	2	0	0	2	0	0	0	0	0	0
10:15	0	130	0	0	130	0	1	0	0	1	0	0	0	0	0	0
10:30	1	146	1	0	148	0	0	0	0	0	0	0	0	0	0	0
10:45	0	135	0	0	135	0	0	0	0	0	0	0	0	0	0	0
11:00	0	128	0	0	128	0	0	0	0	0	0	0	0	0	0	0
11:15	0	138	0	0	138	0	1	0	0	1	0	0	0	0	0	0
11:30	0	135	1	0	136	0	1	0	0	1	0	0	0	0	0	0
11:45	0	115	0	0	115	0	1	0	0	1	0	0	0	0	0	0
12:00	1	118	0	0	119	0	0	0	0	0	0	0	0	0	0	0
12:15	1	145	1	0	147	0	0	0	0	0	0	0	0	0	0	0
12:30	1	107	1	0	109	0	3	0	0	3	0	0	0	0	0	1
12:45	0	123	0	0	123	0	0	0	0	0	0	0	0	0	0	0
13:00	1	112	0	0	113	0	2	0	0	2	0	0	0	0	0	0
13:15	1	118	0	0	119	0	0	0	0	0	0	0	0	0	0	0
13:30	0	127	1	0	128	0	4	0	0	4	0	0	0	0	0	0
13:45	0	91	0	0	91	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	6	1989	5	0	2000	0	15	0	0	15	0	0	0	0	0	1
GRAND TOTAL	**6**	**1989**	**5**	**0**	**2000**	**0**	**15**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**1**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Ward St (CR 18) & Willcox St
Site Code: 2307300003
Municipality: Bridgenorth
Count Date: Apr 29, 2023

South Approach - Ward St (CR 18)

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
10:00	0	82	1	0	83	0	0	0	0	0	0	0	0	0	0	0
10:15	1	82	0	0	83	0	0	0	0	0	0	0	0	0	0	0
10:30	1	104	0	0	105	0	1	0	0	1	0	0	0	0	0	0
10:45	0	114	0	0	114	0	0	0	0	0	0	0	0	0	0	0
11:00	0	110	0	0	110	0	1	0	0	1	0	0	0	0	0	1
11:15	2	135	0	0	137	0	1	0	0	1	0	0	0	0	0	0
11:30	0	132	1	0	133	0	2	0	0	2	0	0	0	0	0	0
11:45	1	125	1	0	127	0	0	0	0	0	0	0	0	0	0	0
12:00	0	141	2	0	143	0	4	0	0	4	0	0	0	0	0	0
12:15	0	135	1	0	136	0	0	0	0	0	0	0	0	0	0	0
12:30	0	134	0	0	134	0	0	0	0	0	0	0	0	0	0	0
12:45	0	132	1	0	133	0	3	0	0	3	0	0	0	0	0	0
13:00	0	138	0	0	138	0	2	0	0	2	0	0	0	0	0	0
13:15	0	125	1	0	126	0	0	0	0	0	0	0	0	0	0	0
13:30	0	117	0	0	117	0	0	0	0	0	0	0	0	0	0	0
13:45	1	126	0	0	127	0	2	0	0	2	0	0	0	0	0	0
SUBTOTAL	6	1932	8	0	1946	0	16	0	0	16	0	0	0	0	0	1
GRAND TOTAL	**6**	**1932**	**8**	**0**	**1946**	**0**	**16**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**1**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Ward St (CR 18) & Willcox St
Site Code: 2307300003
Municipality: Bridgenorth
Count Date: Apr 29, 2023

East Approach - Willcox St

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
10:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
10:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
10:30	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
10:45	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0
11:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
11:15	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
11:30	4	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0
11:45	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
12:00	4	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0
12:15	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0
12:30	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0
12:45	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0
13:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
SUBTOTAL	34	0	11	0	45	1	0	0	0	1	0	0	0	0	0	0
GRAND TOTAL	**34**	**0**	**11**	**0**	**45**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Ward St (CR 18) & Willcox St
Site Code: 2307300003
Municipality: Bridgenorth
Count Date: Apr 29, 2023

West Approach - Willcox St

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
10:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
11:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:15	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	1
11:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1
12:30	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1
12:45	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0
13:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
13:15	2	0	4	0	6	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	17	1	9	0	27	0	0	0	0	0	0	0	0	0	0	8
GRAND TOTAL	17	1	9	0	27	0	0	0	0	0	0	0	0	0	0	8

Ontario Traffic Inc.
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Peak Hour Diagram

Specified Period		One Hour Peak	
From:	10:00:00	From:	11:30:00
To:	14:00:00	To:	12:30:00

Intersection: Ward St (CR 18) & Willcox St
Site Code: 2307300003
Count Date: Apr 29, 2023

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Ward St (CR 18) runs N/S

North Approach

	Out	In	Total
Cars	517	541	1058
Trucks	2	6	8
Bicycles	0	0	0
	519	**547**	**1066**

Ward St (CR 18)

Bicycles	0	0	0	0
Trucks	0	2	0	0
Cars	2	513	2	0
Totals	**2**	**515**	**2**	**0**

Peds: 0

East Approach

	Out	In	Total
Cars	17	7	24
Trucks	0	0	0
Bicycles	0	0	0
	17	**7**	**24**

Willcox St

Bicycles	Trucks	Cars	Totals	
0	0	0	**0**	
0	0	4	**4**	
0	0	0	**0**	
0	0	1	**1**	

Peds: 3

Peds: 0

Willcox St

	Totals	Cars	Trucks	Bicycles
	0	0	0	0
	4	4	0	0
	0	0	0	0
	13	13	0	0

Peds: 0

West Approach

	Out	In	Total
Cars	5	3	8
Trucks	0	0	0
Bicycles	0	0	0
	5	**3**	**8**

Ward St (CR 18)

Totals	**1**	**539**	**5**	**0**
Cars	1	533	5	0
Trucks	0	6	0	0
Bicycles	0	0	0	0

South Approach

	Out	In	Total
Cars	539	527	1066
Trucks	6	2	8
Bicycles	0	0	0
	545	**529**	**1074**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Ward St (CR 18) & Willcox St
Site Code: 2307300003
Count Date: Apr 29, 2023
Period: 10:00 - 14:00

Peak Hour Data (11:30 - 12:30)

Start Time	North Approach Ward St (CR 18)						South Approach Ward St (CR 18)						East Approach Willcox St						West Approach Willcox St						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
11:30	0	136	1	0	0	137	0	134	1	0	0	135	4	0	1	0	0	5	1	0	0	0	1	1	278
11:45	0	116	0	0	0	116	1	125	1	0	0	127	3	0	0	0	0	3	0	0	1	0	0	1	247
12:00	1	118	0	0	0	119	0	145	2	0	0	147	4	0	1	0	0	5	0	0	0	0	1	0	271
12:15	1	145	1	0	0	147	0	135	1	0	0	136	2	0	2	0	0	4	3	0	0	0	1	3	290
Grand Total	**2**	**515**	**2**	**0**	**0**	**519**	**1**	**539**	**5**	**0**	**0**	**545**	**13**	**0**	**4**	**0**	**0**	**17**	**4**	**0**	**1**	**0**	**3**	**5**	**1086**
Approach %	0.4	99.2	0.4	0		-	0.2	98.9	0.9	0		-	76.5	0	23.5	0		-	80	0	20	0		-	
Totals %	0.2	47.4	0.2	0		47.8	0.1	49.6	0.5	0		50.2	1.2	0	0.4	0		1.6	0.4	0	0.1	0		0.5	
PHF	**0.5**	**0.89**	**0.5**	**0**		**0.88**	**0.25**	**0.93**	**0.63**	**0**		**0.93**	**0.81**	**0**	**0.5**	**0**		**0.85**	**0.33**	**0**	**0.25**	**0**		**0.42**	**0.94**
Cars	2	513	2	0		517	1	533	5	0		539	13	0	4	0		17	4	0	1	0		5	1078
% Cars	100	99.6	100	0		99.6	100	98.9	100	0		98.9	100	0	100	0		100	100	0	100	0		100	99.3
Trucks	0	2	0	0		2	0	6	0	0		6	0	0	0	0		0	0	0	0	0		0	8
% Trucks	0	0.4	0	0		0.4	0	1.1	0	0		1.1	0	0	0	0		0	0	0	0	0		0	0.7
Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					0	-					0	-					3	-	3
% Peds					0	-					0	-					0	-					100	-	

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Project #23-073 - Tranplan

Intersection Count Report

Intersection:	Ward St (CR 18) & James A. Gifford Causeway (CR 14)-Bridge Rd
Municipality:	Bridgenorth
Count Date:	Friday, Apr 28, 2023
Site Code:	2307300002
Count Categories:	Cars, Trucks, Bicycles, Pedestrians
Count Period:	07:00-19:00
Weather:	Clear
Comments:	

Ontario Traffic Inc.
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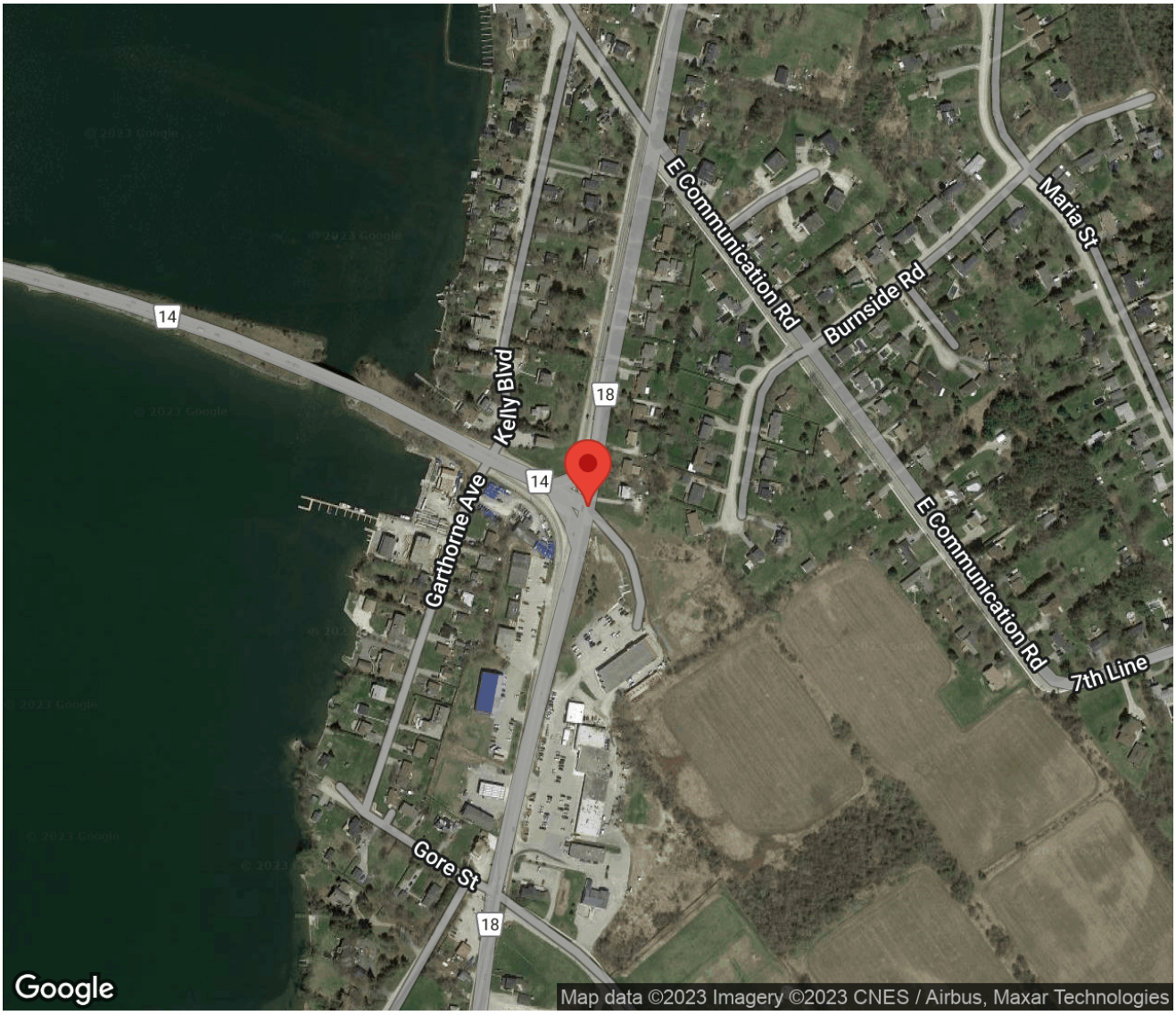
Traffic Count Map

Intersection:	Ward St (CR 18) & James A. Gifford Causeway (CR 14)-Bridge Rd
Site Code:	2307300002
Municipality:	Bridgenorth
Count Date:	Apr 28, 2023



Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Summary

Intersection:	Ward St (CR 18) & James A. Gifford Causeway (CR 14)-Bridge Rd
Site Code:	2307300002
Municipality:	Bridgenorth
Count Date:	Apr 28, 2023

Ward St (CR 18) - Traffic Summary

	North Approach Totals						South Approach Totals						
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	Total
07:00 - 08:00	2	199	54	0	255	2	124	143	1	0	268	0	523
08:00 - 09:00	12	231	103	0	346	1	152	177	9	0	338	0	684
09:00 - 10:00	15	235	103	0	353	0	198	176	6	0	380	0	733
10:00 - 11:00	10	252	92	0	354	0	211	205	11	0	427	0	781
11:00 - 12:00	17	248	100	0	365	0	283	246	12	0	541	0	906
12:00 - 13:00	16	271	127	0	414	0	331	317	9	0	657	1	1071
13:00 - 14:00	7	251	120	0	378	0	330	287	9	0	626	0	1004
14:00 - 15:00	16	274	95	0	385	0	319	286	15	0	620	0	1005
15:00 - 16:00	19	284	159	0	462	0	360	327	9	0	696	2	1158
16:00 - 17:00	10	262	145	0	417	0	390	311	6	0	707	2	1124
17:00 - 18:00	2	216	142	0	360	0	435	330	5	0	770	0	1130
18:00 - 19:00	5	140	92	0	237	0	224	249	0	0	473	0	710
GRAND TOTAL	**131**	**2863**	**1332**	**0**	**4326**	**3**	**3357**	**3054**	**92**	**0**	**6503**	**5**	**10829**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Summary

Intersection:	Ward St (CR 18) & James A. Gifford Causeway (CR 14)-Bridge Rd
Site Code:	2307300002
Municipality:	Bridgenorth
Count Date:	Apr 28, 2023

Bridge Rd - Traffic Summary

	East Approach Totals						West Approach Totals						
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	Total
07:00 - 08:00	1	1	5	0	7	0	108	6	338	0	452	0	459
08:00 - 09:00	7	12	12	0	31	1	119	15	391	0	525	0	556
09:00 - 10:00	4	16	15	0	35	0	99	15	303	0	417	0	452
10:00 - 11:00	10	26	22	0	58	0	113	18	327	0	458	0	516
11:00 - 12:00	14	34	13	0	61	1	94	18	293	0	405	0	466
12:00 - 13:00	16	25	19	0	60	2	109	22	291	0	422	0	482
13:00 - 14:00	13	45	25	0	83	0	114	20	313	0	447	0	530
14:00 - 15:00	13	35	16	0	64	1	114	13	280	0	407	2	471
15:00 - 16:00	9	35	19	0	63	1	131	14	276	0	421	2	484
16:00 - 17:00	13	32	25	0	70	0	125	13	288	0	426	0	496
17:00 - 18:00	11	25	23	0	59	2	104	4	267	0	375	0	434
18:00 - 19:00	2	5	6	0	13	0	70	6	191	0	267	0	280
GRAND TOTAL	**113**	**291**	**200**	**0**	**604**	**8**	**1300**	**164**	**3558**	**0**	**5022**	**4**	**5626**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Ward St (CR 18) & James A. Gifford Causeway (CR 14)-Bridge Rd
Site Code: 2307300002
Municipality: Bridgenorth
Count Date: Apr 28, 2023

North Approach - Ward St (CR 18)

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
07:00	1	31	8	0	40	0	1	0	0	1	0	0	0	0	0	0
07:15	0	48	11	0	59	0	1	0	0	1	0	0	0	0	0	0
07:30	0	47	15	0	62	0	4	0	0	4	0	0	0	0	0	2
07:45	1	64	18	0	83	0	3	2	0	5	0	0	0	0	0	0
08:00	2	48	20	0	70	0	1	2	0	3	0	0	0	0	0	0
08:15	3	67	26	0	96	0	3	3	0	6	0	0	0	0	0	0
08:30	3	58	24	0	85	0	3	1	0	4	0	0	0	0	0	0
08:45	4	48	23	0	75	0	3	4	0	7	0	0	0	0	0	1
09:00	1	51	19	0	71	0	1	0	0	1	0	0	0	0	0	0
09:15	7	51	27	0	85	0	1	1	0	2	0	0	0	0	0	0
09:30	3	64	26	0	93	0	1	2	0	3	0	0	0	0	0	0
09:45	4	64	26	0	94	0	2	2	0	4	0	0	0	0	0	0
10:00	3	59	19	0	81	0	3	2	0	5	0	0	0	0	0	0
10:15	2	64	22	0	88	0	1	2	0	3	0	0	0	0	0	0
10:30	2	64	20	0	86	0	1	4	0	5	0	0	0	0	0	0
10:45	3	57	23	0	83	0	3	0	0	3	0	0	0	0	0	0
11:00	6	48	19	0	73	0	2	0	0	2	0	0	0	0	0	0
11:15	3	63	22	0	88	0	2	0	0	2	0	0	0	0	0	0
11:30	4	57	24	0	85	0	1	3	0	4	0	0	0	0	0	0
11:45	4	73	30	0	107	0	2	2	0	4	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
12:00	5	64	33	0	102	0	1	1	0	2	0	0	0	0	0	0
12:15	2	59	22	0	83	0	4	2	0	6	0	0	0	0	0	0
12:30	3	69	27	0	99	0	2	6	0	8	0	0	0	0	0	0
12:45	6	67	35	0	108	0	5	1	0	6	0	0	0	0	0	0
13:00	0	74	34	0	108	0	2	1	0	3	0	0	0	0	0	0
13:15	3	61	32	0	96	0	1	3	0	4	0	0	0	0	0	0
13:30	4	61	29	0	94	0	1	0	0	1	0	0	0	0	0	0
13:45	0	46	21	0	67	0	5	0	0	5	0	0	0	0	0	0
14:00	2	64	21	0	87	0	1	2	0	3	0	0	0	0	0	0
14:15	4	52	20	0	76	0	3	1	0	4	0	0	0	0	0	0
14:30	2	60	22	0	84	0	4	0	0	4	0	0	0	0	0	0
14:45	8	87	29	0	124	0	3	0	0	3	0	0	0	0	0	0
15:00	3	66	42	0	111	0	1	0	0	1	0	0	0	0	0	0
15:15	8	85	42	0	135	0	3	1	0	4	0	0	0	0	0	0
15:30	3	65	39	0	107	0	1	2	0	3	0	0	0	0	0	0
15:45	5	62	33	0	100	0	1	0	0	1	0	0	0	0	0	0
16:00	0	68	24	0	92	0	0	3	0	3	0	0	0	0	0	0
16:15	3	64	34	0	101	0	1	0	0	1	0	0	0	0	0	0
16:30	3	59	47	0	109	0	2	0	0	2	0	0	0	0	0	0
16:45	4	67	37	0	108	0	1	0	0	1	0	0	0	0	0	0
17:00	0	67	37	0	104	0	1	1	0	2	0	0	0	0	0	0
17:15	0	48	38	0	86	0	2	0	0	2	0	0	0	0	0	0
17:30	1	55	37	0	93	0	0	1	0	1	0	0	0	0	0	0
17:45	1	42	27	0	70	0	1	1	0	2	0	0	0	0	0	0
18:00	0	34	29	0	63	0	1	1	0	2	0	0	0	0	0	0
18:15	0	36	21	0	57	0	0	0	0	0	0	0	0	0	0	0
18:30	4	36	24	0	64	0	1	1	0	2	0	0	0	0	0	0
18:45	1	32	15	0	48	0	0	1	0	1	0	0	0	0	0	0
SUBTOTAL	131	2776	1273	0	4180	0	87	59	0	146	0	0	0	0	0	3
GRAND TOTAL	131	2776	1273	0	4180	0	87	59	0	146	0	0	0	0	0	3

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Ward St (CR 18) & James A. Gifford Causeway (CR 14)-Bridge Rd
Site Code: 2307300002
Municipality: Bridgenorth
Count Date: Apr 28, 2023

South Approach - Ward St (CR 18)

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
07:00	26	21	0	0	47	2	3	0	0	5	0	0	0	0	0	0
07:15	26	43	0	0	69	0	2	0	0	2	0	0	0	0	0	0
07:30	33	30	1	0	64	1	2	0	0	3	0	0	0	0	0	0
07:45	36	41	0	0	77	0	1	0	0	1	0	0	0	0	0	0
08:00	31	45	2	0	78	1	2	0	0	3	0	0	0	0	0	0
08:15	29	42	2	0	73	4	4	0	0	8	0	0	0	0	0	0
08:30	41	44	3	0	88	3	0	0	0	3	0	0	0	0	0	0
08:45	42	40	2	0	84	1	0	0	0	1	0	0	0	0	0	0
09:00	40	35	1	0	76	4	3	0	0	7	0	0	0	0	0	0
09:15	55	40	0	0	95	3	2	0	0	5	0	0	0	0	0	0
09:30	46	46	2	0	94	1	3	0	0	4	0	0	0	0	0	0
09:45	46	44	3	0	93	3	3	0	0	6	0	0	0	0	0	0
10:00	58	37	0	0	95	1	4	0	0	5	0	0	0	0	0	0
10:15	45	54	5	0	104	1	2	0	0	3	0	0	0	0	0	0
10:30	53	51	3	0	107	2	0	0	0	2	0	0	0	0	0	0
10:45	50	56	3	0	109	1	1	0	0	2	0	0	0	0	0	0
11:00	70	64	1	0	135	1	2	0	0	3	0	0	0	0	0	0
11:15	68	58	3	0	129	0	2	0	0	2	0	0	0	0	0	0
11:30	67	59	5	0	131	1	1	0	0	2	0	0	0	0	0	0
11:45	76	54	3	0	133	0	6	0	0	6	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
12:00	86	80	3	0	169	4	3	0	0	7	0	0	0	0	0	0
12:15	71	66	2	0	139	2	4	0	0	6	0	0	0	0	0	0
12:30	81	98	3	0	182	1	4	0	0	5	0	0	0	0	0	1
12:45	85	60	1	0	146	1	2	0	0	3	0	0	0	0	0	0
13:00	80	58	2	0	140	2	2	0	0	4	0	0	0	0	0	0
13:15	83	73	3	0	159	0	2	0	0	2	0	0	0	0	0	0
13:30	90	65	1	0	156	0	4	0	0	4	0	0	0	0	0	0
13:45	70	82	3	0	155	5	1	0	0	6	0	0	0	0	0	0
14:00	87	73	3	0	163	1	3	0	0	4	0	0	0	0	0	0
14:15	78	57	7	0	142	1	0	0	0	1	0	0	0	0	0	0
14:30	78	71	4	0	153	2	0	0	0	2	0	0	0	0	0	0
14:45	71	80	1	0	152	1	2	0	0	3	0	0	0	0	0	0
15:00	94	67	3	0	164	2	1	0	0	3	0	0	0	0	0	0
15:15	84	81	1	0	166	2	0	0	0	2	0	0	0	0	0	0
15:30	95	92	2	0	189	0	0	0	0	0	0	0	0	0	0	0
15:45	82	85	3	0	170	1	1	0	0	2	0	0	0	0	0	2
16:00	76	73	3	0	152	0	1	0	0	1	0	0	0	0	0	0
16:15	103	70	2	0	175	3	2	0	0	5	0	0	0	0	0	0
16:30	104	83	0	0	187	2	0	0	0	2	0	0	0	0	0	0
16:45	101	82	1	0	184	1	0	0	0	1	0	0	0	0	0	2
17:00	107	98	1	0	206	1	0	0	0	1	0	0	0	0	0	0
17:15	129	82	2	0	213	2	1	0	0	3	0	0	0	0	0	0
17:30	109	81	2	0	192	0	2	0	0	2	0	0	0	0	0	0
17:45	86	66	0	0	152	1	0	0	0	1	0	0	0	0	0	0
18:00	62	56	0	0	118	2	0	0	0	2	0	0	0	0	0	0
18:15	56	76	0	0	132	0	1	0	0	1	0	0	0	0	0	0
18:30	55	66	0	0	121	1	0	0	0	1	0	0	0	0	0	0
18:45	48	50	0	0	98	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	3289	2975	92	0	6356	68	79	0	0	147	0	0	0	0	0	5
GRAND TOTAL	3289	2975	92	0	6356	68	79	0	0	147	0	0	0	0	0	5

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Ward St (CR 18) & James A. Gifford Causeway (CR 14)-Bridge Rd
Site Code: 2307300002
Municipality: Bridgenorth
Count Date: Apr 28, 2023

East Approach - Bridge Rd

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	1	0	1	1	0	1	0	2	0	0	0	0	0	0
07:30	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	3	2	0	6	0	0	0	0	0	0	0	0	0	0	0
08:15	2	3	1	0	6	1	1	1	0	3	0	0	0	0	0	1
08:30	0	3	4	0	7	0	0	0	0	0	0	0	0	0	0	0
08:45	3	2	4	0	9	0	0	0	0	0	0	0	0	0	0	0
09:00	1	4	1	0	6	0	0	0	0	0	0	0	0	0	0	0
09:15	0	4	5	0	9	0	0	0	0	0	0	0	0	0	0	0
09:30	2	3	5	0	10	0	0	0	0	0	0	0	0	0	0	0
09:45	1	4	4	0	9	0	1	0	0	1	0	0	0	0	0	0
10:00	0	7	6	0	13	0	0	1	0	1	0	0	0	0	0	0
10:15	3	7	4	0	14	0	0	0	0	0	0	0	0	0	0	0
10:30	4	4	9	0	17	0	0	0	0	0	0	0	0	0	0	0
10:45	3	8	2	0	13	0	0	0	0	0	0	0	0	0	0	0
11:00	2	3	3	0	8	0	0	0	0	0	0	0	0	0	0	1
11:15	5	7	3	0	15	0	0	0	0	0	0	0	0	0	0	0
11:30	2	7	2	0	11	0	0	0	0	0	0	0	0	0	0	0
11:45	5	17	4	0	26	0	0	1	0	1	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
12:00	2	9	3	0	14	0	0	0	0	0	0	0	0	0	0	1
12:15	4	6	6	0	16	0	0	0	0	0	0	0	0	0	0	0
12:30	6	7	5	0	18	1	0	0	0	1	0	0	0	0	0	1
12:45	3	1	5	0	9	0	2	0	0	2	0	0	0	0	0	0
13:00	0	11	9	0	20	0	0	0	0	0	0	0	0	0	0	0
13:15	4	10	5	0	19	0	1	0	0	1	0	0	0	0	0	0
13:30	6	15	7	0	28	0	0	0	0	0	0	0	0	0	0	0
13:45	3	8	4	0	15	0	0	0	0	0	0	0	0	0	0	0
14:00	3	10	2	0	15	0	0	0	0	0	0	0	0	0	0	0
14:15	2	8	2	0	12	0	0	0	0	0	0	0	0	0	0	0
14:30	6	6	8	0	20	0	0	0	0	0	0	0	0	0	0	1
14:45	2	11	4	0	17	0	0	0	0	0	0	0	0	0	0	0
15:00	1	6	8	0	15	0	0	0	0	0	0	0	0	0	0	0
15:15	6	6	3	0	15	0	0	0	0	0	0	0	0	0	0	0
15:30	1	11	3	0	15	0	1	0	0	1	0	0	0	0	0	0
15:45	1	10	5	0	16	0	1	0	0	1	0	0	0	0	0	1
16:00	3	11	6	0	20	0	0	0	0	0	0	0	0	0	0	0
16:15	5	5	8	0	18	0	0	0	0	0	0	0	0	0	0	0
16:30	5	8	5	0	18	0	0	0	0	0	0	0	0	0	0	0
16:45	0	8	6	0	14	0	0	0	0	0	0	0	0	0	0	0
17:00	5	7	9	0	21	0	0	0	0	0	0	0	0	0	0	0
17:15	2	7	3	0	12	0	0	0	0	0	0	0	0	0	0	2
17:30	3	5	3	0	11	0	0	0	0	0	0	0	0	0	0	0
17:45	1	6	8	0	15	0	0	0	0	0	0	0	0	0	0	0
18:00	2	3	4	0	9	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	110	284	196	0	590	3	7	4	0	14	0	0	0	0	0	8
GRAND TOTAL	110	284	196	0	590	3	7	4	0	14	0	0	0	0	0	8

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Ward St (CR 18) & James A. Gifford Causeway (CR 14)-Bridge Rd
Site Code: 2307300002
Municipality: Bridgenorth
Count Date: Apr 28, 2023

West Approach - James A. Gifford Causeway (CR 14)

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
07:00	18	0	48	0	66	2	0	2	0	4	0	0	0	0	0	0
07:15	29	0	81	0	110	0	0	0	0	0	0	0	0	0	0	0
07:30	29	2	113	0	144	2	0	1	0	3	0	0	0	0	0	0
07:45	25	4	91	0	120	3	0	2	0	5	0	0	0	0	0	0
08:00	25	3	94	0	122	1	0	1	0	2	0	0	0	0	0	0
08:15	27	3	100	0	130	2	0	1	0	3	0	0	0	0	0	0
08:30	24	2	108	0	134	2	0	3	0	5	0	0	0	0	0	0
08:45	36	7	83	0	126	2	0	1	0	3	0	0	0	0	0	0
09:00	23	6	81	0	110	1	0	1	0	2	0	0	0	0	0	0
09:15	21	4	72	0	97	2	0	0	0	2	0	0	0	0	0	0
09:30	28	2	79	0	109	1	0	1	0	2	0	0	0	0	0	0
09:45	22	3	66	0	91	1	0	3	0	4	0	0	0	0	0	0
10:00	26	4	83	0	113	0	0	3	0	3	0	0	0	0	0	0
10:15	33	5	72	0	110	1	0	0	0	1	0	0	0	0	0	0
10:30	27	3	83	0	113	0	0	3	0	3	0	0	0	0	0	0
10:45	24	6	82	0	112	2	0	1	0	3	0	0	0	0	0	0
11:00	27	2	61	0	90	1	0	1	0	2	0	0	0	0	0	0
11:15	23	6	67	0	96	2	0	3	0	5	0	0	0	0	0	0
11:30	22	6	82	0	110	0	0	0	0	0	0	0	0	0	0	0
11:45	19	4	79	0	102	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
12:00	25	3	67	0	95	4	0	2	0	6	0	0	0	0	0	0
12:15	27	3	76	0	106	1	0	1	0	2	0	0	0	0	0	0
12:30	28	6	73	0	107	2	1	2	0	5	0	0	0	0	0	0
12:45	22	9	69	0	100	0	0	1	0	1	0	0	0	0	0	0
13:00	31	4	85	0	120	2	0	0	0	2	0	0	0	0	0	0
13:15	16	4	68	0	88	0	0	2	0	2	0	0	0	0	0	0
13:30	37	7	77	0	121	0	0	5	0	5	0	0	0	0	0	0
13:45	28	5	75	0	108	0	0	1	0	1	0	0	0	0	0	0
14:00	28	3	75	0	106	0	0	3	0	3	0	0	0	0	0	0
14:15	25	6	75	0	106	1	0	2	0	3	0	0	0	0	0	0
14:30	26	3	66	0	95	0	0	1	0	1	0	0	0	0	0	1
14:45	34	1	58	0	93	0	0	0	0	0	0	0	0	0	0	1
15:00	28	5	63	0	96	2	0	0	0	2	0	0	0	0	0	1
15:15	28	2	70	0	100	2	0	0	0	2	0	0	0	0	0	1
15:30	39	4	76	0	119	1	0	1	0	2	0	0	0	0	0	0
15:45	29	3	66	0	98	2	0	0	0	2	0	0	0	0	0	0
16:00	31	7	57	0	95	0	0	0	0	0	0	0	0	0	0	0
16:15	26	1	58	0	85	1	0	3	0	4	0	0	0	0	0	0
16:30	35	2	86	0	123	0	0	0	0	0	0	0	0	0	0	0
16:45	32	3	83	0	118	0	0	1	0	1	0	0	0	0	0	0
17:00	27	3	72	0	102	0	0	3	0	3	0	0	0	0	0	0
17:15	24	1	66	0	91	1	0	2	0	3	0	0	0	0	0	0
17:30	32	0	50	0	82	1	0	0	0	1	0	0	0	0	0	0
17:45	19	0	74	0	93	0	0	0	0	0	0	0	0	0	0	0
18:00	26	3	45	0	74	1	0	1	0	2	0	0	0	0	0	0
18:15	17	0	44	0	61	0	1	1	0	2	0	0	0	0	0	0
18:30	12	1	54	0	67	0	0	0	0	0	0	0	0	0	0	0
18:45	14	1	46	0	61	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	1254	162	3499	0	4915	46	2	59	0	107	0	0	0	0	0	4
GRAND TOTAL	**1254**	**162**	**3499**	**0**	**4915**	**46**	**2**	**59**	**0**	**107**	**0**	**0**	**0**	**0**	**0**	**4**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Diagram

Specified Period		One Hour Peak	
From:	07:00:00	From:	08:00:00
To:	10:00:00	To:	09:00:00

Intersection: Ward St (CR 18) & James A. Gifford Causeway (CR 14)-Bridge Rd
Site Code: 2307300002
Count Date: Apr 28, 2023

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Ward St (CR 18) runs N/S

North Approach

	Out	In	Total
Cars	326	294	620
Trucks	20	14	34
Bicycles	0	0	0
	346	**308**	**654**

Ward St (CR 18)

Bicycles	0	0	0	0
Trucks	10	10	0	0
Cars	93	221	12	0
Totals	**103**	**231**	**12**	**0**

Peds: 1

East Approach

	Out	In	Total
Cars	28	36	64
Trucks	3	0	3
Bicycles	0	0	0
	31	**36**	**67**

James A. Gifford Causeway (CR 14)

Bicycles	Trucks	Cars	Totals
0	0	0	**0**
0	7	112	**119**
0	0	15	**15**
0	6	385	**391**

Peds: 0

Peds: 0

Peds: 1

Bridge Rd

Totals	Cars	Trucks	Bicycles
0	0	0	0
12	11	1	0
12	11	1	0
7	6	1	0

West Approach

	Out	In	Total
Cars	512	247	759
Trucks	13	20	33
Bicycles	0	0	0
	525	**267**	**792**

Totals	**152**	**177**	**9**	**0**
Cars	143	171	9	0
Trucks	9	6	0	0
Bicycles	0	0	0	0

Ward St (CR 18)

South Approach

	Out	In	Total
Cars	323	612	935
Trucks	15	17	32
Bicycles	0	0	0
	338	**629**	**967**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Ward St (CR 18) & James A. Gifford Causeway (CR 14)-Bridge Rd
Site Code: 2307300002
Count Date: Apr 28, 2023
Period: 07:00 - 10:00

Peak Hour Data (08:00 - 09:00)

Start Time	North Approach Ward St (CR 18)						South Approach Ward St (CR 18)						East Approach Bridge Rd						West Approach James A. Gifford Causeway (CR 14)						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
08:00	2	49	22	0	0	73	32	47	2	0	0	81	1	3	2	0	0	6	26	3	95	0	0	124	284
08:15	3	70	29	0	0	102	33	46	2	0	0	81	3	4	2	0	1	9	29	3	101	0	0	133	325
08:30	3	61	25	0	0	89	44	44	3	0	0	91	0	3	4	0	0	7	26	2	111	0	0	139	326
08:45	4	51	27	0	1	82	43	40	2	0	0	85	3	2	4	0	0	9	38	7	84	0	0	129	305
Grand Total	**12**	**231**	**103**	**0**	**1**	**346**	**152**	**177**	**9**	**0**	**0**	**338**	**7**	**12**	**12**	**0**	**1**	**31**	**119**	**15**	**391**	**0**	**0**	**525**	**1240**
Approach %	3.5	66.8	29.8	0		-	45	52.4	2.7	0		-	22.6	38.7	38.7	0		-	22.7	2.9	74.5	0		-	
Totals %	1	18.6	8.3	0		27.9	12.3	14.3	0.7	0		27.3	0.6	1	1	0		2.5	9.6	1.2	31.5	0		42.3	
PHF	**0.75**	**0.83**	**0.89**	**0**		**0.85**	**0.86**	**0.94**	**0.75**	**0**		**0.93**	**0.58**	**0.75**	**0.75**	**0**		**0.86**	**0.78**	**0.54**	**0.88**	**0**		**0.94**	**0.95**
Cars	12	221	93	0		326	143	171	9	0		323	6	11	11	0		28	112	15	385	0		512	1189
% Cars	100	95.7	90.3	0		94.2	94.1	96.6	100	0		95.6	85.7	91.7	91.7	0		90.3	94.1	100	98.5	0		97.5	95.9
Trucks	0	10	10	0		20	9	6	0	0		15	1	1	1	0		3	7	0	6	0		13	51
% Trucks	0	4.3	9.7	0		5.8	5.9	3.4	0	0		4.4	14.3	8.3	8.3	0		9.7	5.9	0	1.5	0		2.5	4.1
Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					1	-					0	-					1	-					0	-	2
% Peds					50	-					0	-					50	-					0	-	

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Diagram

Specified Period		One Hour Peak	
From:	10:00:00	From:	12:30:00
To:	14:00:00	To:	13:30:00

Intersection: Ward St (CR 18) & James A. Gifford Causeway (CR 14)-Bridge Rd
Site Code: 2307300002
Count Date: Apr 28, 2023

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Ward St (CR 18) runs N/S

North Approach

	Out	In	Total
Cars	411	410	821
Trucks	21	14	35
Bicycles	0	0	0
	432	**424**	**856**

Ward St (CR 18)

Bicycles	0	0	0	0
Trucks	11	10	0	0
Cars	128	271	12	0
Totals	**139**	**281**	**12**	**0**

Peds: 0

East Approach

	Out	In	Total
Cars	66	44	110
Trucks	4	1	5
Bicycles	0	0	0
	70	**45**	**115**

James A. Gifford Causeway (CR 14)

Bicycles	Trucks	Cars	Totals
0	0	0	**0**
0	4	97	**101**
0	1	23	**24**
0	5	295	**300**

Peds: 0

Peds: 1

Bridge Rd

Totals	Cars	Trucks	Bicycles
0	0	0	0
24	24	0	0
32	29	3	0
14	13	1	0

Peds: 1

West Approach

	Out	In	Total
Cars	415	486	901
Trucks	10	18	28
Bicycles	0	0	0
	425	**504**	**929**

Totals	**333**	**299**	**9**	**0**
Cars	329	289	9	0
Trucks	4	10	0	0
Bicycles	0	0	0	0

Ward St (CR 18)

South Approach

	Out	In	Total
Cars	627	579	1206
Trucks	14	16	30
Bicycles	0	0	0
	641	**595**	**1236**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Ward St (CR 18) & James A. Gifford Causeway (CR 14)-Bridge Rd
Site Code: 2307300002
Count Date: Apr 28, 2023
Period: 10:00 - 14:00

Peak Hour Data (12:30 - 13:30)

Start Time	North Approach Ward St (CR 18)						South Approach Ward St (CR 18)						East Approach Bridge Rd						West Approach James A. Gifford Causeway (CR 14)						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
12:30	3	71	33	0	0	107	82	102	3	0	1	187	7	7	5	0	1	19	30	7	75	0	0	112	425
12:45	6	72	36	0	0	114	86	62	1	0	0	149	3	3	5	0	0	11	22	9	70	0	0	101	375
13:00	0	76	35	0	0	111	82	60	2	0	0	144	0	11	9	0	0	20	33	4	85	0	0	122	397
13:15	3	62	35	0	0	100	83	75	3	0	0	161	4	11	5	0	0	20	16	4	70	0	0	90	371
Grand Total	**12**	**281**	**139**	**0**	**0**	**432**	**333**	**299**	**9**	**0**	**1**	**641**	**14**	**32**	**24**	**0**	**1**	**70**	**101**	**24**	**300**	**0**	**0**	**425**	**1568**
Approach %	2.8	65	32.2	0		-	52	46.6	1.4	0		-	20	45.7	34.3	0		-	23.8	5.6	70.6	0		-	
Totals %	0.8	17.9	8.9	0		27.6	21.2	19.1	0.6	0		40.9	0.9	2	1.5	0		4.5	6.4	1.5	19.1	0		27.1	
PHF	**0.5**	**0.92**	**0.97**	**0**		**0.95**	**0.97**	**0.73**	**0.75**	**0**		**0.86**	**0.5**	**0.73**	**0.67**	**0**		**0.88**	**0.77**	**0.67**	**0.88**	**0**		**0.87**	**0.92**
Cars	12	271	128	0		411	329	289	9	0		627	13	29	24	0		66	97	23	295	0		415	1519
% Cars	100	96.4	92.1	0		95.1	98.8	96.7	100	0		97.8	92.9	90.6	100	0		94.3	96	95.8	98.3	0		97.6	96.9
Trucks	0	10	11	0		21	4	10	0	0		14	1	3	0	0		4	4	1	5	0		10	49
% Trucks	0	3.6	7.9	0		4.9	1.2	3.3	0	0		2.2	7.1	9.4	0	0		5.7	4	4.2	1.7	0		2.4	3.1
Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					1	-					1	-					0	-	2
% Peds					0	-					50	-					50	-					0	-	

Peak Hour Diagram

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Specified Period		One Hour Peak	
From:	14:00:00	From:	16:30:00
To:	19:00:00	To:	17:30:00

Intersection: Ward St (CR 18) & James A. Gifford Causeway (CR 14)-Bridge Rd
Site Code: 2307300002
Count Date: Apr 28, 2023

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Ward St (CR 18) runs N/S

North Approach

	Out	In	Total
Cars	407	486	893
Trucks	7	2	9
Bicycles	0	0	0
	414	**488**	**902**

Ward St (CR 18)

Bicycles	0	0	0	0
Trucks	1	6	0	0
Cars	159	241	7	0
Totals	**160**	**247**	**7**	**0**

Peds: 0

East Approach

	Out	In	Total
Cars	65	20	85
Trucks	0	0	0
Bicycles	0	0	0
	65	**20**	**85**

James A. Gifford Causeway (CR 14)

Bicycles	Trucks	Cars	Totals
0	0	0	**0**
0	1	118	**119**
0	0	9	**9**
0	6	307	**313**

Peds: 0

Peds: 2

Bridge Rd

Totals	Cars	Trucks	Bicycles
0	0	0	0
23	23	0	0
30	30	0	0
12	12	0	0

West Approach

	Out	In	Total
Cars	434	630	1064
Trucks	7	7	14
Bicycles	0	0	0
	441	**637**	**1078**

Totals	**447**	**346**	**4**	**0**
Cars	441	345	4	0
Trucks	6	1	0	0
Bicycles	0	0	0	0

Ward St (CR 18)

South Approach

	Out	In	Total
Cars	790	560	1350
Trucks	7	12	19
Bicycles	0	0	0
	797	**572**	**1369**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
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Peak Hour Summary

Intersection: Ward St (CR 18) & James A. Gifford Causeway (CR 14)-Bridge Rd
Site Code: 2307300002
Count Date: Apr 28, 2023
Period: 14:00 - 19:00

Peak Hour Data (16:30 - 17:30)

Start Time	North Approach Ward St (CR 18)						South Approach Ward St (CR 18)						East Approach Bridge Rd						West Approach James A. Gifford Causeway (CR 14)						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
16:30	3	61	47	0	0	111	106	83	0	0	0	189	5	8	5	0	0	18	35	2	86	0	0	123	441
16:45	4	68	37	0	0	109	102	82	1	0	2	185	0	8	6	0	0	14	32	3	84	0	0	119	427
17:00	0	68	38	0	0	106	108	98	1	0	0	207	5	7	9	0	0	21	27	3	75	0	0	105	439
17:15	0	50	38	0	0	88	131	83	2	0	0	216	2	7	3	0	2	12	25	1	68	0	0	94	410
Grand Total	**7**	**247**	**160**	**0**	**0**	**414**	**447**	**346**	**4**	**0**	**2**	**797**	**12**	**30**	**23**	**0**	**2**	**65**	**119**	**9**	**313**	**0**	**0**	**441**	**1717**
Approach %	1.7	59.7	38.6	0		-	56.1	43.4	0.5	0		-	18.5	46.2	35.4	0		-	27	2	71	0		-	
Totals %	0.4	14.4	9.3	0		24.1	26	20.2	0.2	0		46.4	0.7	1.7	1.3	0		3.8	6.9	0.5	18.2	0		25.7	
PHF	**0.44**	**0.91**	**0.85**	**0**		**0.93**	**0.85**	**0.88**	**0.5**	**0**		**0.92**	**0.6**	**0.94**	**0.64**	**0**		**0.77**	**0.85**	**0.75**	**0.91**	**0**		**0.9**	**0.97**
Cars	7	241	159	0		407	441	345	4	0		790	12	30	23	0		65	118	9	307	0		434	1696
% Cars	100	97.6	99.4	0		98.3	98.7	99.7	100	0		99.1	100	100	100	0		100	99.2	100	98.1	0		98.4	98.8
Trucks	0	6	1	0		7	6	1	0	0		7	0	0	0	0		0	1	0	6	0		7	21
% Trucks	0	2.4	0.6	0		1.7	1.3	0.3	0	0		0.9	0	0	0	0		0	0.8	0	1.9	0		1.6	1.2
Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					2	-					2	-					0	-	4
% Peds					0	-					50	-					50	-					0	-	

Ontario Traffic Inc.
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Project #23-073 - Tranplan

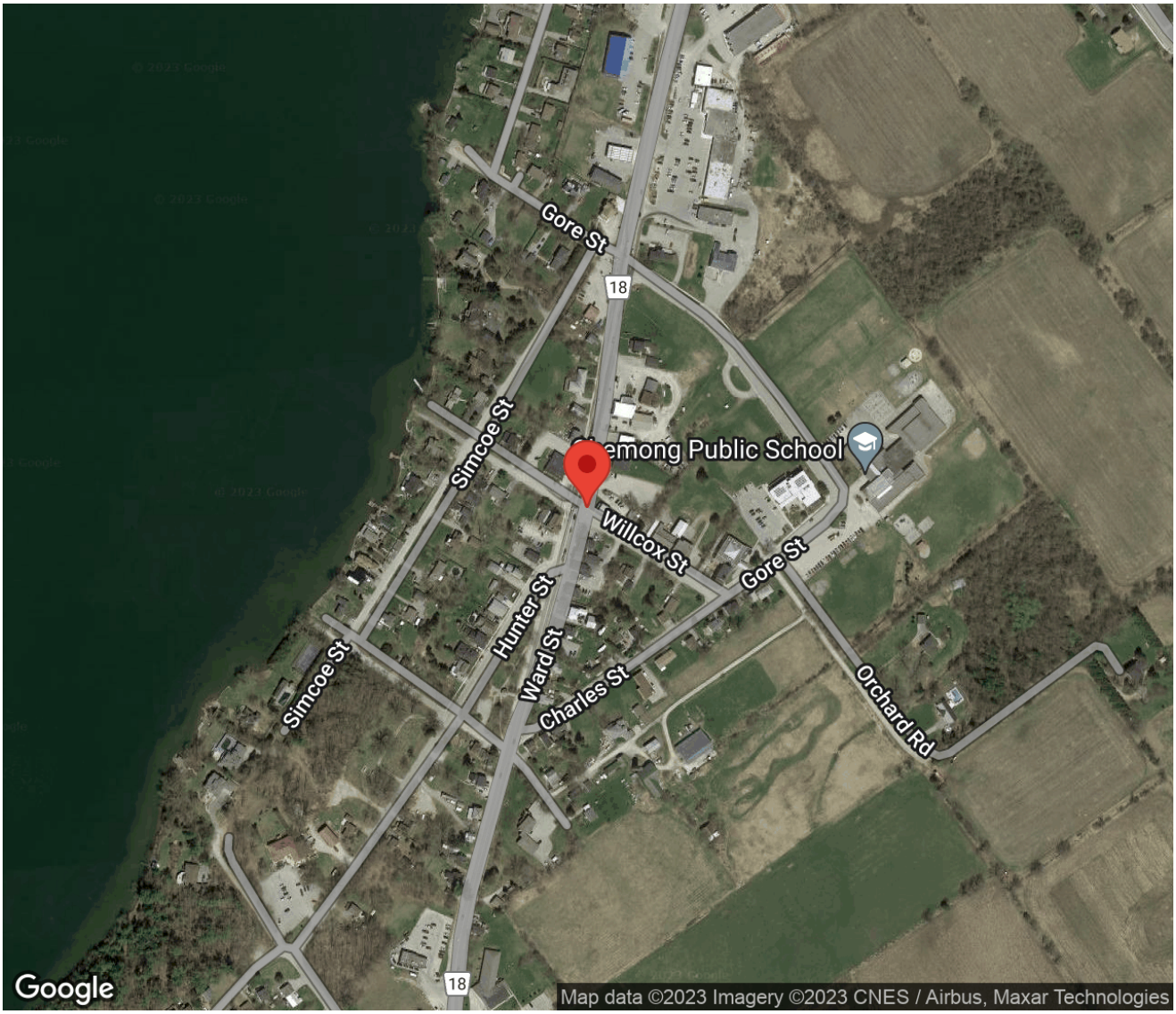
Intersection Count Report

Intersection:	Ward St (CR 18) & Willcox St
Municipality:	Bridgenorth
Count Date:	Friday, Apr 28, 2023
Site Code:	2307300001
Count Categories:	Cars, Trucks, Bicycles, Pedestrians
Count Period:	07:00-19:00
Weather:	Clear
Comments:	

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Map

Intersection:	Ward St (CR 18) & Willcox St
Site Code:	2307300001
Municipality:	Bridgenorth
Count Date:	Apr 28, 2023



Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Summary

Intersection:	Ward St (CR 18) & Willcox St
Site Code:	2307300001
Municipality:	Bridgenorth
Count Date:	Apr 28, 2023

Ward St (CR 18) - Traffic Summary

	North Approach Totals						South Approach Totals						
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	Total
07:00 - 08:00	0	519	0	0	519	0	1	284	0	0	285	0	804
08:00 - 09:00	2	572	0	0	574	0	0	368	2	0	370	0	944
09:00 - 10:00	1	514	2	0	517	0	1	398	1	0	400	0	917
10:00 - 11:00	0	558	0	0	558	0	3	415	1	0	419	1	977
11:00 - 12:00	3	510	2	0	515	0	3	493	0	0	496	1	1011
12:00 - 13:00	1	513	4	0	518	9	5	613	0	0	618	3	1136
13:00 - 14:00	3	500	2	0	505	1	1	582	3	0	586	0	1091
14:00 - 15:00	1	501	5	0	507	0	1	569	2	0	572	0	1079
15:00 - 16:00	3	534	1	0	538	1	0	619	1	0	620	0	1158
16:00 - 17:00	0	501	3	0	504	0	3	709	1	0	713	1	1217
17:00 - 18:00	0	416	4	0	420	0	0	667	1	0	668	0	1088
18:00 - 19:00	0	302	1	0	303	0	1	402	0	0	403	0	706
GRAND TOTAL	**14**	**5940**	**24**	**0**	**5978**	**11**	**19**	**6119**	**12**	**0**	**6150**	**6**	**12128**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Summary

Intersection: Ward St (CR 18) & Willcox St
Site Code: 2307300001
Municipality: Bridgenorth
Count Date: Apr 28, 2023

Willcox St - Traffic Summary

	East Approach Totals						West Approach Totals						
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
Hour	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	Total
07:00 - 08:00	10	1	2	0	13	0	0	1	2	0	3	1	16
08:00 - 09:00	22	1	7	0	30	0	5	0	1	0	6	2	36
09:00 - 10:00	5	0	3	0	8	0	5	0	3	0	8	1	16
10:00 - 11:00	11	0	2	0	13	0	4	2	2	0	8	3	21
11:00 - 12:00	10	0	7	0	17	2	12	1	3	0	16	3	33
12:00 - 13:00	14	0	6	0	20	2	7	0	5	0	12	7	32
13:00 - 14:00	8	1	5	0	14	0	8	1	1	0	10	2	24
14:00 - 15:00	6	1	4	0	11	0	10	1	6	0	17	7	28
15:00 - 16:00	20	2	9	0	31	0	7	0	3	0	10	3	41
16:00 - 17:00	22	0	15	0	37	2	6	0	1	0	7	9	44
17:00 - 18:00	16	0	13	0	29	0	10	0	0	0	10	0	39
18:00 - 19:00	3	0	2	0	5	0	0	0	0	0	0	4	5
GRAND TOTAL	**147**	**6**	**75**	**0**	**228**	**6**	**74**	**6**	**27**	**0**	**107**	**42**	**335**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Ward St (CR 18) & Willcox St
Site Code: 2307300001
Municipality: Bridgenorth
Count Date: Apr 28, 2023

North Approach - Ward St (CR 18)

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	↰	↑	↱	↶	Total	
07:00	0	78	0	0	78	0	2	0	0	2	0	0	0	0	0	0
07:15	0	125	0	0	125	0	3	0	0	3	0	0	0	0	0	0
07:30	0	156	0	0	156	0	3	0	0	3	0	0	0	0	0	0
07:45	0	148	0	0	148	0	4	0	0	4	0	0	0	0	0	0
08:00	0	136	0	0	136	0	4	0	0	4	0	0	0	0	0	0
08:15	0	149	0	0	149	0	4	0	0	4	0	0	0	0	0	0
08:30	2	144	0	0	146	0	4	0	0	4	0	0	0	0	0	0
08:45	0	128	0	0	128	0	3	0	0	3	0	0	0	0	0	0
09:00	0	127	0	0	127	0	2	0	0	2	0	0	0	0	0	0
09:15	0	127	1	0	128	0	2	0	0	2	0	0	0	0	0	0
09:30	1	132	0	0	133	0	1	0	0	1	0	0	0	0	0	0
09:45	0	117	1	0	118	0	6	0	0	6	0	0	0	0	0	0
10:00	0	140	0	0	140	0	5	0	0	5	0	0	0	0	0	0
10:15	0	140	0	0	140	0	1	0	0	1	0	0	0	0	0	0
10:30	0	127	0	0	127	0	2	0	0	2	0	0	0	0	0	0
10:45	0	141	0	0	141	0	2	0	0	2	0	0	0	0	0	0
11:00	2	108	1	0	111	0	4	0	0	4	0	0	0	0	0	0
11:15	0	118	0	0	118	0	5	0	0	5	0	0	0	0	0	0
11:30	1	124	1	0	126	0	2	0	0	2	0	0	0	0	0	0
11:45	0	148	0	0	148	0	1	0	0	1	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
12:00	1	113	1	0	115	0	2	0	0	2	0	0	0	0	0	0
12:15	0	116	0	0	116	0	2	0	0	2	0	0	0	0	0	9
12:30	0	127	2	0	129	0	4	0	0	4	0	0	0	0	0	0
12:45	0	143	1	0	144	0	6	0	0	6	0	0	0	0	0	0
13:00	1	121	0	0	122	0	0	0	0	0	0	0	0	0	0	0
13:15	0	129	0	0	129	0	3	0	0	3	0	0	0	0	0	0
13:30	1	113	0	0	114	0	5	0	0	5	0	0	0	0	0	0
13:45	1	120	2	0	123	0	9	0	0	9	0	0	0	0	0	1
14:00	0	130	2	0	132	0	4	0	0	4	0	0	0	0	0	0
14:15	1	108	2	0	111	0	6	0	0	6	0	0	0	0	0	0
14:30	0	127	1	0	128	0	2	0	0	2	0	0	0	0	0	0
14:45	0	119	0	0	119	0	5	0	0	5	0	0	0	0	0	0
15:00	1	127	0	0	128	0	2	0	0	2	0	0	0	0	0	1
15:15	1	142	0	0	143	0	3	0	0	3	0	0	0	0	0	0
15:30	0	134	1	0	135	0	3	0	0	3	0	0	0	0	0	0
15:45	1	121	0	0	122	0	2	0	0	2	0	0	0	0	0	0
16:00	0	116	0	0	116	0	0	0	0	0	0	0	0	0	0	0
16:15	0	119	1	0	120	0	3	0	0	3	0	0	0	0	0	0
16:30	0	126	2	0	128	0	1	0	0	1	0	0	0	0	0	0
16:45	0	132	0	0	132	0	4	0	0	4	0	0	0	0	0	0
17:00	0	119	0	0	119	0	3	0	0	3	0	0	0	0	0	0
17:15	0	95	2	0	97	0	4	0	0	4	0	0	0	0	0	0
17:30	0	96	2	0	98	0	0	0	0	0	0	0	0	0	0	0
17:45	0	99	0	0	99	0	0	0	0	0	0	0	0	0	0	0
18:00	0	73	0	0	73	0	2	0	0	2	0	0	0	0	0	0
18:15	0	65	0	0	65	0	1	0	0	1	0	0	0	0	0	0
18:30	0	84	0	0	84	0	1	0	0	1	0	0	0	0	0	0
18:45	0	75	1	0	76	0	1	0	0	1	0	0	0	0	0	0
SUBTOTAL	14	5802	24	0	5840	0	138	0	0	138	0	0	0	0	0	11
GRAND TOTAL	14	5802	24	0	5840	0	138	0	0	138	0	0	0	0	0	11

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Ward St (CR 18) & Willcox St
Site Code: 2307300001
Municipality: Bridgenorth
Count Date: Apr 28, 2023

South Approach - Ward St (CR 18)

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
07:00	0	50	0	0	50	0	5	0	0	5	0	0	0	0	0	0
07:15	1	64	0	0	65	0	2	0	0	2	0	0	0	0	0	0
07:30	0	74	0	0	74	0	1	0	0	1	0	0	0	0	0	0
07:45	0	86	0	0	86	0	2	0	0	2	0	0	0	0	0	0
08:00	0	87	1	0	88	0	3	0	0	3	0	0	0	0	0	0
08:15	0	80	0	0	80	0	6	0	0	6	0	0	0	0	0	0
08:30	0	91	1	0	92	0	9	0	0	9	0	0	0	0	0	0
08:45	0	89	0	0	89	0	3	0	0	3	0	0	0	0	0	0
09:00	0	83	0	0	83	0	6	0	0	6	0	0	0	0	0	0
09:15	1	97	0	0	98	0	2	0	0	2	0	0	0	0	0	0
09:30	0	83	0	0	83	0	3	0	0	3	0	0	0	0	0	0
09:45	0	117	1	0	118	0	7	0	0	7	0	0	0	0	0	0
10:00	0	84	0	0	84	0	4	0	0	4	0	0	0	0	0	0
10:15	0	103	0	0	103	0	6	0	0	6	0	0	0	0	0	0
10:30	2	100	1	0	103	0	2	0	0	2	0	0	0	0	0	0
10:45	1	114	0	0	115	0	2	0	0	2	0	0	0	0	0	1
11:00	1	127	0	0	128	0	1	0	0	1	0	0	0	0	0	0
11:15	1	122	0	0	123	0	2	0	0	2	0	0	0	0	0	0
11:30	0	111	0	0	111	0	2	0	0	2	0	0	0	0	0	1
11:45	1	121	0	0	122	0	7	0	0	7	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
12:00	1	163	0	0	164	0	4	0	0	4	0	0	0	0	0	0
12:15	2	128	0	0	130	0	7	0	0	7	0	0	0	0	0	3
12:30	0	166	0	0	166	0	3	0	0	3	1	0	0	0	1	0
12:45	1	137	0	0	138	0	5	0	0	5	0	0	0	0	0	0
13:00	1	126	0	0	127	0	4	0	0	4	0	0	0	0	0	0
13:15	0	139	1	0	140	0	1	0	0	1	0	0	0	0	0	0
13:30	0	143	1	0	144	0	4	0	0	4	0	0	0	0	0	0
13:45	0	158	1	0	159	0	7	0	0	7	0	0	0	0	0	0
14:00	0	137	0	0	137	0	2	0	0	2	0	0	0	0	0	0
14:15	1	134	0	0	135	0	1	0	0	1	0	0	0	0	0	0
14:30	0	130	0	0	130	0	2	0	0	2	0	0	2	0	2	0
14:45	0	161	0	0	161	0	2	0	0	2	0	0	0	0	0	0
15:00	0	151	0	0	151	0	2	0	0	2	0	0	0	0	0	0
15:15	0	161	0	0	161	0	4	0	0	4	0	0	0	0	0	0
15:30	0	166	0	0	166	0	0	0	0	0	0	0	0	0	0	0
15:45	0	133	1	0	134	0	2	0	0	2	0	0	0	0	0	0
16:00	1	175	0	0	176	0	0	0	0	0	0	0	0	0	0	0
16:15	0	170	0	0	170	0	4	0	0	4	0	0	0	0	0	1
16:30	1	169	1	0	171	0	0	0	0	0	0	0	0	0	0	0
16:45	1	190	0	0	191	0	1	0	0	1	0	0	0	0	0	0
17:00	0	178	0	0	178	0	1	0	0	1	0	0	0	0	0	0
17:15	0	200	1	0	201	0	2	0	0	2	0	0	0	0	0	0
17:30	0	163	0	0	163	0	1	0	0	1	0	0	0	0	0	0
17:45	0	121	0	0	121	0	1	0	0	1	0	0	0	0	0	0
18:00	0	115	0	0	115	0	2	0	0	2	0	0	0	0	0	0
18:15	0	111	0	0	111	0	0	0	0	0	0	0	0	0	0	0
18:30	0	99	0	0	99	0	0	0	0	0	0	0	0	0	0	0
18:45	1	75	0	0	76	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	18	5982	10	0	6010	0	137	0	0	137	1	0	2	0	3	6
GRAND TOTAL	18	5982	10	0	6010	0	137	0	0	137	1	0	2	0	3	6

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Ward St (CR 18) & Willcox St
Site Code: 2307300001
Municipality: Bridgenorth
Count Date: Apr 28, 2023

East Approach - Willcox St

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0
07:30	5	0	0	0	5	1	0	0	0	1	0	0	0	0	0	0
07:45	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0
08:00	5	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0
08:15	8	0	1	0	9	0	0	0	0	0	0	0	0	0	0	0
08:30	5	0	3	0	8	0	0	1	0	1	0	0	0	0	0	0
08:45	4	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0
09:00	3	0	0	0	3	0	0	1	0	1	0	0	0	0	0	0
09:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
09:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:45	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
10:00	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
10:15	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0
10:30	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
10:45	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
11:00	2	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0
11:15	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1
11:30	4	0	2	0	6	0	0	0	0	0	0	0	0	0	0	1
11:45	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
12:00	7	0	3	0	10	0	0	0	0	0	0	0	0	0	0	1
12:15	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0
12:30	2	0	1	0	3	0	0	1	0	1	0	0	0	0	0	1
12:45	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
13:00	5	1	1	0	7	0	0	0	0	0	0	0	0	0	0	0
13:15	2	0	1	0	3	0	0	1	0	1	0	0	0	0	0	0
13:30	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
14:00	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0
14:15	1	1	2	0	4	0	0	0	0	0	0	0	0	0	0	0
14:30	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
14:45	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
15:00	10	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0
15:15	4	1	3	0	8	0	0	0	0	0	0	0	0	0	0	0
15:30	3	0	4	0	7	0	0	0	0	0	0	0	0	0	0	0
15:45	3	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0
16:00	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1
16:15	3	0	4	0	7	0	0	0	0	0	0	0	0	0	0	1
16:30	10	0	6	0	16	0	0	1	0	1	0	0	0	0	0	0
16:45	6	0	4	0	10	0	0	0	0	0	0	0	0	0	0	0
17:00	5	0	4	0	9	0	0	0	0	0	0	0	0	0	0	0
17:15	5	0	4	0	9	0	0	1	0	1	0	0	0	0	0	0
17:30	4	0	3	0	7	0	0	0	0	0	0	0	0	0	0	0
17:45	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0
18:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0
18:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	146	5	67	0	218	1	1	8	0	10	0	0	0	0	0	6
GRAND TOTAL	146	5	67	0	218	1	1	8	0	10	0	0	0	0	0	6

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Traffic Count Data

Intersection: Ward St (CR 18) & Willcox St
Site Code: 2307300001
Municipality: Bridgenorth
Count Date: Apr 28, 2023

West Approach - Willcox St

Start Time	Cars					Trucks					Bicycles					Total Peds
					Total					Total					Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
07:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	2	0	0	0	2	1	0	1	0	2	0	0	0	0	0	1
08:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:00	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
09:15	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
09:30	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	1
09:45	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
10:00	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	1
10:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00	3	1	2	0	6	0	0	0	0	0	0	0	0	0	0	2
11:15	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
11:30	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
11:45	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	1

Start Time	Cars					Trucks					Bicycles					Total Peds
	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	↰	↑	↱	↷	Total	
12:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4
12:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45	5	0	2	0	7	0	0	0	0	0	0	0	0	0	0	1
13:00	4	1	1	0	6	0	0	0	0	0	0	0	0	0	0	0
13:15	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:00	4	0	2	0	6	0	0	0	0	0	0	0	0	0	0	1
14:15	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	3
14:30	4	1	1	0	6	0	0	0	0	0	0	0	0	0	0	3
14:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:00	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0
15:15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1
15:30	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	2
15:45	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
16:00	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
16:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
16:45	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
17:30	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
17:45	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
SUBTOTAL	72	6	25	0	103	2	0	2	0	4	0	0	0	0	0	42
GRAND TOTAL	**72**	**6**	**25**	**0**	**103**	**2**	**0**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**42**

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Diagram

Specified Period		One Hour Peak	
From:	07:00:00	From:	07:45:00
To:	10:00:00	To:	08:45:00

Intersection: Ward St (CR 18) & Willcox St
Site Code: 2307300001
Count Date: Apr 28, 2023

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Ward St (CR 18) runs N/S

North Approach

	Out	In	Total
Cars	579	352	931
Trucks	16	22	38
Bicycles	0	0	0
	595	**374**	**969**

Ward St (CR 18)

Bicycles	0	0	0	0
Trucks	0	16	0	0
Cars	0	577	2	0
Totals	**0**	**593**	**2**	**0**

Peds: 0

East Approach

	Out	In	Total
Cars	27	5	32
Trucks	1	0	1
Bicycles	0	0	0
	28	**5**	**33**

Willcox St

Bicycles	Trucks	Cars	Totals	
0	0	0	**0**	
0	1	3	**4**	
0	0	1	**1**	
0	1	0	**1**	

Peds: 2

Peds: 0

Willcox St

Totals	Cars	Trucks	Bicycles
0	0	0	0
6	5	1	0
1	1	0	0
21	21	0	0

Peds: 0

West Approach

	Out	In	Total
Cars	4	1	5
Trucks	2	0	2
Bicycles	0	0	0
	6	**1**	**7**

Ward St (CR 18)

Totals	**0**	**364**	**2**	**0**
Cars	0	344	2	0
Trucks	0	20	0	0
Bicycles	0	0	0	0

South Approach

	Out	In	Total
Cars	346	598	944
Trucks	20	17	37
Bicycles	0	0	0
	366	**615**	**981**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Ward St (CR 18) & Willcox St
Site Code: 2307300001
Count Date: Apr 28, 2023
Period: 07:00 - 10:00

Peak Hour Data (07:45 - 08:45)

Start Time	North Approach Ward St (CR 18)						South Approach Ward St (CR 18)						East Approach Willcox St						West Approach Willcox St						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
07:45	0	152	0	0	0	152	0	88	0	0	0	88	3	0	1	0	0	4	0	1	0	0	0	1	245
08:00	0	140	0	0	0	140	0	90	1	0	0	91	5	1	0	0	0	6	0	0	0	0	0	0	237
08:15	0	153	0	0	0	153	0	86	0	0	0	86	8	0	1	0	0	9	3	0	1	0	1	4	252
08:30	2	148	0	0	0	150	0	100	1	0	0	101	5	0	4	0	0	9	1	0	0	0	1	1	261
Grand Total	**2**	**593**	**0**	**0**	**0**	**595**	**0**	**364**	**2**	**0**	**0**	**366**	**21**	**1**	**6**	**0**	**0**	**28**	**4**	**1**	**1**	**0**	**2**	**6**	**995**
Approach %	0.3	99.7	0	0		-	0	99.5	0.5	0		-	75	3.6	21.4	0		-	66.7	16.7	16.7	0		-	
Totals %	0.2	59.6	0	0		59.8	0	36.6	0.2	0		36.8	2.1	0.1	0.6	0		2.8	0.4	0.1	0.1	0		0.6	
PHF	**0.25**	**0.97**	**0**	**0**		**0.97**	**0**	**0.91**	**0.5**	**0**		**0.91**	**0.66**	**0.25**	**0.38**	**0**		**0.78**	**0.33**	**0.25**	**0.25**	**0**		**0.38**	**0.95**
Cars	2	577	0	0		579	0	344	2	0		346	21	1	5	0		27	3	1	0	0		4	956
% Cars	100	97.3	0	0		97.3	0	94.5	100	0		94.5	100	100	83.3	0		96.4	75	100	0	0		66.7	96.1
Trucks	0	16	0	0		16	0	20	0	0		20	0	0	1	0		1	1	0	1	0		2	39
% Trucks	0	2.7	0	0		2.7	0	5.5	0	0		5.5	0	0	16.7	0		3.6	25	0	100	0		33.3	3.9
Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					0	-					0	-					2	-	2
% Peds					0	-					0	-					0	-					100	-	

Peak Hour Diagram

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Specified Period		One Hour Peak	
From:	10:00:00	From:	12:00:00
To:	14:00:00	To:	13:00:00

Intersection: Ward St (CR 18) & Willcox St
Site Code: 2307300001
Count Date: Apr 28, 2023

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Ward St (CR 18) runs N/S

North Approach

	Out	In	Total
Cars	504	606	1110
Trucks	14	20	34
Bicycles	0	0	0
	518	**626**	**1144**

Ward St (CR 18)

Bicycles	0	0	0	0
Trucks	0	14	0	0
Cars	4	499	1	0
Totals	**4**	**513**	**1**	**0**

East Approach

	Out	In	Total
Cars	19	1	20
Trucks	1	0	1
Bicycles	0	0	0
	20	**1**	**21**

Willcox St

Bicycles	Trucks	Cars	Totals
0	0	0	**0**
0	0	7	**7**
0	0	0	**0**
0	0	5	**5**

Peds: 9
Peds: 7
Peds: 2
Peds: 3

Willcox St

Totals	Cars	Trucks	Bicycles
0	0	0	0
6	5	1	0
0	0	0	0
14	14	0	0

West Approach

	Out	In	Total
Cars	12	8	20
Trucks	0	0	0
Bicycles	0	1	1
	12	**9**	**21**

Ward St (CR 18)

Totals	**5**	**613**	**0**	**0**
Cars	4	594	0	0
Trucks	0	19	0	0
Bicycles	1	0	0	0

South Approach

	Out	In	Total
Cars	598	518	1116
Trucks	19	14	33
Bicycles	1	0	1
	618	**532**	**1150**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Ward St (CR 18) & Willcox St
Site Code: 2307300001
Count Date: Apr 28, 2023
Period: 10:00 - 14:00

Peak Hour Data (12:00 - 13:00)

Start Time	North Approach Ward St (CR 18)						South Approach Ward St (CR 18)						East Approach Willcox St						West Approach Willcox St						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
12:00	1	115	1	0	0	117	1	167	0	0	0	168	7	0	3	0	1	10	1	0	0	0	1	1	296
12:15	0	118	0	0	9	118	2	135	0	0	3	137	2	0	1	0	0	3	0	0	3	0	4	3	261
12:30	0	131	2	0	0	133	1	169	0	0	0	170	2	0	2	0	1	4	1	0	0	0	1	1	308
12:45	0	149	1	0	0	150	1	142	0	0	0	143	3	0	0	0	0	3	5	0	2	0	1	7	303
Grand Total	**1**	**513**	**4**	**0**	**9**	**518**	**5**	**613**	**0**	**0**	**3**	**618**	**14**	**0**	**6**	**0**	**2**	**20**	**7**	**0**	**5**	**0**	**7**	**12**	**1168**
Approach %	0.2	99	0.8	0		-	0.8	99.2	0	0		-	70	0	30	0		-	58.3	0	41.7	0		-	
Totals %	0.1	43.9	0.3	0		44.3	0.4	52.5	0	0		52.9	1.2	0	0.5	0		1.7	0.6	0	0.4	0		1	
PHF	**0.25**	**0.86**	**0.5**	**0**		**0.86**	**0.63**	**0.91**	**0**	**0**		**0.91**	**0.5**	**0**	**0.5**	**0**		**0.5**	**0.35**	**0**	**0.42**	**0**		**0.43**	**0.95**
Cars	1	499	4	0		504	4	594	0	0		598	14	0	5	0		19	7	0	5	0		12	1133
% Cars	100	97.3	100	0		97.3	80	96.9	0	0		96.8	100	0	83.3	0		95	100	0	100	0		100	97
Trucks	0	14	0	0		14	0	19	0	0		19	0	0	1	0		1	0	0	0	0		0	34
% Trucks	0	2.7	0	0		2.7	0	3.1	0	0		3.1	0	0	16.7	0		5	0	0	0	0		0	2.9
Bicycles	0	0	0	0		0	1	0	0	0		1	0	0	0	0		0	0	0	0	0		0	1
% Bicycles	0	0	0	0		0	20	0	0	0		0.2	0	0	0	0		0	0	0	0	0		0	0.1
Peds					9	-					3	-					2	-					7	-	21
% Peds					42.9	-					14.3	-					9.5	-					33.3	-	

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Diagram

Specified Period		One Hour Peak	
From:	14:00:00	From:	16:30:00
To:	19:00:00	To:	17:30:00

Intersection: Ward St (CR 18) & Willcox St
Site Code: 2307300001
Count Date: Apr 28, 2023

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Ward St (CR 18) runs N/S

North Approach

	Out	In	Total
Cars	476	762	1238
Trucks	12	6	18
Bicycles	0	0	0
	488	**768**	**1256**

Ward St (CR 18)

Bicycles	0	0	0	0
Trucks	0	12	0	0
Cars	4	472	0	0
Totals	**4**	**484**	**0**	**0**

East Approach

	Out	In	Total
Cars	44	2	46
Trucks	2	0	2
Bicycles	0	0	0
	46	**2**	**48**

Willcox St

Bicycles	Trucks	Cars	Totals
0	0	0	**0**
0	0	7	**7**
0	0	0	**0**
0	0	0	**0**

Peds: 4

Peds: 0

Peds: 0

Willcox St

Totals	Cars	Trucks	Bicycles
0	0	0	0
20	18	2	0
0	0	0	0
26	26	0	0

West Approach

	Out	In	Total
Cars	7	6	13
Trucks	0	0	0
Bicycles	0	0	0
	7	**6**	**13**

Ward St (CR 18)

Totals	**2**	**741**	**2**	**0**
Cars	2	737	2	0
Trucks	0	4	0	0
Bicycles	0	0	0	0

South Approach

	Out	In	Total
Cars	741	498	1239
Trucks	4	12	16
Bicycles	0	0	0
	745	**510**	**1255**

Cars - Trucks - Bicycles

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection:	Ward St (CR 18) & Willcox St
Site Code:	2307300001
Count Date:	Apr 28, 2023
Period:	14:00 - 19:00

Peak Hour Data (16:30 - 17:30)

Start Time	North Approach Ward St (CR 18)						South Approach Ward St (CR 18)						East Approach Willcox St						West Approach Willcox St						Total Vehicles
	↰	↑	↱	↩	Peds	Total	↰	↑	↱	↩	Peds	Total	↰	↑	↱	↩	Peds	Total	↰	↑	↱	↩	Peds	Total	
16:30	0	127	2	0	0	129	1	169	1	0	0	171	10	0	7	0	0	17	1	0	0	0	2	1	318
16:45	0	136	0	0	0	136	1	191	0	0	0	192	6	0	4	0	0	10	3	0	0	0	2	3	341
17:00	0	122	0	0	0	122	0	179	0	0	0	179	5	0	4	0	0	9	0	0	0	0	0	0	310
17:15	0	99	2	0	0	101	0	202	1	0	0	203	5	0	5	0	0	10	3	0	0	0	0	3	317
Grand Total	**0**	**484**	**4**	**0**	**0**	**488**	**2**	**741**	**2**	**0**	**0**	**745**	**26**	**0**	**20**	**0**	**0**	**46**	**7**	**0**	**0**	**0**	**4**	**7**	**1286**
Approach %	0	99.2	0.8	0		-	0.3	99.5	0.3	0		-	56.5	0	43.5	0		-	100	0	0	0		-	
Totals %	0	37.6	0.3	0		37.9	0.2	57.6	0.2	0		57.9	2	0	1.6	0		3.6	0.5	0	0	0		0.5	
PHF	**0**	**0.89**	**0.5**	**0**		**0.9**	**0.5**	**0.92**	**0.5**	**0**		**0.92**	**0.65**	**0**	**0.71**	**0**		**0.68**	**0.58**	**0**	**0**	**0**		**0.58**	**0.94**
Cars	0	472	4	0		476	2	737	2	0		741	26	0	18	0		44	7	0	0	0		7	1268
% Cars	0	97.5	100	0		97.5	100	99.5	100	0		99.5	100	0	90	0		95.7	100	0	0	0		100	98.6
Trucks	0	12	0	0		12	0	4	0	0		4	0	0	2	0		2	0	0	0	0		0	18
% Trucks	0	2.5	0	0		2.5	0	0.5	0	0		0.5	0	0	10	0		4.3	0	0	0	0		0	1.4
Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Bicycles	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					0	-					0	-					4	-	4
% Peds					0	-					0	-					0	-					100	-	

ATR Counts

County of Peterborough

Electromega

CLASSIFICATION SUMMARY
Thu 6/1/2023

Station #: 000000026889
Site ID: 382422024502
Location: 40 Metres East of Gore Street
Lane 1: NORTH Lane 2: EAST

File: Bridgenorth (Gore Street).prn
City: Bridgenorth
County: Peterborough

	TIME	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Total
1	19:00	2	150	10	2	1	1	1	6	1	0	3	1	1	0	5	184
2	19:00	3	219	43	2	1	1	1	0	0	1	1	0	0	0	2	274
1	20:00	0	88	5	3	1	0	0	3	0	0	1	1	0	0	0	102
2	20:00	0	126	21	1	0	1	2	0	0	0	0	1	0	0	1	153
1	21:00	0	55	2	1	1	0	0	2	0	0	0	0	0	0	1	62
2	21:00	1	71	17	0	1	0	1	0	0	0	0	0	0	0	1	92
1	22:00	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
2	22:00	1	38	7	0	0	1	0	0	0	0	0	0	0	0	0	47
1	23:00	0	6	1	0	1	0	0	0	0	0	1	0	0	0	0	9
2	23:00	0	19	2	0	1	0	0	0	0	0	0	0	0	0	0	22
1	24:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	8
2	24:00	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
1	DAY TOT	2	323	19	6	5	1	1	11	1	0	5	2	1	0	6	383
2	DAY TOT	5	484	93	3	3	3	4	0	0	1	1	1	0	0	4	602

Station #: 000000026889
Site ID: 382422024502
Location: 40 Metres East of Gore Street
Lane 1: NORTH Lane 2: EAST

File: Bridgenorth (Gore Street).prn
City: Bridgenorth
County: Peterborough

	TIME	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Total
1	01:00	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	8
2	01:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
1	02:00	0	15	1	0	0	0	0	0	1	0	0	0	0	0	0	17
2	02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
1	03:00	0	54	11	0	0	1	0	0	0	0	0	0	0	0	0	66
2	03:00	0	22	3	0	0	1	0	0	0	1	0	0	0	0	0	27
1	04:00	0	144	20	0	2	0	0	4	0	0	0	0	0	0	2	172
2	04:00	0	54	28	0	0	1	0	0	1	0	0	0	0	0	2	86
1	05:00	10	280	33	2	4	3	0	8	0	2	1	3	1	0	3	350
2	05:00	1	124	43	1	6	5	2	3	2	3	0	0	1	0	2	193
1	06:00	4	446	45	11	10	5	2	22	3	5	7	7	5	0	14	586
2	06:00	1	189	53	3	4	10	2	3	4	0	0	3	1	0	10	283
1	07:00	9	384	32	15	6	7	6	25	8	4	7	8	10	0	14	535
2	07:00	2	260	75	7	12	8	4	1	5	2	5	7	3	0	9	400
1	08:00	8	361	32	17	3	8	2	29	7	2	7	5	1	0	12	494
2	08:00	4	268	89	5	6	10	4	2	5	0	2	0	6	0	12	413
1	09:00	8	336	32	13	3	9	1	21	3	7	8	4	12	0	11	468
2	09:00	2	262	101	3	6	7	4	5	10	2	1	0	5	0	7	415
1	10:00	9	317	31	18	3	10	2	19	6	5	4	2	12	0	16	454
2	10:00	4	349	95	6	5	13	5	5	9	0	4	3	0	0	4	502
1	11:00	4	278	29	8	6	7	3	12	3	4	6	8	11	0	11	390
2	11:00	5	417	104	6	5	14	5	7	8	1	3	0	7	0	5	587
1	12:00	16	300	44	21	5	6	4	24	5	3	1	0	11	0	17	457
2	12:00	4	364	101	5	3	16	4	5	7	1	3	1	4	0	7	525
1	13:00	14	270	35	17	8	3	3	10	10	5	6	5	10	0	17	413
2	13:00	2	416	119	5	7	15	4	4	3	0	3	2	9	0	4	593
1	14:00	8	237	28	9	11	3	2	23	10	5	7	6	13	0	17	379
2	14:00	4	437	115	3	8	11	7	8	11	1	3	3	7	0	9	627
1	15:00	13	256	39	19	6	4	3	14	4	6	1	3	8	0	11	387
2	15:00	5	413	119	5	5	8	4	7	9	5	3	3	6	0	8	600
1	16:00	6	284	17	13	2	3	2	11	1	1	3	3	2	0	11	359
2	16:00	9	362	104	8	5	7	7	6	3	4	5	2	3	0	4	529
1	17:00	6	226	17	4	5	1	3	12	6	0	5	4	1	0	5	295
2	17:00	1	303	74	3	4	5	3	1	3	0	3	1	2	0	3	406
1	18:00	3	154	8	4	3	1	1	8	1	0	1	1	0	0	3	188
2	18:00	0	254	85	5	1	2	2	2	4	0	1	1	0	0	0	357
1	19:00	1	124	5	0	6	0	1	4	1	0	0	0	0	0	1	143
2	19:00	0	216	49	0	4	2	4	3	1	0	1	1	0	0	0	281
1	20:00	8	107	6	2	3	0	1	6	0	1	0	1	0	0	1	136
2	20:00	0	196	41	2	2	2	1	0	0	0	0	0	0	0	0	244

Station #: 000000026889
Site ID: 382422024502
Location: 40 Metres East of Gore Street
Lane 1: NORTH Lane 2: EAST

File: Bridgenorth (Gore Street).prn
City: Bridgenorth
County: Peterborough

	TIME	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Total
1	21:00		6	48	2	1	3	0	0	0	0	0	0	0	0	0	60
2	21:00		0	137	17	1	2	1	0	0	0	0	0	0	0	0	158
1	22:00		4	33	1	0	0	0	0	0	0	0	0	0	0	0	38
2	22:00		0	52	8	0	0	0	0	1	0	0	0	0	0	0	61
1	23:00		2	18	0	0	0	0	0	0	0	0	0	0	0	0	20
2	23:00		0	30	5	0	0	1	0	0	0	0	0	0	0	0	36
1	24:00		1	10	0	0	0	0	1	0	0	0	0	0	0	0	12
2	24:00		0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
1	DAY TOT		141	4688	469	174	89	71	37	252	69	50	64	60	97	0	166	6427
2	DAY TOT		44	5157	1431	68	85	139	62	63	85	20	37	27	54	0	86	7358

Station #: 000000026889
Site ID: 382422024502
Location: 40 Metres East of Gore Street
Lane 1: NORTH Lane 2: EAST

File: Bridgenorth (Gore Street).prn
City: Bridgenorth
County: Peterborough

	TIME	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Total
1	01:00		4	5	0	0	0	0	0	0	0	0	0	0	0	0	9
2	01:00		0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
1	02:00		0	5	0	0	0	0	0	0	1	0	0	0	0	0	6
2	02:00		0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
1	03:00		3	13	5	0	0	0	0	1	0	0	0	0	0	0	22
2	03:00		0	12	3	0	0	0	0	1	0	0	0	0	0	0	16
1	04:00		2	47	6	2	0	1	0	2	1	0	0	0	0	0	61
2	04:00		0	26	9	0	0	0	0	0	1	0	0	0	0	1	37
1	05:00		16	91	10	0	0	1	0	1	2	0	1	0	0	1	123
2	05:00		0	72	33	0	1	0	0	1	3	0	2	0	1	0	113
1	06:00		16	182	20	1	1	1	1	16	3	2	2	2	0	8	255
2	06:00		1	143	45	1	1	6	1	0	1	0	1	0	0	3	203
1	07:00		20	317	32	7	4	2	0	19	3	4	1	4	4	6	423
2	07:00		1	194	58	1	3	5	1	0	3	1	1	1	0	3	272
1	08:00		9	395	15	8	3	5	3	23	4	3	8	9	8	18	511
2	08:00		4	279	91	2	2	9	4	3	3	0	3	2	3	5	410
1	09:00		11	349	16	15	4	5	1	31	9	4	3	5	11	8	472
2	09:00		4	352	98	6	4	13	5	2	4	1	2	2	3	13	509
1	10:00		15	351	27	21	5	5	3	26	7	1	10	6	13	17	507
2	10:00		2	360	93	5	6	8	5	9	5	0	3	6	6	7	515
1	11:00		8	284	16	13	4	8	0	31	3	3	5	8	13	16	412
2	11:00		2	404	113	5	4	7	8	6	7	0	1	3	5	7	572
1	12:00		13	311	23	7	7	6	2	22	5	6	3	7	13	11	436
2	12:00		4	395	95	9	2	11	5	5	3	1	5	2	1	7	545
1	13:00		18	295	16	13	5	4	2	23	7	2	5	8	8	9	415
2	13:00		3	343	90	4	2	7	3	2	5	0	3	1	2	6	471
1	14:00		26	293	9	12	2	2	4	17	2	2	3	3	7	12	394
2	14:00		2	351	87	2	6	5	4	3	1	0	1	0	3	5	470
1	15:00		13	275	8	7	1	1	5	21	7	0	2	4	8	17	369
2	15:00		2	309	71	2	1	6	1	7	3	0	3	3	2	5	415
1	16:00		14	252	10	7	2	2	1	14	4	4	4	3	3	10	330
2	16:00		1	259	46	4	1	4	1	4	4	0	1	1	1	2	329
1	17:00		7	241	7	1	4	1	1	10	3	0	1	4	2	2	284
2	17:00		1	197	57	1	0	6	1	2	3	0	0	0	1	4	273
1	18:00		5	213	8	2	1	0	0	6	2	0	2	2	3	3	247
2	18:00		0	172	42	4	0	5	1	0	0	1	0	0	1	0	226
1	19:00		9	144	6	1	1	0	0	4	1	0	0	2	1	1	170
2	19:00		0	165	32	1	0	3	0	1	1	0	1	0	0	0	204
1	20:00		10	60	2	3	0	0	0	1	1	0	1	1	0	1	80
2	20:00		2	133	25	0	0	5	0	0	0	0	4	0	0	2	171

CLASSIFICATION SUMMARY
Sat 6/3/2023

Station #: 000000026889
Site ID: 382422024502
Location: 40 Metres East of Gore Street
Lane 1: NORTH Lane 2: EAST

File: Bridgenorth (Gore Street).prn
City: Bridgenorth
County: Peterborough

	TIME	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Total
1	21:00		4	59	0	0	0	0	0	0	0	0	0	0	1	0	65
2	21:00		0	109	14	2	1	2	0	1	0	0	3	1	1	0	134
1	22:00		2	27	1	0	0	0	0	0	0	0	0	1	0	0	31
2	22:00		0	61	11	0	0	0	0	0	0	0	0	0	0	1	73
1	23:00		1	3	0	0	1	0	0	0	0	1	0	0	0	0	6
2	23:00		0	38	12	0	0	0	0	0	0	0	6	0	0	0	56
1	24:00		2	3	0	0	0	0	0	0	0	0	0	1	0	0	6
2	24:00		0	19	5	0	1	0	0	0	0	0	1	0	1	0	27
1	DAY TOT	228	4215	237	120	45	44	23	268	65	32	51	70	95	0	141	5634
2	DAY TOT	29	4413	1132	49	35	102	40	47	47	4	41	22	31	0	71	6063

Station #: 000000026889
Site ID: 382422024502
Location: 40 Metres East of Gore Street
Lane 1: NORTH Lane 2: EAST

File: Bridgenorth (Gore Street).prn
City: Bridgenorth
County: Peterborough

	TIME	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Total	
1	01:00	0	2	1	0	0	0	0	0	0	0	0	0	1	0	0	4	
2	01:00	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19	
1	02:00	1	2	0	0	0	0	0	0	0	0	0	1	0	0	0	4	
2	02:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13	
1	03:00	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	4	
2	03:00	0	6	0	0	0	0	0	0	0	0	4	0	0	0	0	10	
1	04:00	2	10	5	0	0	0	0	1	0	0	0	1	1	0	0	20	
2	04:00	1	22	10	0	0	0	0	0	0	0	1	0	1	0	0	35	
1	05:00	6	50	4	2	0	0	0	0	0	1	0	0	1	0	0	64	
2	05:00	0	53	20	0	0	0	0	1	0	0	2	2	1	0	1	80	
1	06:00	14	89	10	0	2	0	0	4	1	1	3	2	2	0	0	128	
2	06:00	0	98	29	2	0	2	0	0	1	0	4	0	4	0	2	142	
1	07:00	10	191	15	6	2	2	1	12	3	3	0	5	2	0	3	255	
2	07:00	0	169	47	2	0	0	1	4	1	0	2	1	2	0	1	230	
1	08:00	18	382	17	9	3	1	0	12	5	1	4	4	2	0	13	471	
2	08:00	1	225	48	3	0	7	3	4	2	0	2	1	1	0	3	300	
1	09:00	7	388	17	5	3	3	0	20	6	3	7	1	5	0	10	475	
2	09:00	1	268	76	8	2	10	3	5	7	1	2	2	1	0	6	392	
1	10:00	18	356	20	17	3	5	0	23	4	3	3	5	12	0	15	484	
2	10:00	1	302	73	5	5	9	1	10	3	1	3	0	4	0	10	427	
1	11:00	19	348	12	20	1	3	2	29	7	3	7	5	12	0	17	485	
2	11:00	2	336	86	8	2	7	4	3	5	1	3	3	5	0	8	473	
1	12:00	14	345	17	8	7	4	5	35	7	6	4	9	17	0	16	494	
2	12:00	3	284	75	3	5	10	3	5	4	2	2	1	1	0	14	412	
1	13:00	29	340	22	15	3	5	1	28	7	3	2	13	12	0	19	499	
2	13:00	2	288	73	4	1	9	2	1	6	0	3	0	0	0	11	400	
1	14:00	20	316	12	8	3	5	3	29	2	7	1	5	10	0	12	433	
2	14:00	2	269	56	5	5	2	5	1	1	0	0	1	3	0	7	357	
1	15:00	23	279	11	8	0	4	1	29	7	2	4	4	4	0	20	396	
2	15:00	4	250	67	3	4	8	1	4	1	3	2	0	5	0	9	361	
1	16:00	16	270	16	0	2	4	0	25	2	2	1	3	6	0	14	361	
2	16:00	2	172	25	0	2	2	2	3	4	2	0	0	2	0	5	221	
1	17:00	12	277	10	1	1	0	0	24	1	0	1	4	0	0	7	338	
2	17:00	0	169	46	2	0	2	2	1	5	0	0	2	0	0	4	233	
1	18:00	8	225	10	2	0	0	2	5	1	0	0	1	0	0	3	257	
2	18:00	1	156	22	0	0	3	2	0	1	0	0	1	0	0	1	187	
1	19:00	13	106	7	1	1	1	0	7	2	1	0	1	1	0	3	144	
2	19:00	2	107	19	1	0	1	0	1	0	1	2	0	0	0	0	134	
1	20:00	5	44	2	0	0	0	0	0	0	1	0	0	0	0	2	54	
2	20:00	0	67	14	1	0	0	0	0	0	0	2	0	0	0	0	84	

Station #: 000000026889
Site ID: 382422024502
Location: 40 Metres East of Gore Street
Lane 1: NORTH Lane 2: EAST

File: Bridgenorth (Gore Street).prn
City: Bridgenorth
County: Peterborough

	TIME	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Total
1	21:00		4	8	2	0	0	0	0	0	0	0	0	0	0	0	14
2	21:00		0	43	9	0	0	0	0	0	1	0	1	0	0	0	54
1	22:00		0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2	22:00		0	23	6	0	0	0	0	0	0	0	0	1	0	0	30
1	23:00		2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
2	23:00		0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
1	24:00		0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	24:00		0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
1	DAY TOT	241	4038	210	102	31	37	15	285	55	37	37	64	88	0	154	5394
2	DAY TOT	22	3345	811	47	26	72	29	43	42	11	35	15	30	0	82	4610

Basic Axle Classification Report: P2320001

Station ID : P2320001

Info Line 1 : Ward Street (CR 18) 200m N
Info Line 2 : of Causeway (CR 14)
GPS Lat/Lon :
DB File : P2320001.DB

Last Connected Device Type : Phoenix
Version Number : 3.00
Serial Number : 62911
Number of Lanes : 2
Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	N	NB	Ax-Ax	150 cm	183 cm	

Lane #1 Basic Axle Classification Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

(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
08/16/23	00:00	0	14	9	0	0	0	0	0	0	0	0	0	0	23
Wed	01:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	03:00	0	8	0	0	0	1	0	0	0	0	0	0	0	9
	04:00	0	4	1	0	1	1	0	0	0	0	0	0	0	7
	05:00	1	32	27	0	0	0	0	1	0	0	1	0	1	63
	06:00	1	68	65	0	3	3	0	0	2	1	2	0	0	145
	07:00	1	105	92	0	2	4	1	6	5	0	5	2	3	226
	08:00	4	112	110	0	5	2	1	4	7	1	12	0	3	261
	09:00	5	145	87	0	3	1	1	5	7	1	17	3	3	278
	10:00	6	165	92	0	1	4	0	2	5	3	13	4	3	298
	11:00	8	199	102	0	3	6	0	4	5	1	19	1	1	349
	12:00	7	240	104	0	5	7	0	4	1	0	17	0	1	386
	13:00	6	222	106	0	2	8	1	5	6	2	24	3	7	392
	14:00	8	211	105	0	5	9	2	5	2	1	18	1	5	372
	15:00	4	232	88	0	3	4	0	7	4	2	16	1	5	366
	16:00	3	234	95	0	6	6	3	6	6	0	25	3	17	404
	17:00	3	237	116	0	3	1	0	2	4	1	14	1	4	386
	18:00	2	160	84	0	1	0	1	3	3	1	10	1	0	266
	19:00	2	131	59	0	2	0	0	3	2	1	5	0	4	209
	20:00	2	120	51	0	1	0	0	2	1	0	1	0	0	178
	21:00	0	93	22	0	0	0	0	2	0	0	3	0	0	120
	22:00	1	62	18	0	0	0	0	0	0	0	1	0	0	82
	23:00	0	18	12	0	0	0	0	0	0	0	0	0	0	30
Daily Total :		64	2827	1449	0	46	57	10	61	60	15	203	20	57	4869
Percent :		1%	58%	30%	0%	1%	1%	0%	1%	1%	0%	4%	0%	1%	
Average :		3	118	60	0	2	2	0	3	3	1	8	1	2	203

(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
08/17/23	00:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
Thu	01:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	8	1	0	0	0	0	1	0	1	0	0	0	11
	03:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
	04:00	0	9	1	0	1	1	0	0	0	0	0	0	0	12
	05:00	2	30	29	0	0	2	0	0	0	2	0	0	0	65
	06:00	0	73	59	0	2	5	0	1	2	0	2	0	0	144
	07:00	1	104	78	0	6	8	0	4	4	1	11	1	2	220
	08:00	5	111	96	0	6	8	1	6	2	1	15	0	5	256
	09:00	2	133	92	0	4	9	2	8	3	1	13	1	1	269
	10:00	0	165	79	0	3	8	0	5	6	3	11	3	10	293
	11:00	9	194	94	0	6	5	2	7	6	2	26	2	4	357
	12:00	1	205	103	0	4	5	2	3	7	1	26	2	2	361
	13:00	5	228	95	0	3	8	2	5	10	3	22	3	7	391
	14:00	1	214	107	0	4	7	2	3	10	0	25	2	2	377
	15:00	2	226	95	0	3	4	0	6	3	2	22	2	3	368
	16:00	4	264	114	0	2	4	2	8	9	1	25	3	9	445
	17:00	5	240	115	0	3	1	1	4	4	0	29	0	5	407
	18:00	3	167	85	0	0	0	1	3	0	0	13	0	1	273
	19:00	1	168	73	0	1	0	1	2	0	0	10	0	0	256
	20:00	2	129	48	0	0	1	0	1	0	0	2	1	0	184
	21:00	0	89	31	0	1	0	0	0	0	0	2	0	0	123
	22:00	1	72	28	0	0	0	0	0	0	0	0	0	0	101
	23:00	0	27	10	0	1	0	0	0	0	0	0	0	0	38
Daily Total :		44	2880	1438	0	51	76	16	67	66	18	254	20	51	4981
	Percent :	1%	58%	29%	0%	1%	2%	0%	1%	1%	0%	5%	0%	1%	
	Average :	2	120	60	0	2	3	1	3	3	1	11	1	2	209

(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
08/18/23	00:00	0	13	9	0	0	0	0	0	0	0	0	0	0	22
Fri	01:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	03:00	0	4	0	0	0	1	0	0	0	0	0	0	0	5
	04:00	0	7	2	0	1	1	3	0	0	0	0	0	0	14
	05:00	0	25	22	0	1	3	0	0	0	1	1	0	0	53
	06:00	0	72	41	0	1	2	1	0	0	2	1	0	0	120
	07:00	2	94	60	0	4	2	1	2	2	2	4	3	0	176
	08:00	2	151	83	0	2	4	1	3	0	2	13	0	2	263
	09:00	3	159	91	0	4	3	0	3	7	1	11	3	3	288
	10:00	4	184	97	1	3	3	2	6	6	3	25	1	10	345
	11:00	0	219	114	0	2	2	2	1	7	0	21	5	12	385
	12:00	0	194	119	0	3	3	5	10	4	2	33	2	9	384
	13:00	0	240	132	0	4	4	0	8	7	0	19	2	10	426
	14:00	1	248	144	0	5	2	2	6	10	2	18	4	7	449
	15:00	3	239	144	0	1	3	1	10	9	2	25	0	7	444
	16:00	1	282	130	0	0	0	3	8	6	1	27	4	12	474
	17:00	1	293	167	0	3	1	0	5	6	1	21	2	10	510
	18:00	0	214	117	0	1	2	0	2	5	0	15	0	4	360
	19:00	1	165	81	0	1	0	0	2	2	0	7	0	0	259
	20:00	0	143	56	0	0	0	0	1	1	0	3	0	0	204
	21:00	0	93	36	0	0	0	0	0	0	0	3	0	0	132
	22:00	0	63	24	0	0	0	0	0	0	0	2	0	0	89
	23:00	0	33	12	0	0	0	0	0	0	1	1	0	0	47
Daily Total :		18	3145	1686	1	36	36	21	67	72	20	250	26	86	5464
Percent :		0%	58%	31%	0%	1%	1%	0%	1%	1%	0%	5%	0%	2%	
Average :		1	131	70	0	2	2	1	3	3	1	10	1	4	229

(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
08/19/23	00:00	0	18	5	0	0	0	0	0	0	0	0	0	0	23
Sat	01:00	0	12	12	0	0	0	0	0	0	0	0	0	0	24
	02:00	0	19	6	0	0	0	0	0	0	0	0	0	0	25
	03:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
	04:00	0	3	3	0	1	0	0	0	0	0	0	0	0	7
	05:00	0	6	7	0	1	0	0	0	0	0	0	0	0	14
	06:00	2	23	16	0	1	0	0	1	0	0	0	0	0	43
	07:00	1	44	36	0	1	0	0	0	1	1	0	1	0	85
	08:00	3	92	53	0	4	2	0	5	1	0	6	0	3	169
	09:00	4	181	97	0	3	0	1	10	2	0	15	5	2	320
	10:00	7	209	123	0	2	1	0	8	5	1	31	2	2	391
	11:00	11	271	122	0	0	2	2	7	8	2	25	0	8	458
	12:00	11	260	123	0	0	0	3	8	5	1	30	1	12	454
	13:00	6	284	130	1	1	3	1	5	4	1	18	1	9	464
	14:00	4	266	85	0	0	1	1	7	5	0	29	5	4	407
	15:00	5	211	78	0	0	1	1	7	2	1	23	1	5	335
	16:00	4	204	85	0	1	0	0	7	1	0	24	0	1	327
	17:00	3	184	68	0	0	0	0	4	0	0	10	2	1	272
	18:00	2	131	54	0	0	0	0	3	3	0	8	0	2	203
	19:00	1	113	44	0	1	1	1	3	2	0	6	0	0	172
	20:00	2	102	35	0	1	0	0	3	1	1	4	1	0	150
	21:00	2	76	33	0	2	0	0	0	0	0	0	0	0	113
	22:00	0	62	21	0	0	0	0	1	0	0	0	0	0	84
	23:00	2	41	18	0	0	0	0	0	0	0	0	0	0	61
Daily Total :		70	2816	1255	1	20	11	10	79	40	8	229	19	49	4607
Percent :		2%	61%	27%	0%	0%	0%	0%	2%	1%	0%	5%	0%	1%	
Average :		3	117	52	0	1	0	0	3	2	0	10	1	2	191

(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
08/20/23	00:00	0	31	9	0	1	0	0	0	0	0	0	0	0	41
Sun	01:00	0	11	10	0	1	0	0	0	0	0	1	0	0	23
	02:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	03:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	04:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
	05:00	0	9	1	0	0	0	0	1	0	0	0	0	0	11
	06:00	0	22	10	0	0	0	0	3	0	0	0	0	0	35
	07:00	2	47	21	0	2	0	0	2	0	0	1	0	0	75
	08:00	2	62	32	0	0	0	0	2	0	0	5	0	0	103
	09:00	3	121	60	0	1	0	0	6	0	1	10	0	1	203
	10:00	2	178	79	0	0	0	1	2	6	2	10	1	6	287
	11:00	4	232	91	0	3	1	2	9	4	1	27	0	4	378
	12:00	3	237	86	0	0	0	1	6	3	0	20	3	10	369
	13:00	1	181	81	0	1	0	0	6	5	0	24	1	8	308
	14:00	6	173	67	0	1	0	0	4	4	0	28	1	7	291
	15:00	4	188	80	0	0	1	1	5	9	0	12	1	7	308
	16:00	2	188	74	1	0	0	0	5	3	0	13	0	3	289
	17:00	1	145	63	0	0	0	0	5	3	1	9	1	1	229
	18:00	0	116	47	0	0	0	1	5	1	0	7	0	1	178
	19:00	1	117	48	0	1	0	0	5	3	1	5	2	1	184
	20:00	0	59	31	0	0	0	0	0	0	0	0	0	0	90
	21:00	0	49	23	0	0	0	0	0	0	0	2	1	0	75
	22:00	0	36	12	0	0	0	0	0	1	0	0	0	0	49
	23:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20
Daily Total :		31	2234	937	1	11	2	6	66	42	6	174	11	49	3570
Percent :		1%	63%	26%	0%	0%	0%	0%	2%	1%	0%	5%	0%	1%	
Average :		1	93	39	0	0	0	0	3	2	0	7	0	2	147

(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
08/21/23	00:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
Mon	01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	2	6	0	0	1	0	0	0	0	0	0	0	9
	05:00	1	28	19	0	0	2	0	0	0	0	1	1	0	52
	06:00	0	62	56	0	1	6	0	1	0	0	0	0	2	128
	07:00	2	97	73	0	6	4	0	1	3	1	7	1	3	198
	08:00	1	99	70	1	4	6	0	5	3	0	6	0	3	198
	09:00	1	135	68	2	5	6	2	5	2	2	12	3	8	251
	10:00	1	148	97	0	0	12	0	2	6	1	20	2	2	291
	11:00	3	168	95	0	4	7	2	5	9	3	22	2	5	325
	12:00	4	184	107	0	2	6	1	1	8	2	18	1	4	338
	13:00	2	192	96	0	1	6	2	3	4	1	16	3	4	330
	14:00	2	199	93	0	1	4	1	10	2	1	19	0	6	338
	15:00	3	198	92	0	4	5	1	5	1	1	15	3	12	340
	16:00	0	219	107	0	3	5	2	5	6	2	16	2	6	373
	17:00	3	236	120	0	4	3	3	6	6	0	18	1	5	405
	18:00	3	163	66	0	0	1	1	3	2	1	8	1	4	253
	19:00	1	179	66	0	1	0	0	2	2	0	4	0	0	255
	20:00	1	96	42	0	2	0	0	0	1	0	5	0	0	147
	21:00	0	61	26	0	0	0	0	0	1	0	0	0	0	88
	22:00	1	51	10	0	0	0	0	0	0	0	1	0	0	63
	23:00	0	12	6	0	0	0	0	0	0	0	0	0	0	18
Daily Total :		29	2555	1320	3	38	74	15	54	56	15	188	20	64	4431
Percent :		1%	58%	30%	0%	1%	2%	0%	1%	1%	0%	4%	0%	1%	
Average :		1	106	55	0	2	3	1	2	2	1	8	1	3	185

(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
08/22/23	00:00	0	13	4	0	1	0	0	0	0	0	0	0	0	18
Tue	01:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9
	04:00	0	4	3	0	1	1	0	0	0	1	0	0	0	10
	05:00	2	21	16	0	1	3	0	0	0	1	0	0	0	44
	06:00	0	69	62	0	1	6	0	1	1	0	2	1	1	144
	07:00	0	98	77	0	7	4	1	3	3	2	9	1	1	206
	08:00	0	120	90	0	3	8	0	4	2	1	16	2	5	251
	09:00	0	137	84	0	6	4	0	6	2	0	17	2	4	262
	10:00	2	175	84	0	1	4	0	2	5	5	20	3	5	306
	11:00	2	185	99	0	1	13	0	8	3	3	17	1	1	333
	12:00	4	203	102	0	1	3	1	6	6	4	14	1	5	350
	13:00	4	212	101	0	4	6	4	2	12	5	12	0	6	368
	14:00	2	207	103	0	1	9	2	3	3	5	20	1	6	362
	15:00	1	192	91	0	2	7	1	2	8	5	20	4	6	339
	16:00	0	220	102	1	3	4	0	4	3	1	20	6	9	373
	17:00	1	241	117	0	2	1	2	6	5	0	23	2	5	405
	18:00	3	163	84	0	0	0	0	0	3	2	7	0	1	263
	19:00	5	143	61	0	2	0	1	3	0	1	1	0	2	219
	20:00	3	109	54	0	1	0	0	1	1	0	5	0	0	174
	21:00	1	73	26	0	0	0	0	2	0	0	2	0	0	104
	22:00	0	53	11	0	0	0	0	1	0	0	0	0	0	65
	23:00	0	16	4	0	0	0	0	0	0	0	0	0	0	20
Daily Total :		30	2665	1380	1	39	73	12	54	57	36	205	24	57	4633
Percent :		1%	58%	30%	0%	1%	2%	0%	1%	1%	1%	4%	1%	1%	
Average :		1	111	58	0	2	3	1	2	2	2	9	1	2	194

(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
08/23/23	00:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
Wed	01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	03:00	0	7	2	0	0	1	0	0	0	0	0	0	0	10
	04:00	0	7	1	0	1	1	0	0	0	0	0	0	0	10
	05:00	1	28	28	0	1	1	0	3	0	2	1	0	0	65
	06:00	1	64	55	0	2	5	0	2	1	2	3	0	1	136
	07:00	1	100	84	0	3	3	0	0	1	1	6	2	6	207
	08:00	1	125	85	0	3	8	0	5	2	2	16	2	5	254
	09:00	2	138	88	0	4	7	1	4	6	1	8	1	4	264
	10:00	2	151	79	0	4	7	0	4	2	5	13	1	9	277
	11:00	1	174	88	1	6	6	1	7	3	1	19	1	7	315
	12:00	4	195	75	0	2	3	4	9	8	2	24	3	0	329
	13:00	3	195	120	0	3	5	0	4	5	3	20	2	2	362
	14:00	2	210	110	0	4	3	2	6	8	0	10	2	3	360
	15:00	8	204	109	0	1	2	0	3	2	0	5	3	6	343
	16:00	0	245	92	0	1	2	0	6	7	3	30	0	12	398
	17:00	0	226	118	0	4	1	2	6	6	0	26	1	6	396
	18:00	1	157	73	0	0	1	0	0	1	0	14	0	6	253
	19:00	1	124	65	0	1	0	0	3	1	0	5	0	0	200
	20:00	0	139	60	0	0	0	2	0	0	0	2	0	1	204
	21:00	0	85	28	0	0	0	0	0	0	0	2	0	2	117
	22:00	0	57	18	0	0	0	0	0	0	0	2	0	0	77
	23:00	0	24	9	0	0	0	0	0	0	0	0	0	0	33
Daily Total :		28	2678	1392	1	40	56	12	62	53	22	206	18	70	4638
	Percent :	1%	58%	30%	0%	1%	1%	0%	1%	1%	0%	4%	0%	2%	
	Average :	1	112	58	0	2	2	1	3	2	1	9	1	3	195

(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
08/24/23	00:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
Thu	01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	7	5	0	1	1	0	0	0	0	0	0	0	14
	05:00	1	19	20	0	0	1	0	0	0	1	1	0	0	43
	06:00	1	67	53	0	2	4	0	5	2	2	4	0	2	142
	07:00	0	105	93	0	4	6	0	1	3	4	4	0	0	220
	08:00	1	118	80	0	3	9	1	1	4	2	10	0	2	231
	09:00	1	149	100	0	4	7	1	2	2	4	6	2	5	283
	10:00	2	137	109	0	4	5	2	6	8	0	11	1	6	291
	11:00	1	168	75	0	5	4	1	9	9	3	25	3	14	317
	12:00	2	182	95	0	6	11	2	1	9	1	30	1	3	343
	13:00	0	214	97	0	4	4	0	4	8	1	17	1	7	357
	14:00	2	233	119	0	5	6	1	9	12	0	19	2	8	416
	15:00	3	262	119	1	0	5	2	4	5	2	25	0	6	434
	16:00	1	249	101	0	2	2	1	3	8	1	26	1	12	407
	17:00	3	243	141	0	1	0	2	2	5	0	25	1	5	428
	18:00	0	194	80	0	1	0	0	2	0	0	8	1	2	288
	19:00	0	188	60	0	1	0	1	1	1	0	9	0	0	261
	20:00	1	135	52	0	0	0	0	1	1	0	3	0	0	193
	21:00	0	66	22	0	0	0	1	0	1	0	3	0	0	93
	22:00	0	49	9	0	0	0	0	0	0	0	1	0	0	59
	23:00	0	23	11	0	0	1	0	0	0	0	0	0	0	35
Daily Total :		19	2830	1446	1	43	66	15	51	78	21	227	13	72	4882
Percent :		0%	58%	30%	0%	1%	1%	0%	1%	2%	0%	5%	0%	1%	
Average :		1	118	60	0	2	3	1	2	3	1	9	1	3	204

(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
08/25/23	00:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11
Fri	01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	04:00	0	5	3	0	1	1	0	0	0	0	0	0	0	10
	05:00	1	21	23	0	0	3	0	0	1	3	1	0	0	53
	06:00	0	64	52	0	3	0	0	1	2	2	3	0	0	127
	07:00	6	109	82	0	3	6	0	3	4	2	3	2	3	223
	08:00	6	144	63	0	4	3	1	5	5	2	17	3	9	262
	09:00	3	141	96	0	6	5	1	4	4	2	11	3	5	281
	10:00	0	187	97	0	1	10	1	9	6	1	21	1	5	339
	11:00	5	220	104	0	1	7	3	5	11	3	24	2	12	397
	12:00	1	203	121	0	1	7	2	9	9	5	24	3	13	398
	13:00	2	199	130	0	3	8	2	9	9	2	25	2	6	397
	14:00	6	223	145	0	3	12	0	5	7	0	28	4	10	443
	15:00	3	251	130	0	2	4	2	9	4	2	25	3	6	441
	16:00	3	251	125	0	2	2	2	6	2	0	37	4	14	448
	17:00	3	306	160	0	2	2	2	4	7	0	18	3	7	514
	18:00	3	222	114	0	3	1	1	6	2	1	14	0	2	369
	19:00	2	173	81	0	2	0	0	2	0	0	5	0	2	267
	20:00	2	132	58	0	0	1	1	3	0	0	5	0	1	203
	21:00	0	102	43	0	0	0	0	0	0	0	3	0	0	148
	22:00	0	67	23	0	0	0	0	0	1	0	0	0	0	91
	23:00	0	29	8	0	0	0	0	0	0	0	0	0	0	37
Daily Total :		46	3069	1667	0	37	72	18	80	74	25	264	30	95	5477
	Percent :	1%	56%	30%	0%	1%	1%	0%	1%	1%	0%	5%	1%	2%	
	Average :	2	128	69	0	2	3	1	3	3	1	11	1	4	228

(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
08/26/23	00:00	0	22	8	0	0	0	0	0	0	0	0	0	0	30
Sat	01:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22
	02:00	1	8	1	0	0	0	0	0	0	0	0	0	0	10
	03:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	4	1	0	1	0	0	1	0	0	0	0	0	7
	05:00	0	7	7	0	0	0	0	1	0	0	0	0	0	15
	06:00	1	26	14	0	1	0	0	1	0	1	0	0	0	44
	07:00	0	45	35	0	0	0	1	2	0	0	4	0	0	87
	08:00	3	99	68	0	2	0	0	0	0	0	7	1	3	183
	09:00	2	151	83	0	1	1	1	3	3	1	11	0	2	259
	10:00	4	190	93	0	0	4	0	5	8	0	18	0	4	326
	11:00	17	257	130	0	3	0	4	5	2	4	22	0	14	458
	12:00	6	269	123	0	2	1	0	7	4	0	23	2	8	445
	13:00	8	219	116	0	1	0	0	12	8	0	18	1	6	389
	14:00	6	236	111	0	1	2	1	5	5	0	20	0	11	398
	15:00	0	194	78	0	1	0	0	1	5	0	18	1	4	302
	16:00	0	223	65	0	0	0	1	5	4	0	18	0	5	321
	17:00	4	181	67	0	2	0	0	2	2	0	10	0	0	268
	18:00	2	149	63	0	0	0	0	0	4	0	1	0	4	223
	19:00	2	137	52	0	0	1	0	2	2	0	5	0	1	202
	20:00	0	88	40	0	0	0	0	2	0	0	5	1	1	137
	21:00	1	76	30	0	0	1	0	0	0	0	2	0	0	110
	22:00	0	54	29	0	0	0	0	0	0	0	1	0	1	85
	23:00	0	38	18	0	0	0	0	0	0	0	1	0	0	57
Daily Total :		57	2697	1238	0	15	10	8	54	47	6	184	6	64	4386
Percent :		1%	61%	28%	0%	0%	0%	0%	1%	1%	0%	4%	0%	1%	
Average :		2	112	52	0	1	0	0	2	2	0	8	0	3	182

(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
08/27/23	00:00	0	33	15	0	0	0	0	0	0	0	0	0	0	48
Sun	01:00	0	21	12	0	1	0	0	0	0	0	0	0	0	34
	02:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11
	03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	7	6	0	0	0	0	3	0	0	0	0	0	16
	06:00	0	19	12	0	1	0	0	2	0	0	0	1	0	35
	07:00	2	46	28	0	0	0	0	0	1	0	1	0	0	78
	08:00	3	70	35	0	0	0	0	3	0	0	3	0	0	114
	09:00	7	126	55	0	1	1	1	2	0	1	12	0	2	208
	10:00	8	156	71	0	2	1	0	11	1	0	17	1	5	273
	11:00	10	226	102	0	2	1	1	4	6	1	18	2	5	378
	12:00	3	228	102	0	0	1	1	7	7	2	28	1	7	387
	13:00	8	195	81	0	1	0	3	3	6	3	26	2	9	337
	14:00	5	176	70	0	0	1	3	9	6	0	24	1	8	303
	15:00	2	186	55	0	0	0	0	5	5	0	18	0	8	279
	16:00	2	159	67	0	1	0	0	4	4	0	15	6	3	261
	17:00	2	147	60	0	0	1	1	6	2	0	8	1	3	231
	18:00	4	130	55	0	0	1	0	2	4	0	10	0	1	207
	19:00	1	125	43	0	0	0	0	1	0	0	6	0	0	176
	20:00	1	100	40	0	1	0	0	0	2	0	3	1	1	149
	21:00	0	60	17	0	0	0	0	0	1	0	0	0	0	78
	22:00	0	32	11	0	0	0	0	0	0	0	0	0	0	43
	23:00	0	24	8	0	0	0	0	0	0	0	1	0	0	33
Daily Total :		58	2280	954	0	10	7	10	62	45	7	190	16	52	3691
Percent :		2%	62%	26%	0%	0%	0%	0%	2%	1%	0%	5%	0%	1%	
Average :		2	95	40	0	0	0	0	3	2	0	8	1	2	153

(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
08/28/23	00:00	0	12	2	0	1	0	0	0	0	0	0	0	0	15
Mon	01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	6	2	0	0	1	0	0	0	0	0	0	0	9
	04:00	0	6	5	0	0	2	0	0	0	0	0	0	0	13
	05:00	1	23	27	0	0	1	0	0	0	2	1	0	0	55
	06:00	0	55	45	0	1	2	0	3	1	0	4	0	0	111
	07:00	1	99	84	0	3	7	0	3	3	0	5	1	3	209
	08:00	3	134	81	0	5	6	1	4	4	3	13	0	6	260
	09:00	1	119	77	0	4	9	0	4	5	1	7	1	1	229
	10:00	3	136	72	2	1	6	0	3	11	1	9	1	4	249
	11:00	2	154	96	1	2	6	0	8	7	1	18	0	2	297
	12:00	2	188	95	0	5	6	0	3	7	0	15	0	9	330
	13:00	4	194	88	0	2	6	1	5	3	0	12	1	7	323
	14:00	1	226	94	0	2	4	1	4	5	2	18	1	10	368
	15:00	4	211	84	0	0	3	1	6	4	0	12	2	6	333
	16:00	1	219	122	0	3	5	1	10	7	5	25	0	5	403
	17:00	6	216	120	0	3	2	1	9	8	0	17	3	11	396
	18:00	5	143	63	0	0	1	0	1	3	1	10	1	1	229
	19:00	1	131	61	0	1	2	0	0	2	0	2	0	0	200
	20:00	2	126	45	0	1	2	0	1	0	0	2	0	1	180
	21:00	0	57	31	1	0	0	0	0	0	0	3	0	0	92
	22:00	1	32	8	0	0	0	0	0	0	0	2	0	0	43
	23:00	0	17	5	0	0	0	0	0	0	0	0	0	0	22
Daily Total :		38	2510	1309	4	34	71	6	64	70	16	175	11	66	4374
Percent :		1%	57%	30%	0%	1%	2%	0%	1%	2%	0%	4%	0%	2%	
Average :		2	105	55	0	1	3	0	3	3	1	7	0	3	183

(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
08/29/23	00:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
Tue	01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	4	4	1	0	1	0	0	0	0	0	0	0	10
	05:00	2	18	23	0	1	3	0	0	0	2	2	0	0	51
	06:00	1	71	60	0	1	4	1	2	0	0	1	1	3	145
	07:00	1	110	84	0	5	7	0	1	2	1	7	2	4	224
	08:00	2	122	90	0	6	9	1	1	2	3	18	1	4	259
	09:00	3	149	110	0	6	5	1	3	6	0	16	1	5	305
	10:00	4	140	103	0	4	8	1	11	5	1	17	0	10	304
	11:00	3	173	112	0	4	5	1	3	5	3	19	0	3	331
	12:00	2	199	95	0	3	6	1	6	7	4	17	2	5	347
	13:00	8	212	121	0	5	6	0	6	4	1	17	2	8	390
	14:00	3	240	110	1	4	1	1	5	4	4	22	2	2	399
	15:00	8	209	87	0	2	0	2	5	2	2	19	0	11	347
	16:00	2	237	127	0	6	2	3	4	9	2	23	4	9	428
	17:00	3	230	106	0	2	3	0	5	6	0	25	1	7	388
	18:00	4	159	73	0	1	0	0	5	2	2	2	0	1	249
	19:00	2	129	60	0	1	0	1	3	1	2	4	1	1	205
	20:00	1	100	45	0	0	0	0	3	0	0	0	0	0	149
	21:00	0	77	26	0	0	0	0	0	0	0	1	0	0	104
	22:00	0	37	10	0	0	0	0	0	1	0	0	0	0	48
	23:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20
Daily Total :		49	2657	1457	2	51	60	13	63	56	27	210	17	73	4735
Percent :		1%	56%	31%	0%	1%	1%	0%	1%	1%	1%	4%	0%	2%	
Average :		2	111	61	0	2	3	1	3	2	1	9	1	3	199

(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
08/30/23	00:00	0	8	6	0	0	0	0	0	0	0	0	0	0	14
Wed	01:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	02:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	8	1	0	0	1	0	1	0	0	0	0	0	11
	04:00	0	5	3	0	0	1	0	0	0	0	0	0	0	9
	05:00	1	28	20	0	0	3	0	0	0	2	1	0	0	55
	06:00	0	59	55	0	0	6	0	2	2	0	2	1	1	128
	07:00	0	109	83	0	2	4	1	2	4	0	10	0	2	217
	08:00	0	126	84	0	1	10	2	4	4	4	12	1	1	249
	09:00	0	107	77	0	2	7	0	7	2	2	4	0	3	211
	10:00	0	151	94	1	4	2	0	6	2	1	26	2	3	292
	11:00	1	169	95	0	0	10	3	5	3	0	13	2	2	303
	12:00	4	173	94	0	4	2	1	5	5	2	23	4	3	320
	13:00	0	209	102	0	4	4	1	5	11	2	18	2	9	367
	14:00	2	215	98	0	6	8	2	4	2	1	16	1	4	359
	15:00	0	238	115	0	0	9	0	6	5	1	24	2	5	405
	16:00	0	263	107	0	3	6	1	8	6	0	23	1	6	424
	17:00	0	200	130	0	4	1	2	3	4	0	20	1	8	373
	18:00	2	156	76	0	1	1	2	1	1	0	5	0	1	246
	19:00	0	133	62	0	1	0	0	1	4	0	6	1	0	208
	20:00	0	128	66	0	0	0	0	0	1	0	6	0	0	201
	21:00	0	90	24	0	1	0	0	0	0	0	0	0	0	115
	22:00	0	45	10	0	2	0	0	0	0	0	0	0	0	57
	23:00	0	22	13	0	0	0	0	0	0	0	0	0	0	35
Daily Total :		10	2654	1419	1	35	75	15	60	56	15	209	18	48	4615
Percent :		0%	58%	31%	0%	1%	2%	0%	1%	1%	0%	5%	0%	1%	
Average :		0	111	59	0	1	3	1	3	2	1	9	1	2	193

(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
08/31/23	00:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
Thu	01:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
	02:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
	03:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	04:00	0	11	3	0	1	2	0	0	0	0	0	0	0	17
	05:00	0	23	24	0	1	2	0	1	0	0	1	0	0	52
	06:00	0	67	63	0	7	6	0	6	1	1	1	0	0	152
	07:00	1	93	76	1	2	5	1	3	1	3	10	0	2	198
	08:00	3	110	85	1	6	9	1	3	6	1	17	2	3	247
	09:00	3	147	80	0	2	5	0	3	5	2	10	1	4	262
	10:00	3	164	99	0	4	5	2	5	7	2	16	3	4	314
	11:00	1	225	129	0	5	7	1	5	8	0	26	2	6	415
	12:00	5	234	111	0	5	5	1	12	8	0	26	3	9	419
	13:00	6	208	116	0	8	3	1	2	9	4	22	2	8	389
	14:00	2	243	129	0	4	4	2	4	4	2	26	4	5	429
	15:00	1	242	111	0	2	3	1	6	3	2	16	2	8	397
	16:00	6	235	104	0	2	2	0	7	3	1	18	1	6	385
	17:00	5	279	134	0	5	2	0	6	5	0	23	1	3	463
	18:00	4	201	100	0	0	2	3	4	3	0	11	2	4	334
	19:00	6	184	88	0	2	0	0	1	1	1	9	0	2	294
	20:00	2	143	73	0	1	0	1	2	0	0	5	0	2	229
	21:00	1	94	32	0	1	0	0	1	0	0	1	0	0	130
	22:00	0	54	23	0	0	0	0	0	0	0	0	0	0	77
	23:00	0	28	8	0	0	0	0	1	0	0	1	0	0	38
Daily Total :		49	3017	1596	2	58	62	14	72	64	19	239	23	66	5281
	Percent :	1%	57%	30%	0%	1%	1%	0%	1%	1%	0%	5%	0%	1%	
	Average :	2	126	67	0	2	3	1	3	3	1	10	1	3	222

(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
09/01/23	00:00	0	7	8	0	0	0	0	0	0	0	0	0	1	16
Fri	01:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	02:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	6	3	0	0	1	0	0	0	0	0	0	0	10
	04:00	0	4	3	0	0	1	0	0	0	0	0	0	0	8
	05:00	1	29	15	0	1	1	0	0	0	3	0	0	0	50
	06:00	0	52	38	0	4	2	0	1	2	1	2	0	1	103
	07:00	1	110	77	0	1	8	1	2	3	2	4	0	0	209
	08:00	2	129	96	1	3	1	0	2	2	1	11	3	4	255
	09:00	1	156	120	0	6	9	0	5	5	0	14	3	1	320
	10:00	4	223	115	1	3	2	2	4	7	1	15	2	6	385
	11:00	2	220	128	0	7	4	0	9	5	4	24	4	8	415
	12:00	4	261	111	0	2	6	0	12	8	1	37	3	16	461
	13:00	5	267	154	0	6	4	0	9	4	0	31	1	10	491
	14:00	3	268	123	2	3	5	1	7	4	2	31	1	16	466
	15:00	2	289	146	0	4	1	2	4	7	1	26	2	10	494
	16:00	3	317	150	0	2	0	2	7	6	1	27	0	6	521
	17:00	3	271	160	0	2	1	0	4	4	2	27	0	5	479
	18:00	3	250	108	0	0	0	0	4	3	0	9	1	1	379
	19:00	2	203	96	0	2	0	0	5	0	0	5	0	0	313
	20:00	2	134	60	0	0	0	0	0	1	1	3	0	1	202
	21:00	0	102	31	0	2	0	1	0	0	0	3	0	0	139
	22:00	0	62	16	0	0	0	0	1	1	1	0	0	0	81
	23:00	0	30	16	0	0	0	0	0	0	0	1	0	0	47
Daily Total :		38	3397	1779	4	48	46	9	76	62	21	270	20	86	5856
Percent :		1%	58%	30%	0%	1%	1%	0%	1%	1%	0%	5%	0%	1%	
Average :		2	142	74	0	2	2	0	3	3	1	11	1	4	245

(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
09/02/23	00:00	0	23	5	0	0	0	0	0	0	0	0	0	0	28
Sat	01:00	0	11	7	0	0	0	0	0	0	0	0	0	0	18
	02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
	04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	7	7	0	1	0	0	1	0	0	0	0	0	16
	06:00	0	32	13	0	2	0	0	1	0	0	0	0	0	48
	07:00	1	60	27	0	0	0	0	1	0	0	0	1	0	90
	08:00	1	99	57	0	2	0	0	4	0	0	5	0	1	169
	09:00	6	132	97	0	3	1	2	9	2	0	9	1	3	265
	10:00	9	235	126	0	4	0	3	2	3	0	16	3	3	404
	11:00	6	273	117	0	3	2	0	5	5	1	31	0	12	455
	12:00	5	296	138	0	3	1	1	10	10	1	28	2	10	505
	13:00	7	272	108	0	1	2	0	11	6	0	19	2	7	435
	14:00	4	274	113	0	3	2	1	3	8	0	19	4	9	440
	15:00	3	229	86	0	2	0	1	7	8	1	12	2	1	352
	16:00	2	195	63	0	1	1	1	5	4	0	13	0	5	290
	17:00	2	154	75	0	0	0	1	4	5	0	9	0	2	252
	18:00	3	137	55	0	0	0	2	1	1	0	7	1	2	209
	19:00	1	118	47	0	0	0	1	0	1	0	9	0	0	177
	20:00	1	76	34	0	0	0	0	0	3	0	4	0	0	118
	21:00	0	83	29	0	0	0	0	0	0	0	4	0	0	116
	22:00	0	52	21	0	1	0	0	0	0	0	1	0	0	75
	23:00	0	42	21	0	0	0	1	0	0	0	0	1	0	65
Daily Total :		51	2816	1247	0	27	9	14	64	56	3	186	17	55	4545
Percent :		1%	62%	27%	0%	1%	0%	0%	1%	1%	0%	4%	0%	1%	
Average :		2	117	52	0	1	0	1	3	2	0	8	1	2	189

(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
09/03/23	00:00	0	22	9	0	0	1	0	0	0	0	0	0	0	32
Sun	01:00	0	13	7	0	0	0	0	0	0	0	0	0	0	20
	02:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	10	8	0	0	0	0	0	0	0	0	0	0	18
	06:00	0	25	6	0	1	0	0	0	0	0	1	0	0	33
	07:00	0	36	20	0	0	0	0	4	0	0	0	0	0	60
	08:00	0	60	43	0	0	0	0	0	1	0	3	0	0	107
	09:00	5	148	71	0	1	0	0	1	4	0	2	0	1	233
	10:00	8	187	81	1	2	3	2	3	3	0	26	3	6	325
	11:00	7	228	90	0	1	1	2	10	9	0	17	4	8	377
	12:00	2	247	93	0	1	0	0	6	11	1	29	2	8	400
	13:00	5	264	99	0	1	3	1	5	4	1	16	2	5	406
	14:00	6	254	69	0	0	0	2	7	5	0	15	1	4	363
	15:00	7	171	68	0	0	1	1	4	2	1	20	1	5	281
	16:00	1	178	65	0	1	2	1	4	3	0	14	0	2	271
	17:00	1	163	51	0	1	0	0	2	2	0	13	0	2	235
	18:00	4	106	49	0	0	0	0	2	3	0	4	3	0	171
	19:00	2	97	26	0	1	0	0	0	1	0	9	0	1	137
	20:00	1	75	29	0	1	0	0	0	0	0	7	1	0	114
	21:00	1	63	17	0	0	0	0	0	0	0	0	0	0	81
	22:00	1	47	17	0	0	0	0	0	0	0	0	0	0	65
	23:00	0	21	6	0	0	0	0	0	0	0	1	0	0	28
Daily Total :		51	2420	930	1	11	11	9	48	48	3	177	17	42	3768
Percent :		1%	64%	25%	0%	0%	0%	0%	1%	1%	0%	5%	0%	1%	
Average :		2	101	39	0	0	0	0	2	2	0	7	1	2	156

(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
09/04/23	00:00	0	18	5	0	0	0	0	0	0	0	0	0	0	23
Mon	01:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	03:00	0	9	2	0	0	1	0	0	0	0	0	0	0	12
	04:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
	05:00	1	4	3	0	0	0	0	0	0	0	1	0	0	9
	06:00	0	23	10	0	0	0	0	5	0	0	0	0	0	38
	07:00	2	39	15	0	0	0	0	0	0	0	0	0	0	56
	08:00	0	71	30	0	0	1	0	1	1	1	5	0	0	110
	09:00	8	138	61	0	0	2	0	5	3	1	4	0	2	224
	10:00	2	153	67	0	0	0	1	8	3	0	12	0	6	252
	11:00	4	151	77	0	1	0	1	5	5	1	30	0	6	281
	12:00	2	179	76	0	1	2	1	4	4	1	29	0	2	301
	13:00	5	185	69	0	1	3	0	4	7	0	31	1	6	312
	14:00	6	162	67	0	1	1	1	5	5	0	18	2	2	270
	15:00	0	127	59	0	0	3	1	6	6	0	16	1	2	221
	16:00	3	108	53	0	1	0	0	1	2	0	13	1	3	185
	17:00	2	109	50	0	2	0	0	2	4	1	7	0	1	178
	18:00	1	107	45	0	0	0	0	0	1	0	9	0	0	163
	19:00	4	96	40	0	1	0	0	1	2	1	4	0	1	150
	20:00	0	67	22	0	0	1	0	3	0	0	3	0	0	96
	21:00	0	44	17	0	0	0	0	0	0	0	0	0	0	61
	22:00	1	35	5	0	0	0	0	0	0	0	1	0	0	42
	23:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
Daily Total :		41	1848	786	0	8	14	5	50	43	6	183	5	31	3020
Percent :		1%	61%	26%	0%	0%	0%	0%	2%	1%	0%	6%	0%	1%	
Average :		2	77	33	0	0	1	0	2	2	0	8	0	1	126

(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
09/05/23	00:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Tue	01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	03:00	1	5	2	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	2	5	0	0	2	0	0	0	0	0	0	0	9
	05:00	2	19	20	0	0	1	1	1	0	1	0	0	0	45
	06:00	0	74	53	0	0	0	0	1	1	0	2	0	0	131
	07:00	1	111	62	0	8	6	0	2	2	2	11	1	6	212
	08:00	1	130	105	1	6	2	0	6	7	0	21	1	7	287
	09:00	2	119	98	0	6	3	3	6	3	6	25	4	11	286
	10:00	3	170	93	0	2	9	0	6	13	3	17	1	4	321
	11:00	1	195	112	0	3	8	2	5	6	2	22	4	8	368
	12:00	4	201	97	0	0	10	0	9	6	2	28	4	12	373
	13:00	2	208	119	0	5	5	2	5	8	4	24	0	4	386
	14:00	2	211	98	0	3	8	1	5	10	3	24	1	4	370
	15:00	2	227	125	0	5	3	2	7	7	2	19	0	11	410
	16:00	4	250	153	0	5	4	0	5	15	2	29	1	10	478
	17:00	5	263	134	1	3	1	1	8	9	1	32	2	9	469
	18:00	5	163	89	0	1	1	1	3	5	0	9	2	1	280
	19:00	5	121	44	0	2	3	0	3	1	0	3	0	0	182
	20:00	0	99	54	0	0	2	1	2	0	0	1	0	0	159
	21:00	0	53	17	0	0	1	0	0	0	0	1	0	0	72
	22:00	1	31	7	0	0	1	0	0	1	0	0	0	1	42
	23:00	1	10	2	0	0	0	0	0	0	0	1	0	0	14
Daily Total :		42	2672	1490	2	49	70	14	74	94	28	269	21	88	4913
Percent :		1%	54%	30%	0%	1%	1%	0%	2%	2%	1%	5%	0%	2%	
Average :		2	111	62	0	2	3	1	3	4	1	11	1	4	205

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	S	SB	Ax-Ax	150 cm	183 cm	

Lane #2 Basic Axle Classification Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

(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
08/16/23	00:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Wed	01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	2	2	0	0	0	0	0	1	0	0	0	0	5
	03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	12	8	0	1	0	0	0	0	0	0	0	0	21
	05:00	1	27	26	0	1	0	0	0	0	0	0	0	0	55
	06:00	0	85	52	0	1	1	1	1	0	0	4	1	0	146
	07:00	1	138	94	0	3	5	5	1	2	2	5	1	0	257
	08:00	2	199	90	0	3	5	3	6	5	1	18	1	2	335
	09:00	2	207	76	0	2	4	1	7	5	2	6	0	0	312
	10:00	1	189	60	0	3	3	1	8	6	2	12	4	9	298
	11:00	3	203	76	0	1	3	0	4	4	0	15	2	5	316
	12:00	3	172	78	0	2	6	2	7	7	1	16	2	6	302
	13:00	4	201	81	0	4	7	2	10	6	2	13	2	4	336
	14:00	3	190	69	0	4	2	1	8	4	3	15	1	3	303
	15:00	11	214	65	0	1	5	2	2	3	1	22	2	12	340
	16:00	5	226	108	0	3	2	2	4	4	4	29	4	8	399
	17:00	3	213	101	0	1	3	3	4	7	1	25	2	9	372
	18:00	6	165	65	0	1	0	0	2	5	1	13	0	4	262
	19:00	2	119	36	0	1	1	1	1	2	0	2	0	2	167
	20:00	1	105	29	0	1	0	1	4	0	2	7	1	1	152
	21:00	1	67	21	0	0	0	0	4	0	0	1	0	0	94
	22:00	1	35	9	0	1	0	1	1	0	0	0	0	0	48
	23:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22
Daily Total :		50	2808	1150	0	34	47	26	74	61	22	203	23	65	4563
Percent :		1%	62%	25%	0%	1%	1%	1%	2%	1%	0%	4%	1%	1%	
Average :		2	117	48	0	1	2	1	3	3	1	8	1	3	190

(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
08/17/23	00:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Thu	01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
	03:00	0	7	1	0	0	0	0	0	1	0	0	0	0	9
	04:00	0	9	7	0	1	0	0	0	0	0	0	0	0	17
	05:00	1	29	29	0	1	0	0	1	0	1	1	0	0	63
	06:00	2	86	47	0	1	1	0	1	0	1	0	0	0	139
	07:00	0	142	87	0	2	4	0	3	3	1	9	1	5	257
	08:00	0	197	84	0	4	5	1	1	2	3	11	1	4	313
	09:00	2	197	72	0	1	4	2	3	4	1	14	0	5	305
	10:00	0	217	80	0	4	8	0	5	1	3	19	2	4	343
	11:00	2	214	98	0	4	3	1	7	5	1	13	5	7	360
	12:00	2	201	103	0	6	4	2	3	5	3	17	1	6	353
	13:00	0	210	85	0	5	2	1	3	9	2	21	1	5	344
	14:00	3	202	81	0	5	8	4	6	5	0	14	2	8	338
	15:00	1	203	94	0	2	2	2	8	7	1	17	2	10	349
	16:00	5	218	95	0	2	2	0	6	7	4	13	3	13	368
	17:00	2	205	85	0	3	2	0	7	9	2	30	2	5	352
	18:00	2	135	73	0	2	3	2	3	2	0	11	1	3	237
	19:00	0	122	44	0	0	0	1	1	2	0	9	0	1	180
	20:00	0	90	27	0	1	0	1	0	1	0	8	0	1	129
	21:00	2	36	16	0	1	0	0	0	0	0	3	0	0	58
	22:00	0	43	7	0	2	0	0	0	0	0	1	0	0	53
	23:00	0	24	10	0	0	0	0	0	0	0	1	0	0	35
Daily Total :		24	2805	1226	0	48	48	17	58	63	23	212	21	77	4622
Percent :		1%	61%	27%	0%	1%	1%	0%	1%	1%	0%	5%	0%	2%	
Average :		1	117	51	0	2	2	1	2	3	1	9	1	3	193

(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
08/18/23	00:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Fri	01:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	6	3	0	1	0	0	0	1	0	0	0	0	11
	03:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	6	9	0	1	0	0	0	0	0	0	0	0	16
	05:00	0	26	19	0	1	0	0	0	0	0	0	0	0	46
	06:00	0	66	42	0	2	1	0	2	1	0	3	0	1	118
	07:00	1	122	70	0	2	3	1	1	3	1	5	0	4	213
	08:00	0	204	80	0	4	2	1	3	5	1	11	0	5	316
	09:00	1	201	85	0	2	5	2	2	4	2	19	2	5	330
	10:00	0	219	80	0	4	4	0	4	3	2	26	1	12	355
	11:00	1	222	95	0	1	2	4	7	7	4	33	2	7	385
	12:00	0	223	114	0	1	6	1	8	5	1	22	2	11	394
	13:00	0	191	82	0	5	2	3	5	4	3	35	4	10	344
	14:00	1	191	87	0	5	1	3	3	3	1	26	3	7	331
	15:00	0	194	82	0	3	4	2	9	9	1	26	2	10	342
	16:00	0	187	73	0	3	1	0	6	5	2	16	1	8	302
	17:00	4	147	65	0	0	1	1	3	5	2	24	1	5	258
	18:00	0	132	56	0	3	0	1	2	2	0	12	1	1	210
	19:00	0	107	35	0	0	0	0	1	3	0	8	0	2	156
	20:00	0	94	17	0	1	0	0	1	0	0	3	0	0	116
	21:00	0	72	21	0	0	1	1	0	0	0	0	0	0	95
	22:00	0	51	15	0	1	0	0	0	0	0	0	0	0	67
	23:00	0	26	6	0	0	0	0	0	0	0	0	0	0	32
Daily Total :		8	2704	1138	0	40	33	20	57	60	20	269	19	88	4456
Percent :		0%	61%	26%	0%	1%	1%	0%	1%	1%	0%	6%	0%	2%	
Average :		0	113	47	0	2	1	1	2	3	1	11	1	4	186

(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
08/19/23	00:00	0	12	9	0	0	0	0	0	0	0	0	0	0	21
Sat	01:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	02:00	1	9	1	0	0	0	0	0	1	0	0	0	0	12
	03:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
	04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	9	6	0	0	0	0	0	0	0	0	0	0	15
	06:00	0	38	22	0	0	0	0	0	0	0	0	0	0	60
	07:00	0	65	35	0	0	0	0	3	0	0	1	1	1	106
	08:00	2	123	61	0	0	0	0	1	2	0	9	0	0	198
	09:00	3	142	76	0	0	0	1	7	1	0	13	1	3	247
	10:00	2	185	79	0	0	0	2	4	1	1	26	1	10	311
	11:00	8	221	77	0	4	2	4	3	5	1	25	3	3	356
	12:00	5	212	80	0	0	1	3	7	11	3	31	4	5	362
	13:00	9	221	58	0	1	1	2	6	3	3	29	0	6	339
	14:00	5	228	62	0	1	0	4	5	5	0	24	4	6	344
	15:00	8	216	78	0	1	1	1	9	4	2	16	0	3	339
	16:00	5	205	58	0	2	0	3	4	3	1	15	1	3	300
	17:00	7	199	57	0	1	1	0	5	2	0	13	2	1	288
	18:00	3	168	56	0	1	1	0	3	2	0	5	1	2	242
	19:00	7	162	60	0	0	0	0	2	3	0	2	1	0	237
	20:00	3	119	53	0	1	0	1	2	0	0	7	0	1	187
	21:00	0	91	24	0	2	0	0	1	2	0	1	1	0	122
	22:00	1	52	16	0	1	0	0	0	1	0	0	0	1	72
	23:00	1	31	11	0	0	0	0	0	1	0	0	0	0	44
Daily Total :		70	2725	982	0	16	7	21	62	47	11	217	20	45	4223
	Percent :	2%	65%	23%	0%	0%	0%	0%	1%	1%	0%	5%	0%	1%	
	Average :	3	114	41	0	1	0	1	3	2	0	9	1	2	177

(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
08/20/23	00:00	1	19	2	0	1	0	0	0	0	0	0	0	0	23
Sun	01:00	0	6	1	0	0	0	0	0	0	0	1	0	0	8
	02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
	04:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	05:00	0	7	5	0	0	0	0	0	0	0	0	0	0	12
	06:00	1	29	8	0	0	0	0	0	0	0	0	0	0	38
	07:00	1	42	35	0	1	0	0	1	0	0	0	0	0	80
	08:00	1	91	42	0	0	0	0	0	0	0	2	0	1	137
	09:00	2	133	53	0	1	1	1	3	0	0	10	1	0	205
	10:00	3	209	72	0	0	0	0	2	1	1	16	1	3	308
	11:00	4	212	96	0	1	2	0	2	2	2	22	1	6	350
	12:00	4	243	100	0	0	1	2	9	7	1	34	2	7	410
	13:00	3	262	109	0	0	2	2	5	5	0	24	0	11	423
	14:00	8	281	97	0	1	2	3	7	3	1	27	2	8	440
	15:00	3	240	104	0	0	0	5	5	5	0	21	3	9	395
	16:00	4	231	72	0	0	1	0	7	2	0	25	2	7	351
	17:00	5	265	83	0	0	0	1	4	3	0	17	0	5	383
	18:00	6	213	73	0	0	0	0	8	1	2	9	0	4	316
	19:00	2	143	52	0	1	2	0	1	3	0	4	1	1	210
	20:00	1	112	51	0	0	0	0	0	0	0	5	0	2	171
	21:00	0	51	17	0	0	0	0	1	0	0	0	0	0	69
	22:00	0	24	9	0	1	0	0	1	0	0	0	0	0	35
	23:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
Daily Total :		49	2837	1089	0	8	11	14	56	32	7	217	13	64	4397
Percent :		1%	65%	25%	0%	0%	0%	0%	1%	1%	0%	5%	0%	1%	
Average :		2	118	45	0	0	0	1	2	1	0	9	1	3	182

(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
08/21/23	00:00	1	6	0	0	0	0	0	0	0	0	0	0	0	7
Mon	01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	7	7	0	0	0	0	0	0	0	0	0	0	14
	05:00	1	39	23	0	1	0	0	0	0	0	0	0	0	64
	06:00	1	74	51	0	1	1	0	2	0	0	4	0	0	134
	07:00	0	132	85	0	1	7	0	2	2	2	8	0	1	240
	08:00	0	190	77	0	5	3	1	2	4	1	13	2	5	303
	09:00	0	184	68	1	1	5	1	4	7	2	10	0	5	288
	10:00	2	197	98	0	5	6	2	6	7	1	9	0	8	341
	11:00	1	216	78	0	3	6	1	9	3	4	17	2	5	345
	12:00	1	196	100	0	2	6	0	7	2	2	20	0	4	340
	13:00	5	208	85	0	2	6	2	4	6	2	18	3	4	345
	14:00	2	190	79	0	6	7	0	6	5	3	25	1	6	330
	15:00	3	177	83	0	1	1	3	3	1	2	16	3	6	299
	16:00	5	220	98	0	2	3	5	3	10	3	35	1	8	393
	17:00	0	190	89	0	1	2	5	7	4	1	15	1	8	323
	18:00	3	141	57	0	1	1	1	4	3	0	9	0	2	222
	19:00	3	115	39	0	1	0	1	2	2	1	4	0	1	169
	20:00	0	82	31	0	2	1	1	2	0	0	2	2	1	124
	21:00	0	60	19	0	0	0	0	1	0	0	0	0	1	81
	22:00	0	26	9	0	1	0	0	1	0	0	0	0	0	37
	23:00	0	26	2	0	0	0	0	0	0	0	1	0	0	29
Daily Total :		28	2687	1182	1	36	55	23	65	56	24	206	15	65	4443
Percent :		1%	60%	27%	0%	1%	1%	1%	1%	1%	1%	5%	0%	1%	
Average :		1	112	49	0	2	2	1	3	2	1	9	1	3	186

(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
08/22/23	00:00	0	8	5	0	1	0	0	0	0	0	0	0	0	14
Tue	01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	6	2	0	1	0	0	0	1	0	0	0	0	10
	03:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	13	8	0	1	0	0	0	0	0	0	0	0	22
	05:00	1	29	26	0	1	0	0	1	0	0	0	0	1	59
	06:00	1	72	57	0	1	0	2	1	0	1	2	0	2	139
	07:00	0	151	73	0	2	9	0	2	1	1	13	0	3	255
	08:00	0	202	77	0	3	7	2	6	2	2	12	0	6	319
	09:00	0	196	74	0	5	8	1	4	2	0	18	1	7	316
	10:00	4	213	77	0	4	4	0	5	3	1	11	0	1	323
	11:00	4	205	72	0	4	8	2	7	0	3	9	5	11	330
	12:00	4	214	84	0	3	11	1	3	6	1	19	1	2	349
	13:00	3	185	75	0	2	3	3	4	3	1	21	1	11	312
	14:00	5	170	91	0	1	5	3	4	4	6	22	5	10	326
	15:00	5	197	93	0	3	6	3	7	3	2	22	2	6	349
	16:00	2	208	99	0	3	3	1	10	6	2	34	1	9	378
	17:00	4	225	92	0	2	1	2	7	1	5	24	3	4	370
	18:00	1	145	61	0	1	0	2	2	1	1	16	1	1	232
	19:00	3	119	34	0	0	1	0	2	1	1	5	1	3	170
	20:00	1	86	34	0	0	0	1	0	1	0	4	0	1	128
	21:00	0	46	13	0	0	0	0	2	0	0	3	0	0	64
	22:00	2	32	5	0	1	0	0	0	1	0	0	0	1	42
	23:00	0	28	3	0	0	0	0	0	0	0	0	0	0	31
Daily Total :		40	2758	1158	0	39	66	23	67	36	27	235	21	79	4549
Percent :		1%	61%	25%	0%	1%	1%	1%	1%	1%	1%	5%	0%	2%	
Average :		2	115	48	0	2	3	1	3	2	1	10	1	3	191

(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
08/23/23	00:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Wed	01:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
	04:00	0	11	5	0	1	0	0	0	1	0	0	0	0	18
	05:00	0	37	24	0	0	0	0	0	0	0	1	0	0	62
	06:00	2	65	50	0	0	1	0	1	0	1	2	0	3	125
	07:00	2	133	79	0	3	6	3	5	5	1	4	1	3	245
	08:00	2	178	81	0	4	2	2	8	5	2	10	0	7	301
	09:00	1	170	84	0	4	10	1	3	5	3	6	2	4	293
	10:00	1	197	74	0	2	3	0	3	4	2	15	0	6	307
	11:00	0	198	75	0	3	7	2	11	8	2	17	3	10	336
	12:00	3	214	74	0	3	2	2	4	7	5	25	2	5	346
	13:00	5	174	80	0	5	6	1	7	5	2	15	0	8	308
	14:00	4	190	97	0	3	3	1	4	3	3	24	0	7	339
	15:00	0	211	84	0	2	6	1	8	6	1	12	4	5	340
	16:00	4	246	105	0	4	5	4	3	11	3	17	5	12	419
	17:00	1	201	88	0	1	3	3	5	2	1	15	2	7	329
	18:00	1	156	50	0	1	0	1	4	3	0	7	0	2	225
	19:00	1	110	41	0	0	1	0	3	3	0	4	0	1	164
	20:00	0	87	37	0	1	1	0	1	1	0	3	0	1	132
	21:00	0	52	17	0	0	0	0	2	1	0	2	0	0	74
	22:00	0	39	4	0	1	0	0	0	0	0	1	0	0	45
	23:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22
Daily Total :		27	2717	1156	0	38	56	21	72	70	26	180	19	81	4463
	Percent :	1%	61%	26%	0%	1%	1%	0%	2%	2%	1%	4%	0%	2%	
	Average :	1	113	48	0	2	2	1	3	3	1	8	1	3	186

(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
08/24/23	00:00	1	7	1	0	0	0	0	0	0	0	0	0	0	9
Thu	01:00	0	9	0	0	1	0	0	0	0	0	0	0	0	10
	02:00	0	2	1	0	0	0	0	0	1	0	0	0	0	4
	03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	04:00	0	10	5	0	1	0	0	0	0	0	0	0	0	16
	05:00	1	33	24	0	0	1	0	0	0	0	1	0	0	60
	06:00	1	77	47	0	0	0	0	0	0	1	3	0	1	130
	07:00	1	139	74	0	1	5	3	2	4	2	7	0	2	240
	08:00	0	183	75	0	4	4	4	7	3	2	17	0	2	301
	09:00	2	194	64	0	4	0	2	4	2	2	11	2	5	292
	10:00	1	195	75	0	5	7	2	5	2	3	19	3	3	320
	11:00	2	217	84	0	4	10	5	7	8	4	22	0	7	370
	12:00	4	228	77	0	5	5	3	11	7	2	21	3	8	374
	13:00	1	186	88	0	6	8	2	8	10	4	20	3	8	344
	14:00	1	189	86	0	1	4	1	6	6	0	20	2	11	327
	15:00	3	201	80	0	3	5	0	7	6	3	31	0	7	346
	16:00	2	228	92	0	5	4	2	5	10	2	31	1	8	390
	17:00	0	206	83	0	1	1	0	4	4	0	17	4	5	325
	18:00	0	131	53	0	1	2	0	1	3	1	8	1	6	207
	19:00	1	106	32	0	0	0	0	1	1	0	8	1	1	151
	20:00	0	82	25	0	1	0	0	0	0	0	3	0	0	111
	21:00	0	64	14	0	0	0	0	0	0	0	0	0	1	79
	22:00	0	29	10	0	2	0	0	0	0	0	1	0	0	42
	23:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
Daily Total :		21	2737	1094	0	45	56	24	68	67	26	240	20	75	4473
Percent :		0%	61%	24%	0%	1%	1%	1%	2%	1%	1%	5%	0%	2%	
Average :		1	114	46	0	2	2	1	3	3	1	10	1	3	187

(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
08/25/23	00:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Fri	01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
	03:00	0	3	4	0	0	1	0	0	1	0	0	0	0	9
	04:00	0	10	3	0	1	0	0	0	0	0	0	0	0	14
	05:00	1	31	18	0	0	0	0	1	0	0	0	0	0	51
	06:00	1	54	51	0	1	2	0	1	1	1	2	0	3	117
	07:00	1	137	70	0	1	2	2	2	0	2	8	1	5	231
	08:00	7	209	73	0	3	3	0	3	3	2	9	2	10	324
	09:00	1	186	86	0	3	5	0	2	4	2	12	1	10	312
	10:00	1	197	84	0	3	7	1	9	5	2	19	3	11	342
	11:00	1	208	84	0	1	8	1	8	10	1	28	4	10	364
	12:00	0	224	93	0	1	6	4	10	9	1	33	1	14	396
	13:00	4	167	100	0	4	8	1	6	6	2	29	4	14	345
	14:00	2	205	76	0	1	7	3	6	4	2	25	4	14	349
	15:00	4	176	90	0	0	5	2	7	6	2	34	3	9	338
	16:00	3	177	90	0	4	2	1	9	8	1	21	1	9	326
	17:00	0	179	74	0	1	4	2	5	5	0	28	1	5	304
	18:00	1	154	56	0	1	2	0	4	4	1	13	2	2	240
	19:00	1	108	36	0	0	1	0	2	4	1	4	0	1	158
	20:00	2	99	29	0	1	1	1	1	1	0	5	0	2	142
	21:00	1	67	24	0	0	0	0	0	0	0	2	0	0	94
	22:00	0	42	14	0	1	0	0	0	0	0	1	0	0	58
	23:00	0	37	5	0	0	0	0	0	0	0	0	0	0	42
Daily Total :		31	2687	1164	0	28	64	18	76	71	20	273	27	119	4578
	Percent :	1%	59%	25%	0%	1%	1%	0%	2%	2%	0%	6%	1%	3%	
	Average :	1	112	49	0	1	3	1	3	3	1	11	1	5	191

(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
08/26/23	00:00	0	15	3	0	0	0	0	0	0	0	1	0	0	19
Sat	01:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	02:00	1	8	0	0	0	0	0	0	1	0	0	0	0	10
	03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8
	05:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
	06:00	2	35	15	0	0	0	0	1	1	0	2	0	0	56
	07:00	0	68	23	0	0	0	0	1	0	0	1	0	0	93
	08:00	0	134	46	0	0	1	1	3	3	0	6	0	1	195
	09:00	4	158	76	0	0	1	4	4	3	0	8	0	8	266
	10:00	6	199	76	0	0	3	0	8	2	0	19	3	12	328
	11:00	2	197	97	0	1	3	1	4	5	1	21	2	3	337
	12:00	2	206	86	0	2	0	1	5	3	0	22	1	8	336
	13:00	4	182	84	0	2	1	2	7	3	1	28	1	12	327
	14:00	12	198	68	0	1	2	3	9	4	1	18	1	7	324
	15:00	16	212	71	0	0	1	2	8	4	0	19	2	8	343
	16:00	2	190	65	0	0	1	1	6	2	0	11	1	4	283
	17:00	1	153	48	0	1	0	1	3	2	1	12	0	1	223
	18:00	4	132	54	0	1	0	0	5	2	0	4	0	2	204
	19:00	1	132	42	0	0	0	1	1	1	0	5	0	3	186
	20:00	1	131	33	0	0	0	1	0	3	0	6	0	0	175
	21:00	3	97	19	0	0	1	0	1	0	0	2	0	0	123
	22:00	0	67	15	0	0	0	0	1	0	0	1	0	0	84
	23:00	0	24	7	0	0	0	0	0	0	0	0	0	0	31
Daily Total :		61	2571	938	0	9	14	18	67	39	4	186	11	69	3987
Percent :		2%	64%	24%	0%	0%	0%	0%	2%	1%	0%	5%	0%	2%	
Average :		3	107	39	0	0	1	1	3	2	0	8	0	3	167

(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
08/27/23	00:00	0	20	4	0	0	0	0	0	0	0	0	0	0	24
Sun	01:00	0	11	7	0	0	0	0	0	0	0	0	0	0	18
	02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	13	5	0	0	0	0	1	0	0	0	0	0	19
	06:00	0	32	13	0	0	0	0	0	0	0	0	0	0	45
	07:00	1	55	19	0	0	0	1	0	0	0	0	0	0	76
	08:00	6	108	30	0	0	0	0	0	2	0	3	1	0	150
	09:00	1	164	54	0	0	0	2	4	1	0	10	0	1	237
	10:00	3	219	83	0	0	2	0	4	5	0	18	2	3	339
	11:00	2	236	91	1	1	2	1	8	4	1	15	5	11	378
	12:00	4	236	92	0	0	0	1	8	7	1	20	2	6	377
	13:00	16	285	117	0	2	1	3	10	4	1	17	2	13	471
	14:00	7	269	72	0	0	3	1	3	1	4	23	1	7	391
	15:00	10	265	106	0	0	1	1	8	3	0	17	0	6	417
	16:00	4	280	103	0	0	1	0	9	6	3	16	2	4	428
	17:00	3	214	72	0	0	1	0	6	6	1	16	2	2	323
	18:00	2	176	54	0	1	0	1	8	3	0	8	4	3	260
	19:00	1	166	59	0	0	0	0	4	0	1	4	0	3	238
	20:00	0	131	42	0	0	0	0	0	2	0	4	0	0	179
	21:00	2	63	17	0	0	0	0	0	0	0	4	0	0	86
	22:00	0	34	8	0	0	0	0	0	0	0	1	0	0	43
	23:00	0	11	4	0	1	0	0	0	0	0	0	0	0	16
Daily Total :		62	2999	1055	1	5	11	11	73	44	12	176	21	59	4529
	Percent :	1%	66%	23%	0%	0%	0%	0%	2%	1%	0%	4%	0%	1%	
	Average :	3	125	44	0	0	0	0	3	2	1	7	1	2	188

(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
08/28/23	00:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
Mon	01:00	0	3	1	0	0	0	0	1	0	0	0	0	0	5
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	4	2	0	0	1	0	0	0	0	0	0	0	7
	04:00	0	11	7	0	0	0	0	0	0	0	0	0	0	18
	05:00	1	40	23	0	1	0	0	0	0	0	0	0	0	65
	06:00	1	82	57	0	2	1	0	0	1	0	2	0	0	146
	07:00	3	145	76	0	3	2	0	2	2	1	3	0	0	237
	08:00	1	174	89	0	2	8	2	8	5	2	6	2	6	305
	09:00	1	173	92	0	5	3	1	3	4	2	13	2	5	304
	10:00	0	182	75	0	4	3	1	5	3	2	18	0	4	297
	11:00	2	206	77	0	3	10	1	8	8	2	17	0	8	342
	12:00	1	190	81	0	3	10	2	7	4	1	16	1	5	321
	13:00	1	183	80	1	3	1	4	6	2	4	22	0	6	313
	14:00	7	199	84	0	4	3	0	5	5	0	25	1	3	336
	15:00	0	197	82	0	2	4	0	3	10	3	22	1	6	330
	16:00	6	203	99	0	4	8	4	11	4	3	20	3	10	375
	17:00	1	195	91	0	2	1	0	8	8	0	24	0	7	337
	18:00	4	151	55	0	2	2	0	1	0	0	11	0	3	229
	19:00	3	95	34	0	0	1	0	2	1	1	5	1	1	144
	20:00	0	80	17	0	1	0	1	0	2	0	4	0	0	105
	21:00	0	74	12	0	0	0	0	0	0	0	0	0	0	86
	22:00	0	28	8	0	1	0	0	0	0	0	0	0	0	37
	23:00	0	18	4	0	0	0	0	0	0	0	0	0	0	22
Daily Total :		32	2645	1146	1	42	58	16	70	59	21	208	11	64	4373
Percent :		1%	60%	26%	0%	1%	1%	0%	2%	1%	0%	5%	0%	1%	
Average :		1	110	48	0	2	2	1	3	2	1	9	0	3	182

(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
08/29/23	00:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
Tue	01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
	03:00	0	6	2	0	0	0	0	0	1	0	0	0	0	9
	04:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	05:00	2	38	23	0	1	0	0	0	0	0	0	0	0	64
	06:00	1	80	52	0	2	4	1	3	1	0	0	0	1	145
	07:00	2	141	93	0	4	4	1	3	4	1	11	0	2	266
	08:00	0	199	73	0	6	5	0	6	1	2	6	0	6	304
	09:00	0	230	88	0	5	6	2	5	0	2	15	1	7	361
	10:00	0	194	83	0	6	8	2	2	9	6	16	1	11	338
	11:00	2	206	109	0	4	6	2	5	3	2	16	2	6	363
	12:00	3	205	78	0	6	5	0	5	5	3	21	1	10	342
	13:00	2	203	87	0	5	5	3	10	5	2	24	1	2	349
	14:00	5	202	90	0	3	4	1	7	8	1	19	4	11	355
	15:00	3	211	98	0	3	5	7	7	6	3	28	1	16	388
	16:00	9	228	96	0	3	3	0	10	6	4	24	0	7	390
	17:00	2	172	97	0	3	2	2	8	9	5	29	2	8	339
	18:00	1	147	54	0	1	0	0	2	1	0	11	0	5	222
	19:00	4	85	29	0	1	0	0	4	3	0	5	0	0	131
	20:00	2	94	27	0	1	0	1	2	0	0	4	0	1	132
	21:00	0	50	11	0	0	0	0	0	0	0	0	0	0	61
	22:00	0	26	4	0	1	0	0	0	0	0	0	0	0	31
	23:00	0	15	4	0	0	1	0	0	0	0	0	0	0	20
Daily Total :		38	2758	1205	0	56	58	22	79	62	31	229	13	93	4644
Percent :		1%	59%	26%	0%	1%	1%	0%	2%	1%	1%	5%	0%	2%	
Average :		2	115	50	0	2	2	1	3	3	1	10	1	4	194

(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
08/30/23	00:00	2	6	2	0	0	0	0	0	0	0	0	0	0	10
Wed	01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	3	1	0	0	0	0	0	1	0	0	0	0	5
	03:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11
	04:00	0	9	10	0	0	0	0	0	0	0	0	0	0	19
	05:00	1	38	18	0	1	2	0	1	0	0	0	0	0	61
	06:00	1	75	67	0	1	2	1	1	2	0	3	0	1	154
	07:00	0	138	89	0	1	0	1	3	2	1	7	0	2	244
	08:00	0	207	94	0	5	4	1	4	2	1	11	2	4	335
	09:00	0	200	86	0	4	5	1	3	3	1	13	0	6	322
	10:00	0	205	78	0	5	8	1	1	5	2	15	2	5	327
	11:00	0	192	73	0	1	8	0	5	6	3	30	1	5	324
	12:00	0	195	81	0	4	7	1	6	9	2	24	2	9	340
	13:00	2	173	84	0	6	3	2	4	3	4	21	2	8	312
	14:00	0	185	83	0	2	4	0	7	4	3	17	1	10	316
	15:00	0	148	66	0	4	4	2	2	6	2	16	1	15	266
	16:00	2	188	91	0	2	2	3	9	6	2	20	0	8	333
	17:00	1	192	101	0	0	1	3	4	3	1	26	0	7	339
	18:00	0	145	55	0	2	0	1	2	2	0	11	2	0	220
	19:00	0	104	36	0	0	0	0	0	1	1	4	1	0	147
	20:00	1	72	25	0	1	0	0	0	1	0	2	0	0	102
	21:00	0	46	16	0	0	0	0	0	0	0	1	0	0	63
	22:00	0	31	4	0	2	0	0	0	0	0	1	0	0	38
	23:00	1	10	1	0	1	0	0	0	0	1	0	0	0	14
Daily Total :		11	2572	1167	0	42	50	17	52	56	24	222	14	80	4307
	Percent :	0%	60%	27%	0%	1%	1%	0%	1%	1%	1%	5%	0%	2%	
	Average :	0	107	49	0	2	2	1	2	2	1	9	1	3	179

(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
08/31/23	00:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Thu	01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	4	2	0	0	0	0	0	0	0	1	0	0	7
	03:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	04:00	0	12	6	0	1	0	0	1	1	0	0	0	0	21
	05:00	1	35	27	0	1	1	0	0	0	0	1	0	0	66
	06:00	0	71	50	0	2	4	0	1	0	0	3	0	0	131
	07:00	0	163	90	0	4	4	1	6	3	1	9	0	4	285
	08:00	0	215	81	0	2	4	0	6	1	1	16	1	5	332
	09:00	1	186	79	1	4	3	3	5	3	1	16	1	3	306
	10:00	1	195	92	0	0	1	0	4	5	3	13	2	4	320
	11:00	1	206	97	0	2	2	2	2	4	4	22	1	4	347
	12:00	6	196	95	0	8	4	1	4	8	2	21	3	6	354
	13:00	2	200	72	0	3	6	0	4	2	5	23	3	2	322
	14:00	1	186	75	0	1	4	1	11	11	2	26	1	4	323
	15:00	6	234	69	0	4	6	4	7	8	5	30	2	8	383
	16:00	6	218	104	0	3	2	0	6	7	4	28	2	8	388
	17:00	2	210	94	0	2	2	2	1	8	3	28	2	10	364
	18:00	1	155	51	0	3	1	0	4	2	0	17	2	5	241
	19:00	0	111	41	0	1	0	2	2	1	1	3	1	2	165
	20:00	1	93	24	0	1	0	0	1	1	1	4	0	2	128
	21:00	0	57	20	0	0	1	1	1	0	0	4	0	0	84
	22:00	0	31	13	0	1	0	0	1	0	0	1	0	0	47
	23:00	1	27	7	0	0	0	0	0	0	0	0	0	0	35
Daily Total :		30	2826	1192	1	43	45	17	67	65	33	266	21	67	4673
Percent :		1%	60%	26%	0%	1%	1%	0%	1%	1%	1%	6%	0%	1%	
Average :		1	118	50	0	2	2	1	3	3	1	11	1	3	196

(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
09/01/23	00:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
Fri	01:00	0	4	3	0	0	0	0	0	0	0	0	0	1	8
	02:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	9	2	0	0	1	0	0	1	0	0	0	0	13
	04:00	1	13	5	0	0	0	0	0	0	0	0	0	0	19
	05:00	0	30	20	0	2	0	0	0	0	0	0	0	0	52
	06:00	0	69	36	0	1	0	0	0	1	0	2	0	2	111
	07:00	1	143	80	0	3	3	3	3	3	2	6	1	4	252
	08:00	2	179	97	0	4	2	1	2	3	2	16	0	2	310
	09:00	1	206	90	0	4	3	1	8	5	1	14	1	6	340
	10:00	2	214	81	0	1	3	2	3	6	2	25	0	9	348
	11:00	2	235	87	0	2	3	5	3	7	3	27	2	8	384
	12:00	3	198	87	0	3	5	1	6	8	5	36	0	3	355
	13:00	3	223	82	0	2	5	3	3	5	2	23	3	9	363
	14:00	4	179	68	0	2	2	0	7	6	2	32	2	13	317
	15:00	5	194	80	0	3	6	2	5	3	1	35	2	8	344
	16:00	6	185	94	0	2	4	3	7	3	2	29	5	17	357
	17:00	1	191	72	0	4	2	2	5	3	0	23	2	5	310
	18:00	2	151	51	0	1	0	3	3	2	0	15	0	2	230
	19:00	1	114	38	0	1	0	0	5	3	0	7	0	0	169
	20:00	2	79	30	0	1	0	1	4	0	0	4	0	0	121
	21:00	0	53	24	0	0	0	0	1	0	0	2	0	0	80
	22:00	0	36	9	0	1	0	0	0	0	0	1	0	0	47
	23:00	0	27	9	0	0	0	0	0	0	0	0	0	0	36
Daily Total :		36	2740	1148	0	38	39	27	65	59	22	297	18	89	4578
Percent :		1%	60%	25%	0%	1%	1%	1%	1%	1%	0%	6%	0%	2%	
Average :		2	114	48	0	2	2	1	3	2	1	12	1	4	192

(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
09/02/23	00:00	0	22	2	0	0	0	0	0	0	0	0	0	0	24
Sat	01:00	2	9	1	0	0	0	0	0	0	0	0	0	0	12
	02:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	03:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9
	04:00	0	4	2	0	0	0	0	0	1	0	0	0	0	7
	05:00	0	16	4	0	0	0	0	1	0	0	0	0	0	21
	06:00	0	26	13	0	0	0	0	0	0	0	0	0	0	39
	07:00	1	77	43	0	0	0	0	0	0	0	2	0	0	123
	08:00	1	96	45	0	0	0	0	2	2	0	3	1	0	150
	09:00	5	157	69	0	2	1	0	2	2	0	9	0	0	247
	10:00	4	201	76	0	1	1	1	9	4	1	19	5	8	330
	11:00	3	186	69	0	1	2	2	7	7	1	17	5	5	305
	12:00	4	223	64	0	2	0	2	7	10	0	32	0	2	346
	13:00	7	191	73	0	1	3	2	7	5	0	33	0	4	326
	14:00	6	190	64	0	2	2	4	6	5	0	21	2	5	307
	15:00	4	217	65	0	3	0	1	4	4	2	15	1	5	321
	16:00	4	174	59	0	0	1	4	4	3	1	18	0	4	272
	17:00	1	176	42	0	0	0	2	2	2	0	6	0	1	232
	18:00	2	118	45	0	0	1	0	3	1	0	6	1	0	177
	19:00	4	130	34	0	0	0	1	3	0	0	2	0	0	174
	20:00	0	130	41	0	0	0	1	2	2	0	5	0	0	181
	21:00	0	88	19	0	0	1	1	0	0	0	4	0	2	115
	22:00	0	53	19	0	0	0	0	0	0	0	0	0	0	72
	23:00	0	23	11	0	1	0	0	0	0	0	0	0	1	36
Daily Total :		48	2521	864	0	14	12	21	59	48	5	192	15	37	3836
Percent :		1%	66%	23%	0%	0%	0%	1%	2%	1%	0%	5%	0%	1%	
Average :		2	105	36	0	1	1	1	2	2	0	8	1	2	161

(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
09/03/23	00:00	0	24	6	0	0	0	0	0	0	0	0	0	0	30
Sun	01:00	0	10	6	0	0	0	0	0	0	0	0	0	0	16
	02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	3	3	0	0	0	0	1	0	0	0	0	0	7
	05:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	06:00	0	24	10	0	0	0	0	0	0	0	0	0	0	34
	07:00	0	38	15	0	0	0	0	1	0	0	0	0	0	54
	08:00	2	91	38	0	0	0	0	3	0	0	1	0	0	135
	09:00	2	129	51	0	1	0	1	2	4	0	11	1	0	202
	10:00	1	232	75	0	0	0	2	3	3	0	17	5	5	343
	11:00	1	230	67	0	1	2	3	9	7	1	15	1	9	346
	12:00	4	262	80	0	0	4	2	7	8	0	31	1	6	405
	13:00	3	241	62	0	0	0	2	10	8	1	26	1	7	361
	14:00	3	248	68	0	0	1	3	8	6	0	19	1	9	366
	15:00	9	215	62	0	0	1	0	6	4	2	18	1	3	321
	16:00	15	218	74	0	0	2	1	7	2	0	7	0	5	331
	17:00	4	214	77	0	0	0	1	6	1	0	14	0	1	318
	18:00	1	208	55	0	1	0	0	5	0	0	8	1	2	281
	19:00	2	157	39	0	0	0	1	4	0	1	6	0	1	211
	20:00	3	158	45	0	1	0	1	1	0	0	1	2	0	212
	21:00	0	88	18	0	0	1	0	1	1	0	0	0	1	110
	22:00	0	38	9	0	0	0	0	0	0	0	0	0	0	47
	23:00	1	25	5	0	0	0	0	0	1	0	0	0	0	32
Daily Total :		51	2869	870	0	4	11	17	74	45	5	174	14	49	4183
	Percent :	1%	69%	21%	0%	0%	0%	0%	2%	1%	0%	4%	0%	1%	
	Average :	2	120	36	0	0	0	1	3	2	0	7	1	2	174

(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
09/04/23	00:00	0	12	4	0	0	0	1	0	0	0	0	0	0	17
Mon	01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	05:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	06:00	0	30	10	0	0	0	0	0	0	0	0	0	0	40
	07:00	0	61	34	0	1	0	0	0	0	0	0	0	1	97
	08:00	2	63	38	0	0	1	1	1	1	0	1	1	0	109
	09:00	1	140	41	0	0	0	0	3	0	1	7	0	0	193
	10:00	2	215	91	0	0	0	0	6	3	0	12	1	4	334
	11:00	2	261	95	0	1	2	0	11	6	1	14	1	5	399
	12:00	5	272	100	0	2	0	7	8	5	1	15	1	6	422
	13:00	4	289	100	0	2	1	2	9	5	0	21	2	6	441
	14:00	7	289	106	0	0	1	4	11	6	3	21	3	3	454
	15:00	9	309	133	0	3	0	5	11	4	2	17	1	2	496
	16:00	2	279	114	0	0	0	1	11	3	3	13	1	6	433
	17:00	5	227	92	0	0	0	1	9	0	1	9	3	2	349
	18:00	4	200	78	0	1	0	1	6	2	1	13	1	0	307
	19:00	4	162	57	0	0	0	0	3	3	0	8	0	0	237
	20:00	2	103	45	0	0	0	0	1	0	1	3	0	1	156
	21:00	1	45	19	0	0	0	0	0	0	0	2	0	0	67
	22:00	0	31	6	0	0	0	0	0	0	0	0	0	0	37
	23:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
Daily Total :		50	3020	1169	0	10	5	23	90	38	14	156	15	36	4626
Percent :		1%	65%	25%	0%	0%	0%	0%	2%	1%	0%	3%	0%	1%	
Average :		2	126	49	0	0	0	1	4	2	1	7	1	2	195

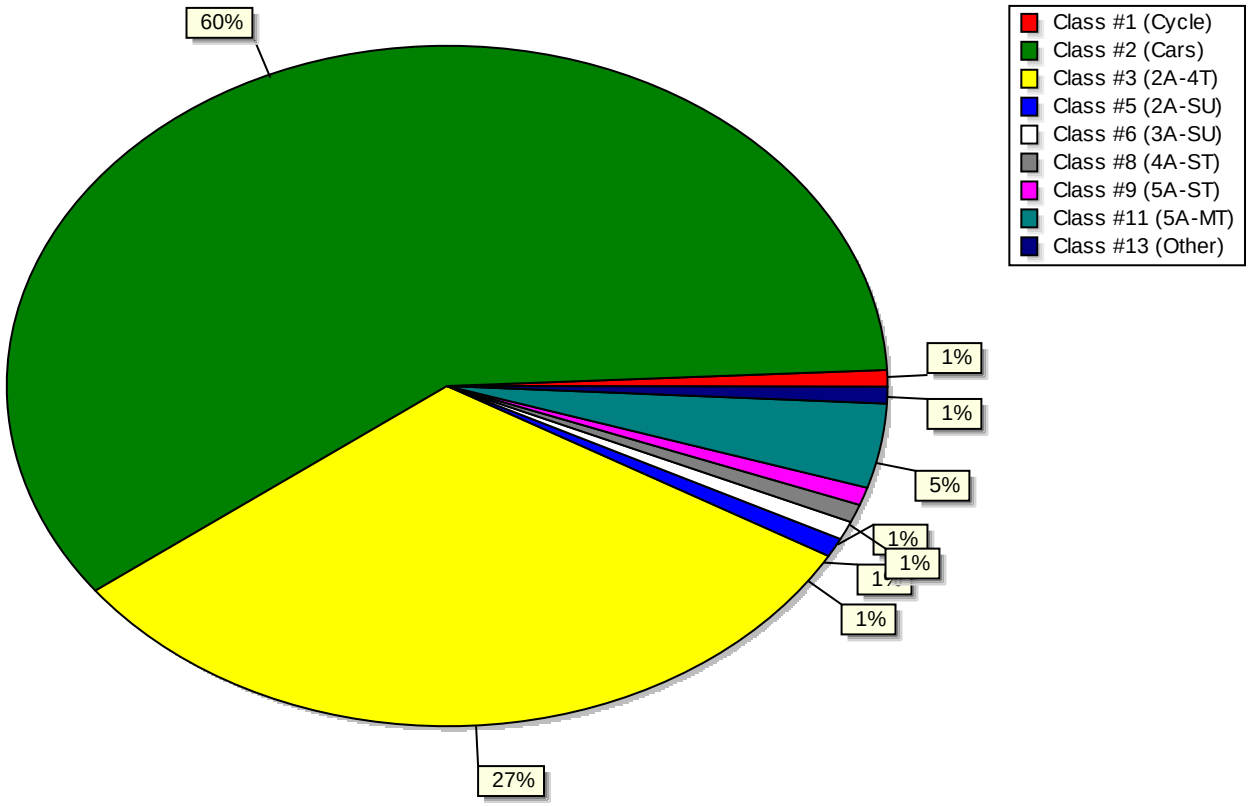
(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
09/05/23	00:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Tue	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	10	7	0	0	0	0	0	0	0	0	0	0	17
	05:00	2	34	22	0	1	0	0	1	0	0	0	0	0	60
	06:00	1	74	59	0	2	1	0	1	0	0	1	0	0	139
	07:00	0	216	94	0	7	3	2	5	4	2	12	1	3	349
	08:00	2	251	86	0	7	2	4	6	7	1	19	2	13	400
	09:00	3	245	113	0	4	7	3	8	6	3	23	2	11	428
	10:00	3	217	129	0	4	10	0	3	8	3	25	1	16	419
	11:00	4	220	101	0	3	9	1	5	8	1	23	2	9	386
	12:00	5	209	98	0	2	8	3	7	8	3	29	1	8	381
	13:00	1	221	84	0	5	5	3	1	4	0	24	2	11	361
	14:00	7	217	91	0	5	7	2	7	5	2	32	2	6	383
	15:00	0	180	84	1	4	5	6	13	5	1	30	3	7	339
	16:00	5	195	81	0	7	5	1	14	4	2	35	2	9	360
	17:00	3	189	82	0	4	3	1	3	7	0	20	0	7	319
	18:00	4	126	49	0	3	1	1	4	2	1	14	0	3	208
	19:00	2	105	35	0	1	2	0	0	1	0	5	1	1	153
	20:00	4	76	20	0	1	1	0	0	0	0	5	0	1	108
	21:00	0	44	14	0	0	1	1	1	0	0	0	0	0	61
	22:00	1	27	7	0	1	0	0	0	0	0	0	0	0	36
	23:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
Daily Total :		47	2877	1266	1	61	70	28	79	69	19	297	19	105	4938
	Percent :	1%	58%	26%	0%	1%	1%	1%	2%	1%	0%	6%	0%	2%	
	Average :	2	120	53	0	3	3	1	3	3	1	12	1	4	206

Basic Axle Class Summary: P2320001

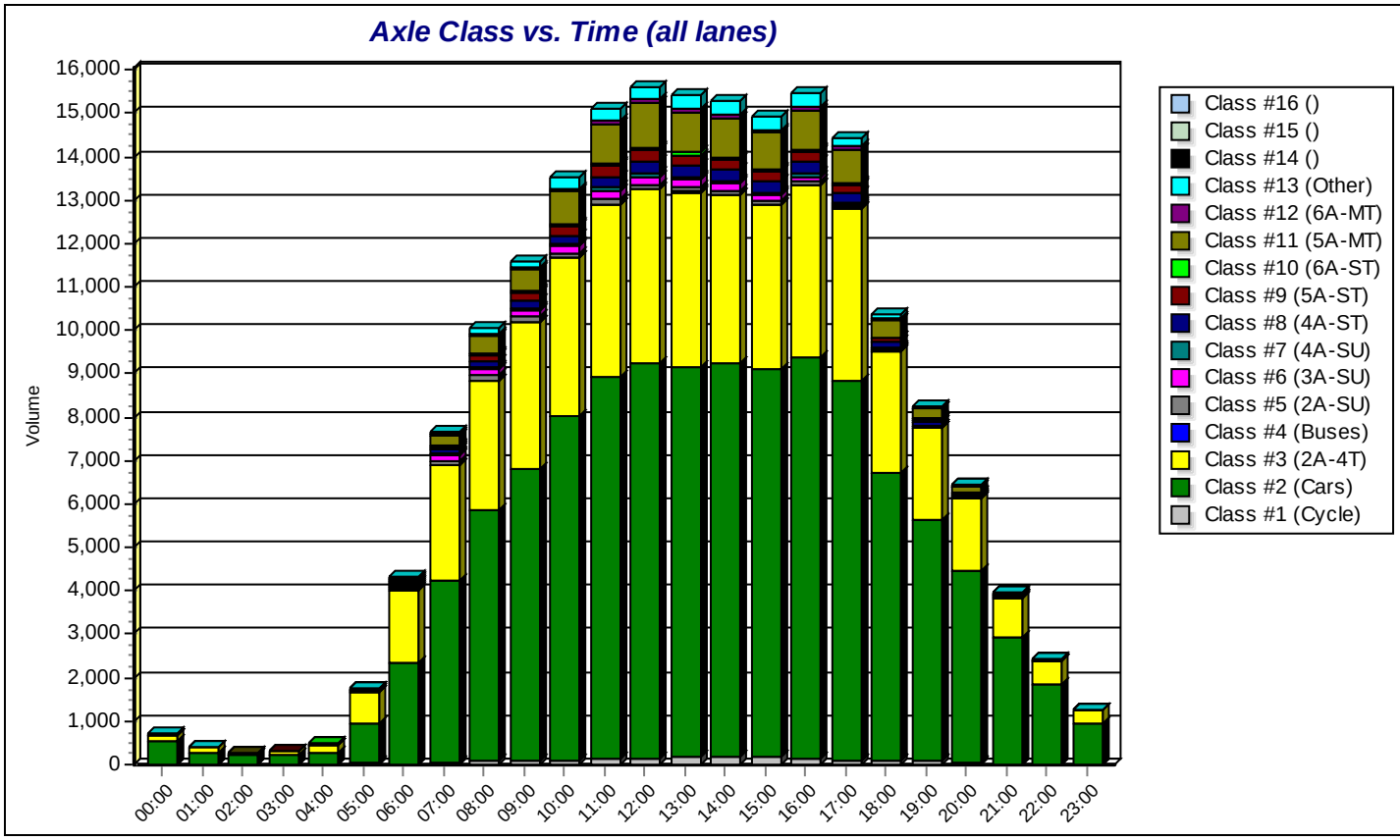
(DEFAULTC) Description	Lane	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
TOTAL COUNT :	#1.	863	56667	28175	25	707	958	252	1328	1239	337	4492	372	1321	96736
	#2.	814	57863	23359	5	656	816	424	1430	1147	396	4655	370	1506	93441
		1677	114530	51534	30	1363	1774	676	2758	2386	733	9147	742	2827	190177
Percents :	#1.	1%	59%	29%	0%	1%	1%	0%	1%	1%	0%	5%	0%	1%	51%
	#2.	1%	62%	25%	0%	1%	1%	0%	2%	1%	0%	5%	0%	2%	49%
		1%	60%	27%	0%	1%	1%	0%	1%	1%	0%	5%	0%	1%	
Average :	#1.	2	112	56	0	1	2	1	3	2	1	9	1	3	193
	#2.	2	115	46	0	1	2	1	3	2	1	9	1	3	186
		4	227	102	0	2	4	2	6	4	2	18	2	6	379
Days & ADT :	#1.	21.0	4606												
	#2.	21.0	4449												
		21.0	9056												

P2320001 Axle Class Charts For Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

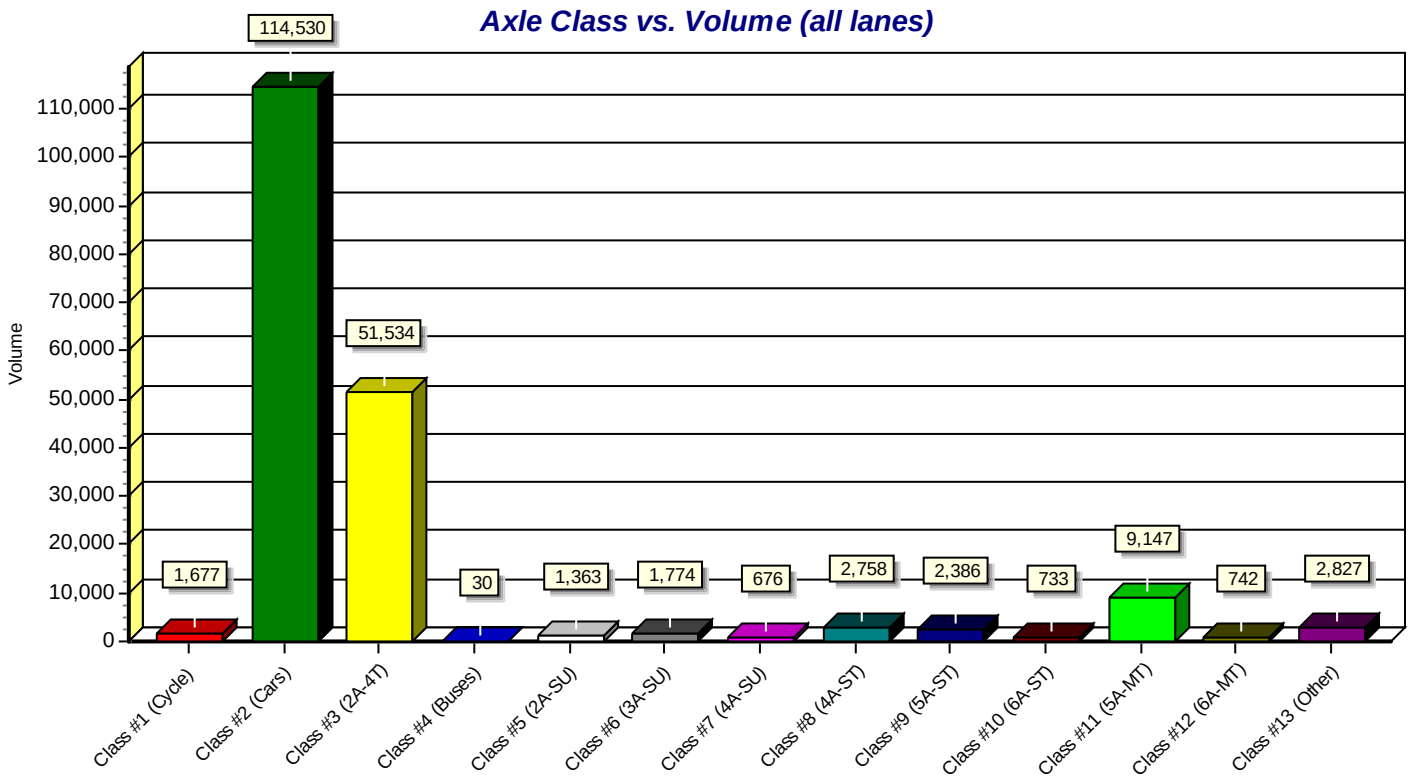
Axle Class Percentages:



Axle Class vs. Time (all lanes)



P2320001 Axle Class Charts For Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023



Basic Speed Classification Report: P2320001

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	N	NB	Ax-Ax	150 cm	183 cm	

Lane #1 Basic Speed Classification Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/16/23	00:00	0	0	0	3	6	11	2	1	0	0	0	0	0	0	0	0	23
Wed	01:00	0	0	0	1	5	7	0	0	0	0	0	0	0	0	0	0	13
	02:00	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	6
	03:00	0	0	0	0	7	1	1	0	0	0	0	0	0	0	0	0	9
	04:00	0	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	0	1	18	33	6	5	0	0	0	0	0	0	0	0	63
	06:00	0	0	0	2	54	72	15	1	0	1	0	0	0	0	0	0	145
	07:00	0	0	0	11	107	95	11	1	0	0	0	0	0	0	0	1	226
	08:00	1	0	5	24	139	86	5	0	0	0	0	1	0	0	0	0	261
	09:00	0	1	1	26	136	101	10	3	0	0	0	0	0	0	0	0	278
	10:00	0	2	2	46	170	71	5	1	0	0	0	0	0	1	0	0	298
	11:00	0	0	3	52	182	96	11	3	0	0	0	0	2	0	0	0	349
	12:00	0	0	0	28	234	118	4	0	1	0	0	0	1	0	0	0	386
	13:00	0	1	2	50	214	112	12	0	0	0	0	1	0	0	0	0	392
	14:00	5	1	2	60	205	87	7	0	3	1	0	0	0	0	0	1	372
	15:00	0	1	5	29	220	95	14	0	1	1	0	0	0	0	0	0	366
	16:00	2	1	0	38	215	130	13	1	2	0	0	0	0	0	0	2	404
	17:00	1	0	1	32	215	125	11	0	0	0	0	0	0	0	1	0	386
	18:00	0	1	0	8	115	120	20	1	0	0	1	0	0	0	0	0	266
	19:00	0	0	1	12	100	80	14	1	0	0	0	0	0	0	0	1	209
	20:00	0	0	2	17	107	47	4	0	1	0	0	0	0	0	0	0	178
	21:00	0	0	1	18	64	32	5	0	0	0	0	0	0	0	0	0	120
	22:00	0	0	0	8	41	28	5	0	0	0	0	0	0	0	0	0	82
	23:00	0	0	0	2	13	10	5	0	0	0	0	0	0	0	0	0	30
Daily Total :		9	8	25	469	2570	1563	183	18	8	3	1	2	3	1	1	5	4869
Percent :		0%	0%	1%	10%	53%	32%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	20	107	65	8	1	0	0	0	0	0	0	0	0	186

Speeds - Average: 58.0 50% : 57.6 67% : 61.3 85% : 66.8 20kph Pace: 50.1 - 70.0 (84.9%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/17/23	00:00	0	0	0	1	7	6	3	0	0	0	0	0	0	0	0	0	17
Thu	01:00	0	0	0	1	1	3	2	0	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	0	7	3	0	0	0	0	1	0	0	0	0	0	11
	03:00	0	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	2	3	4	3	0	0	0	0	0	0	0	0	0	12
	05:00	0	0	0	2	25	27	10	1	0	0	0	0	0	0	0	0	65
	06:00	0	0	0	2	51	68	19	3	0	0	1	0	0	0	0	0	144
	07:00	0	0	0	9	116	87	8	0	0	0	0	0	0	0	0	0	220
	08:00	0	0	1	19	138	86	11	0	0	0	0	1	0	0	0	0	256
	09:00	0	1	5	46	149	61	4	0	0	1	0	0	0	1	0	1	269
	10:00	0	0	0	57	172	58	3	1	1	1	0	0	0	0	0	0	293
	11:00	0	0	3	64	207	76	2	2	0	1	1	0	1	0	0	0	357
	12:00	0	1	1	63	205	84	6	1	0	0	0	0	0	0	0	0	361
	13:00	0	0	0	65	235	81	6	0	1	0	0	1	1	0	1	0	391
	14:00	1	1	2	65	217	83	7	0	0	0	1	0	0	0	0	0	377
	15:00	2	1	9	69	203	79	3	1	0	0	0	0	0	0	0	1	368
	16:00	0	0	5	50	255	122	10	0	0	0	1	0	0	0	0	2	445
	17:00	0	1	3	37	205	148	11	1	0	0	0	0	0	0	0	1	407
	18:00	0	0	3	12	142	106	8	2	0	0	0	0	0	0	0	0	273
	19:00	0	1	1	38	113	87	12	2	0	0	0	0	0	1	1	0	256
	20:00	0	0	0	14	109	54	7	0	0	0	0	0	0	0	0	0	184
	21:00	0	1	1	20	66	33	2	0	0	0	0	0	0	0	0	0	123
	22:00	0	0	0	12	50	31	5	2	1	0	0	0	0	0	0	0	101
	23:00	0	0	1	4	14	15	4	0	0	0	0	0	0	0	0	0	38
Daily Total :		3	7	35	653	2691	1406	146	16	3	3	5	2	2	2	2	5	4981
Percent :		0%	0%	1%	13%	54%	28%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	27	112	59	6	1	0	0	0	0	0	0	0	0	202

Speeds - Average: 57.1 50% : 56.7 67% : 59.9 85% : 66.0 20kph Pace: 50.1 - 70.0 (82.3%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/18/23	00:00	0	0	0	2	9	8	2	1	0	0	0	0	0	0	0	0	22
Fri	01:00	0	0	0	1	4	1	0	0	1	0	0	0	0	0	0	0	7
	02:00	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	8
	03:00	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0	0	5
	04:00	0	0	0	1	3	8	2	0	0	0	0	0	0	0	0	0	14
	05:00	0	0	0	2	17	18	15	0	1	0	0	0	0	0	0	0	53
	06:00	0	0	0	5	48	51	14	0	2	0	0	0	0	0	0	0	120
	07:00	1	0	0	10	110	47	8	0	0	0	0	0	0	0	0	0	176
	08:00	3	1	3	13	154	82	7	0	0	0	0	0	0	0	0	0	263
	09:00	0	0	2	30	177	72	7	0	0	0	0	0	0	0	0	0	288
	10:00	0	0	5	73	193	68	5	1	0	0	0	0	0	0	0	0	345
	11:00	0	0	4	92	220	63	4	0	0	0	1	0	0	0	0	1	385
	12:00	3	3	7	88	207	69	5	0	0	0	1	0	1	0	0	0	384
	13:00	0	2	6	75	262	73	5	2	1	0	0	0	0	0	0	0	426
	14:00	0	3	2	84	259	92	5	0	0	2	1	1	0	0	0	0	449
	15:00	0	0	7	87	258	81	5	2	1	0	0	0	0	0	0	3	444
	16:00	0	0	8	52	247	152	12	1	0	1	0	0	0	0	1	0	474
	17:00	0	0	2	70	296	132	8	0	0	1	0	0	0	1	0	0	510
	18:00	0	0	3	25	194	124	13	1	0	0	0	0	0	0	0	0	360
	19:00	0	0	0	16	140	92	11	0	0	0	0	0	0	0	0	0	259
	20:00	0	0	0	14	108	71	9	1	0	0	1	0	0	0	0	0	204
	21:00	0	0	0	12	64	51	5	0	0	0	0	0	0	0	0	0	132
	22:00	0	0	0	12	45	26	5	0	1	0	0	0	0	0	0	0	89
	23:00	0	0	0	1	21	19	5	1	0	0	0	0	0	0	0	0	47
Daily Total :		7	9	49	767	3041	1404	153	11	7	4	4	1	1	1	1	4	5464
Percent :		0%	0%	1%	14%	56%	26%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	32	127	59	6	0	0	0	0	0	0	0	0	0	206

Speeds - Average: 56.6 50% : 56.3 67% : 59.3 85% : 65.6 20kph Pace: 50.1 - 70.0 (81.4%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/19/23	00:00	0	0	0	0	11	9	2	1	0	0	0	0	0	0	0	0	23
Sat	01:00	0	0	0	1	8	8	5	2	0	0	0	0	0	0	0	0	24
	02:00	0	0	0	1	10	11	3	0	0	0	0	0	0	0	0	0	25
	03:00	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	0	1	7	4	1	1	0	0	0	0	0	0	0	0	14
	06:00	0	1	0	3	14	15	10	0	0	0	0	0	0	0	0	0	43
	07:00	0	0	0	2	30	44	9	0	0	0	0	0	0	0	0	0	85
	08:00	0	0	0	10	94	60	5	0	0	0	0	0	0	0	0	0	169
	09:00	0	1	1	18	180	108	9	1	0	0	0	0	0	0	0	2	320
	10:00	0	0	0	35	227	117	11	1	0	0	0	0	0	0	0	0	391
	11:00	0	1	1	52	248	147	7	0	0	0	1	1	0	0	0	0	458
	12:00	0	0	0	50	254	137	9	1	0	0	2	1	0	0	0	0	454
	13:00	1	0	0	61	279	112	9	1	0	0	0	0	0	0	0	1	464
	14:00	0	0	1	32	245	114	14	0	0	0	0	0	0	0	0	1	407
	15:00	0	1	1	18	172	123	18	1	0	0	0	0	0	1	0	0	335
	16:00	0	0	2	21	172	116	15	1	0	0	0	0	0	0	0	0	327
	17:00	0	0	4	10	133	103	19	1	1	0	1	0	0	0	0	0	272
	18:00	0	0	0	10	93	81	15	2	1	0	0	0	0	1	0	0	203
	19:00	0	1	0	13	75	75	6	1	0	0	0	0	0	0	1	0	172
	20:00	0	0	2	14	81	47	6	0	0	0	0	0	0	0	0	0	150
	21:00	0	0	4	8	64	33	3	0	1	0	0	0	0	0	0	0	113
	22:00	0	0	1	8	50	22	3	0	0	0	0	0	0	0	0	0	84
	23:00	0	0	1	9	30	18	3	0	0	0	0	0	0	0	0	0	61
Daily Total :		1	5	18	382	2482	1506	183	14	3	0	4	2	0	2	1	4	4607
Percent :		0%	0%	0%	8%	54%	33%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	16	103	63	8	1	0	0	0	0	0	0	0	0	226

Speeds - Average: 58.3 50% : 57.7 67% : 61.5 85% : 66.9 20kph Pace: 50.1 - 70.0 (86.6%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/20/23	00:00	0	0	0	3	18	14	5	1	0	0	0	0	0	0	0	0	41
Sun	01:00	0	0	0	2	14	7	0	0	0	0	0	0	0	0	0	0	23
	02:00	0	0	0	1	6	2	0	0	0	0	0	0	0	0	0	0	9
	03:00	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	9
	04:00	0	0	0	1	0	4	0	0	1	0	0	0	0	0	0	0	6
	05:00	0	0	0	0	7	3	0	1	0	0	0	0	0	0	0	0	11
	06:00	0	0	0	0	20	11	4	0	0	0	0	0	0	0	0	0	35
	07:00	0	0	0	3	27	38	5	2	0	0	0	0	0	0	0	0	75
	08:00	0	3	0	6	50	40	3	0	0	0	0	0	0	0	0	1	103
	09:00	0	0	0	19	114	60	8	1	0	1	0	0	0	0	0	0	203
	10:00	0	0	1	26	173	80	4	1	0	0	1	0	0	0	1	0	287
	11:00	0	0	0	48	234	86	9	1	0	0	0	0	0	0	0	0	378
	12:00	1	0	0	38	232	90	5	0	2	0	0	0	0	0	0	1	369
	13:00	0	0	2	37	170	93	6	0	0	0	0	0	0	0	0	0	308
	14:00	0	0	2	26	172	84	6	0	0	0	1	0	0	0	0	0	291
	15:00	0	0	1	40	180	81	4	0	1	0	0	0	1	0	0	0	308
	16:00	0	0	0	25	158	95	7	2	1	0	0	0	0	0	1	0	289
	17:00	0	0	0	10	114	89	11	1	0	2	1	1	0	0	0	0	229
	18:00	0	0	1	13	84	72	7	0	0	0	0	1	0	0	0	0	178
	19:00	1	0	0	15	100	63	4	1	0	0	0	0	0	0	0	0	184
	20:00	0	0	0	6	52	30	2	0	0	0	0	0	0	0	0	0	90
	21:00	0	0	0	7	42	25	1	0	0	0	0	0	0	0	0	0	75
	22:00	0	0	0	2	24	21	2	0	0	0	0	0	0	0	0	0	49
	23:00	0	0	0	2	8	8	1	1	0	0	0	0	0	0	0	0	20
Daily Total :		2	3	7	330	2003	1101	94	12	5	3	3	2	1	0	2	2	3570
Percent :		0%	0%	0%	9%	56%	31%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	0	14	83	46	4	1	0	0	0	0	0	0	0	0	192

Speeds - Average: 57.9 50% : 57.2 67% : 60.6 85% : 66.3 20kph Pace: 50.1 - 70.0 (86.9%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/21/23	00:00	0	0	0	1	7	8	0	0	0	0	0	0	0	0	0	0	16
Mon	01:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	8
	04:00	0	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	9
	05:00	0	0	1	0	17	24	9	1	0	0	0	0	0	0	0	0	52
	06:00	0	0	0	7	51	55	13	1	1	0	0	0	0	0	0	0	128
	07:00	0	1	10	42	101	39	5	0	0	0	0	0	0	0	0	0	198
	08:00	1	0	1	40	110	39	6	0	0	0	0	0	0	0	1	0	198
	09:00	0	3	11	57	136	42	1	1	0	0	0	0	0	0	0	0	251
	10:00	0	0	7	58	180	42	3	0	0	0	0	0	0	0	1	0	291
	11:00	1	3	2	56	183	74	3	0	0	1	1	0	1	0	0	0	325
	12:00	0	0	0	43	197	88	6	0	0	0	1	1	0	0	0	2	338
	13:00	0	0	4	42	204	69	9	0	0	0	1	0	0	0	1	0	330
	14:00	0	0	2	39	198	89	8	1	0	0	0	0	1	0	0	0	338
	15:00	0	9	5	47	197	74	4	0	0	0	0	0	1	1	1	1	340
	16:00	1	2	2	34	202	125	6	0	1	0	0	0	0	0	0	0	373
	17:00	0	2	2	27	227	132	13	1	0	1	0	0	0	0	0	0	405
	18:00	0	0	0	18	113	106	13	3	0	0	0	0	0	0	0	0	253
	19:00	1	1	1	20	144	85	3	0	0	0	0	0	0	0	0	0	255
	20:00	0	0	0	9	85	49	3	1	0	0	0	0	0	0	0	0	147
	21:00	0	0	0	8	45	29	6	0	0	0	0	0	0	0	0	0	88
	22:00	0	0	0	7	26	28	2	0	0	0	0	0	0	0	0	0	63
	23:00	0	0	0	2	7	6	3	0	0	0	0	0	0	0	0	0	18
Daily Total :		4	21	48	558	2437	1217	118	9	2	2	3	1	3	1	4	3	4431
Percent :		0%	0%	1%	13%	55%	27%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	2	23	102	51	5	0	0	0	0	0	0	0	0	0	148

Speeds - Average: 56.9 50% : 56.6 67% : 59.6 85% : 65.8 20kph Pace: 50.1 - 70.0 (82.5%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/22/23	00:00	0	0	0	3	5	8	2	0	0	0	0	0	0	0	0	0	18
Tue	01:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	1	3	5	0	0	0	0	0	0	0	0	0	0	9
	04:00	0	0	0	0	4	4	2	0	0	0	0	0	0	0	0	0	10
	05:00	0	0	0	1	17	20	6	0	0	0	0	0	0	0	0	0	44
	06:00	0	0	0	3	67	66	8	0	0	0	0	0	0	0	0	0	144
	07:00	0	0	1	25	113	57	10	0	0	0	0	0	0	0	0	0	206
	08:00	0	0	1	23	152	68	5	0	1	0	0	0	1	0	0	0	251
	09:00	0	0	1	29	167	61	2	0	0	0	0	0	0	1	0	1	262
	10:00	0	0	4	44	185	69	3	0	0	0	0	0	0	0	0	1	306
	11:00	0	0	4	58	198	67	6	0	0	0	0	0	0	0	0	0	333
	12:00	0	0	0	44	207	85	11	2	0	0	0	0	0	1	0	0	350
	13:00	0	0	4	45	209	101	9	0	0	0	0	0	0	0	0	0	368
	14:00	0	0	2	25	228	99	7	0	0	0	0	0	1	0	0	0	362
	15:00	0	0	6	43	202	81	5	2	0	0	0	0	0	0	0	0	339
	16:00	0	3	17	47	176	118	11	0	0	0	0	0	0	1	0	0	373
	17:00	0	0	3	35	218	139	8	0	0	1	0	0	0	0	1	0	405
	18:00	0	0	0	17	122	116	6	1	0	0	0	0	0	1	0	0	263
	19:00	0	1	0	24	112	72	10	0	0	0	0	0	0	0	0	0	219
	20:00	0	0	1	18	88	57	10	0	0	0	0	0	0	0	0	0	174
	21:00	0	0	0	3	54	43	4	0	0	0	0	0	0	0	0	0	104
	22:00	0	0	0	7	34	20	4	0	0	0	0	0	0	0	0	0	65
	23:00	0	0	0	1	8	10	0	1	0	0	0	0	0	0	0	0	20
Daily Total :		0	4	44	496	2570	1373	129	6	1	1	0	0	2	4	1	2	4633
Percent :		0%	0%	1%	11%	55%	30%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	21	107	57	5	0	0	0	0	0	0	0	0	0	184

Speeds - Average: 57.4 50% : 57.0 67% : 60.0 85% : 66.1 20kph Pace: 50.1 - 70.0 (85.1%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/23/23	00:00	0	0	0	1	3	8	0	0	0	0	0	0	0	0	0	0	12
Wed	01:00	0	0	0	1	1	4	0	1	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	2	0	6	1	0	0	0	0	0	0	0	0	0	9
	03:00	0	0	0	1	4	4	1	0	0	0	0	0	0	0	0	0	10
	04:00	0	0	0	0	1	5	2	2	0	0	0	0	0	0	0	0	10
	05:00	0	0	0	1	27	29	7	1	0	0	0	0	0	0	0	0	65
	06:00	0	0	1	6	44	72	11	2	0	0	0	0	0	0	0	0	136
	07:00	0	0	0	19	105	74	9	0	0	0	0	0	0	0	0	0	207
	08:00	0	0	0	36	144	68	5	0	0	0	0	1	0	0	0	0	254
	09:00	0	1	2	42	155	55	7	1	0	0	0	1	0	0	0	0	264
	10:00	0	1	4	65	155	50	2	0	0	0	0	0	0	0	0	0	277
	11:00	0	1	0	40	187	81	5	0	0	0	0	0	0	0	1	0	315
	12:00	0	1	5	47	207	60	7	0	0	2	0	0	0	0	0	0	329
	13:00	0	0	8	50	211	86	2	2	0	0	1	0	0	1	0	1	362
	14:00	0	2	1	47	210	84	13	0	0	1	1	0	0	0	1	0	360
	15:00	0	2	1	47	180	103	10	0	0	0	0	0	0	0	0	0	343
	16:00	0	1	3	41	218	117	15	1	0	0	1	0	0	1	0	0	398
	17:00	0	1	0	26	216	140	9	0	0	1	1	1	0	1	0	0	396
	18:00	1	0	0	9	125	100	18	0	0	0	0	0	0	0	0	0	253
	19:00	0	0	1	15	92	77	14	0	0	0	0	0	1	0	0	0	200
	20:00	0	0	1	30	112	54	7	0	0	0	0	0	0	0	0	0	204
	21:00	0	0	1	14	54	42	6	0	0	0	0	0	0	0	0	0	117
	22:00	0	0	0	6	37	31	2	1	0	0	0	0	0	0	0	0	77
	23:00	0	0	0	3	16	12	2	0	0	0	0	0	0	0	0	0	33
Daily Total :		1	10	28	549	2504	1362	155	11	0	4	4	3	1	3	2	1	4638
Percent :		0%	0%	1%	12%	54%	29%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	23	104	57	6	0	0	0	0	0	0	0	0	0	192

Speeds - Average: 57.5 50% : 57.0 67% : 60.3 85% : 66.3 20kph Pace: 50.1 - 70.0 (83.4%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/24/23	00:00	0	0	0	0	2	6	3	0	0	0	0	0	0	0	0	0	11
Thu	01:00	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	1	1	5	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	0	0	1	8	4	1	0	0	0	0	0	0	0	0	0	14
	05:00	0	0	0	0	12	24	7	0	0	0	0	0	0	0	0	0	43
	06:00	0	1	0	12	67	48	14	0	0	0	0	0	0	0	0	0	142
	07:00	0	0	0	9	111	89	10	1	0	0	0	0	0	0	0	0	220
	08:00	0	0	0	20	138	65	6	2	0	0	0	0	0	0	0	0	231
	09:00	0	0	3	38	150	85	7	0	0	0	0	0	0	0	0	0	283
	10:00	0	1	6	45	163	72	3	0	0	0	0	1	0	0	0	0	291
	11:00	1	2	10	82	174	42	3	0	0	0	1	0	0	1	1	0	317
	12:00	0	0	0	54	214	64	9	1	0	0	0	0	0	0	0	1	343
	13:00	0	0	10	53	199	84	9	1	1	0	0	0	0	0	0	0	357
	14:00	1	0	2	87	239	81	3	1	0	1	0	0	1	0	0	0	416
	15:00	0	0	12	89	236	89	4	2	0	0	1	0	0	0	0	1	434
	16:00	0	0	5	48	252	96	6	0	0	0	0	0	0	0	0	0	407
	17:00	0	0	0	51	245	123	8	0	0	0	1	0	0	0	0	0	428
	18:00	0	0	1	31	136	108	9	3	0	0	0	0	0	0	0	0	288
	19:00	0	1	0	14	149	81	15	1	0	0	0	0	0	0	0	0	261
	20:00	0	0	0	18	116	52	5	0	0	0	0	0	1	1	0	0	193
	21:00	0	0	1	14	52	24	2	0	0	0	0	0	0	0	0	0	93
	22:00	0	0	0	5	30	20	3	1	0	0	0	0	0	0	0	0	59
	23:00	0	0	0	0	15	14	6	0	0	0	0	0	0	0	0	0	35
Daily Total :		2	5	50	672	2714	1279	134	13	1	1	3	1	2	2	1	2	4882
Percent :		0%	0%	1%	14%	56%	26%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	28	113	53	6	1	0	0	0	0	0	0	0	0	191

Speeds - Average: 56.7 50% : 56.4 67% : 59.4 85% : 65.6 20kph Pace: 50.1 - 70.0 (81.8%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/25/23	00:00	0	0	0	1	3	6	0	0	1	0	0	0	0	0	0	0	11
Fri	01:00	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	1	2	5	1	0	0	0	0	0	0	0	0	0	9
	04:00	0	0	0	1	5	2	1	1	0	0	0	0	0	0	0	0	10
	05:00	0	0	0	5	15	26	6	1	0	0	0	0	0	0	0	0	53
	06:00	0	0	0	9	57	53	7	1	0	0	0	0	0	0	0	0	127
	07:00	2	0	0	10	115	84	10	1	0	0	1	0	0	0	0	0	223
	08:00	2	0	2	21	155	74	6	1	0	0	1	0	0	0	0	0	262
	09:00	0	0	0	36	160	76	8	0	0	0	0	0	1	0	0	0	281
	10:00	0	0	1	65	216	54	3	0	0	0	0	0	0	0	0	0	339
	11:00	0	1	1	84	246	60	4	0	0	0	0	0	0	1	0	0	397
	12:00	0	0	5	69	239	80	4	0	1	0	0	0	0	0	0	0	398
	13:00	0	4	13	70	231	71	6	2	0	0	0	0	0	0	0	0	397
	14:00	0	1	2	86	256	83	11	0	2	0	0	0	1	1	0	0	443
	15:00	0	0	6	65	243	113	10	2	0	1	0	0	0	0	0	1	441
	16:00	0	5	4	64	263	96	13	2	1	0	0	0	0	0	0	0	448
	17:00	0	0	3	51	276	167	16	0	0	0	0	0	0	1	0	0	514
	18:00	0	0	1	30	201	112	23	0	0	0	0	0	0	1	0	1	369
	19:00	0	1	0	17	143	95	9	1	0	0	0	0	0	0	0	1	267
	20:00	0	0	0	23	95	75	10	0	0	0	0	0	0	0	0	0	203
	21:00	0	0	0	18	84	39	6	0	1	0	0	0	0	0	0	0	148
	22:00	0	0	1	6	41	36	7	0	0	0	0	0	0	0	0	0	91
	23:00	0	0	0	0	17	13	5	1	1	0	0	0	0	0	0	0	37
Daily Total :		4	12	39	732	3065	1426	167	13	7	1	2	0	2	4	0	3	5477
Percent :		0%	0%	1%	13%	56%	26%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	2	31	128	59	7	1	0	0	0	0	0	0	0	0	203

Speeds - Average: 56.8 50% : 56.4 67% : 59.5 85% : 65.7 20kph Pace: 50.1 - 70.0 (82.0%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/26/23	00:00	0	0	0	5	12	12	1	0	0	0	0	0	0	0	0	0	30
Sat	01:00	0	0	0	2	10	7	2	1	0	0	0	0	0	0	0	0	22
	02:00	0	0	0	1	3	2	2	1	1	0	0	0	0	0	0	0	10
	03:00	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	0	1	7	5	2	0	0	0	0	0	0	0	0	0	15
	06:00	0	1	0	5	16	17	5	0	0	0	0	0	0	0	0	0	44
	07:00	0	0	0	2	37	40	8	0	0	0	0	0	0	0	0	0	87
	08:00	0	0	2	14	101	59	6	1	0	0	0	0	0	0	0	0	183
	09:00	0	0	1	32	153	68	5	0	0	0	0	0	0	0	0	0	259
	10:00	0	0	0	41	169	107	9	0	0	0	0	0	0	0	0	0	326
	11:00	1	2	6	47	291	96	11	3	0	0	0	0	0	0	0	1	458
	12:00	0	1	0	87	247	102	5	1	0	0	0	1	0	0	1	0	445
	13:00	1	0	4	44	252	78	6	1	0	0	1	0	0	0	0	2	389
	14:00	0	1	3	68	231	88	4	0	1	0	1	0	1	0	0	0	398
	15:00	0	1	2	29	146	111	9	3	0	1	0	0	0	0	0	0	302
	16:00	0	1	2	27	183	101	6	1	0	0	0	0	0	0	0	0	321
	17:00	0	0	3	11	122	119	12	1	0	0	0	0	0	0	0	0	268
	18:00	0	0	0	7	104	95	14	2	0	0	0	1	0	0	0	0	223
	19:00	0	0	2	28	91	72	6	1	1	1	0	0	0	0	0	0	202
	20:00	0	0	0	21	70	39	5	1	0	0	0	1	0	0	0	0	137
	21:00	0	0	0	12	66	27	5	0	0	0	0	0	0	0	0	0	110
	22:00	0	0	0	8	52	21	3	1	0	0	0	0	0	0	0	0	85
	23:00	0	0	1	7	34	15	0	0	0	0	0	0	0	0	0	0	57
Daily Total :		2	7	26	503	2404	1285	126	18	3	2	2	3	1	0	1	3	4386
Percent :		0%	0%	1%	11%	55%	29%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	21	100	54	5	1	0	0	0	0	0	0	0	0	229

Speeds - Average: 57.4 50% : 56.9 67% : 60.0 85% : 66.2 20kph Pace: 50.1 - 70.0 (84.1%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/27/23	00:00	0	0	0	5	20	20	3	0	0	0	0	0	0	0	0	0	48
Sun	01:00	0	0	0	3	19	9	3	0	0	0	0	0	0	0	0	0	34
	02:00	0	0	0	0	8	2	1	0	0	0	0	0	0	0	0	0	11
	03:00	0	0	0	1	1	5	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	5
	05:00	1	0	0	1	12	2	0	0	0	0	0	0	0	0	0	0	16
	06:00	0	0	0	1	16	14	3	0	1	0	0	0	0	0	0	0	35
	07:00	0	0	0	4	31	37	5	0	0	1	0	0	0	0	0	0	78
	08:00	1	0	0	10	60	38	5	0	0	0	0	0	0	0	0	0	114
	09:00	1	1	0	26	90	81	7	0	1	0	1	0	0	0	0	0	208
	10:00	0	0	3	35	166	60	8	0	1	0	0	0	0	0	0	0	273
	11:00	1	0	2	56	242	71	4	1	0	0	0	1	0	0	0	0	378
	12:00	2	2	5	62	219	90	4	1	2	0	0	0	0	0	0	0	387
	13:00	0	4	0	46	189	87	8	0	1	0	1	0	0	0	0	1	337
	14:00	0	1	0	26	164	94	14	1	1	1	0	0	0	0	1	0	303
	15:00	1	0	6	33	143	87	6	1	1	1	0	0	0	0	0	0	279
	16:00	0	1	0	25	134	91	8	1	0	0	0	0	0	0	0	1	261
	17:00	0	0	0	20	124	76	9	2	0	0	0	0	0	0	0	0	231
	18:00	0	1	3	14	94	84	10	1	0	0	0	0	0	0	0	0	207
	19:00	0	1	0	11	81	72	8	1	1	0	0	0	0	0	0	1	176
	20:00	0	0	0	21	87	40	1	0	0	0	0	0	0	0	0	0	149
	21:00	0	0	0	12	36	25	4	1	0	0	0	0	0	0	0	0	78
	22:00	0	0	0	3	17	18	3	2	0	0	0	0	0	0	0	0	43
	23:00	0	0	0	3	18	9	3	0	0	0	0	0	0	0	0	0	33
Daily Total :		7	11	19	419	1972	1115	117	12	9	3	2	1	0	0	1	3	3691
Percent :		0%	0%	1%	11%	53%	30%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	17	82	46	5	1	0	0	0	0	0	0	0	0	182

Speeds - Average: 57.5 50% : 57.1 67% : 60.5 85% : 66.4 20kph Pace: 50.1 - 70.0 (83.6%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/28/23	00:00	0	0	0	2	4	6	2	0	1	0	0	0	0	0	0	0	15
Mon	01:00	0	0	1	0	1	1	1	1	0	0	0	0	0	0	0	0	5
	02:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	0	0	1	5	2	1	0	0	0	0	0	0	0	0	0	9
	04:00	0	0	0	0	4	8	1	0	0	0	0	0	0	0	0	0	13
	05:00	0	0	0	6	24	17	7	1	0	0	0	0	0	0	0	0	55
	06:00	0	0	0	4	39	50	15	3	0	0	0	0	0	0	0	0	111
	07:00	0	0	0	4	98	97	8	1	0	0	0	0	0	0	1	0	209
	08:00	0	0	0	21	132	96	10	0	0	0	0	0	0	0	0	1	260
	09:00	0	0	1	35	133	50	9	1	0	0	0	0	0	0	0	0	229
	10:00	1	0	3	53	125	59	6	1	0	0	0	0	0	0	0	1	249
	11:00	0	0	2	62	152	77	2	0	0	0	1	0	0	0	0	1	297
	12:00	1	0	4	32	209	72	10	1	0	0	1	0	0	0	0	0	330
	13:00	0	0	0	32	178	106	7	0	0	0	0	0	0	0	0	0	323
	14:00	0	0	1	43	181	135	7	1	0	0	0	0	0	0	0	0	368
	15:00	0	0	0	24	193	104	8	2	0	1	1	0	0	0	0	0	333
	16:00	0	1	6	41	231	116	5	1	1	0	0	0	1	0	0	0	403
	17:00	2	1	2	51	209	109	16	2	1	1	1	0	0	0	0	1	396
	18:00	0	1	1	25	105	73	18	4	2	0	0	0	0	0	0	0	229
	19:00	0	1	0	16	103	75	5	0	0	0	0	0	0	0	0	0	200
	20:00	0	0	3	13	102	58	4	0	0	0	0	0	0	0	0	0	180
	21:00	0	0	0	18	37	34	3	0	0	0	0	0	0	0	0	0	92
	22:00	0	0	0	3	20	15	4	0	1	0	0	0	0	0	0	0	43
	23:00	0	0	0	2	10	8	1	1	0	0	0	0	0	0	0	0	22
Daily Total :		4	4	24	489	2295	1370	150	20	6	2	4	0	1	0	1	4	4374
Percent :		0%	0%	1%	11%	52%	31%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	20	96	57	6	1	0	0	0	0	0	0	0	0	152

Speeds - Average: 57.7 50% : 57.3 67% : 61.0 85% : 66.6 20kph Pace: 50.1 - 70.0 (83.8%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/29/23	00:00	0	0	0	0	3	4	3	1	1	0	0	0	0	0	0	0	12
Tue	01:00	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	0	3	1	3	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	1	4	4	1	0	0	0	0	0	0	0	0	0	10
	05:00	0	0	1	3	22	22	2	1	0	0	0	0	0	0	0	0	51
	06:00	0	1	0	8	57	63	13	1	1	1	0	0	0	0	0	0	145
	07:00	0	0	0	18	116	83	5	1	0	0	0	0	1	0	0	0	224
	08:00	0	0	1	28	157	68	4	1	0	0	0	0	0	0	0	0	259
	09:00	1	1	0	35	163	101	2	0	0	0	0	2	0	0	0	0	305
	10:00	2	4	2	43	186	64	1	1	1	0	0	0	0	0	0	0	304
	11:00	0	0	0	56	191	78	3	1	0	0	0	1	0	0	0	1	331
	12:00	0	0	9	51	178	90	13	1	1	2	0	1	0	0	1	0	347
	13:00	0	0	3	58	219	99	9	1	0	0	0	0	0	1	0	0	390
	14:00	1	0	2	49	232	108	6	1	0	0	0	0	0	0	0	0	399
	15:00	0	1	0	42	187	107	9	0	0	0	0	0	0	0	0	1	347
	16:00	2	0	3	73	215	124	11	0	0	0	0	0	0	0	0	0	428
	17:00	0	1	0	31	192	145	12	4	0	1	0	0	0	1	0	1	388
	18:00	0	1	5	29	114	81	17	0	1	0	0	1	0	0	0	0	249
	19:00	0	0	1	13	107	69	14	1	0	0	0	0	0	0	0	0	205
	20:00	0	0	1	13	73	55	5	0	0	1	0	0	0	0	0	1	149
	21:00	0	0	1	7	55	37	4	0	0	0	0	0	0	0	0	0	104
	22:00	0	0	1	6	24	16	0	1	0	0	0	0	0	0	0	0	48
	23:00	0	0	0	1	10	8	1	0	0	0	0	0	0	0	0	0	20
Daily Total :		6	9	30	565	2512	1433	141	16	5	5	0	5	1	2	1	4	4735
Percent :		0%	0%	1%	12%	53%	30%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	24	105	60	6	1	0	0	0	0	0	0	0	0	181

Speeds - Average: 57.4 50% : 57.0 67% : 60.5 85% : 66.3 20kph Pace: 50.1 - 70.0 (83.3%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/30/23	00:00	0	0	0	4	3	6	0	1	0	0	0	0	0	0	0	0	14
Wed	01:00	0	0	0	0	5	3	1	0	0	0	0	0	0	0	0	0	9
	02:00	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	1	4	6	0	0	0	0	0	0	0	0	0	0	11
	04:00	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	9
	05:00	0	0	1	0	24	25	4	0	0	1	0	0	0	0	0	0	55
	06:00	0	0	0	3	61	53	10	1	0	0	0	0	0	0	0	0	128
	07:00	0	0	0	21	122	70	3	1	0	0	0	0	0	0	0	0	217
	08:00	0	1	1	26	137	71	7	3	1	1	0	0	1	0	0	0	249
	09:00	0	0	1	17	125	60	7	1	0	0	0	0	0	0	0	0	211
	10:00	0	1	3	42	164	72	7	0	2	0	1	0	0	0	0	0	292
	11:00	0	1	6	43	193	54	5	1	0	0	0	0	0	0	0	0	303
	12:00	0	0	0	48	197	66	7	1	1	0	0	0	0	0	0	0	320
	13:00	0	0	0	50	231	78	6	0	1	0	1	0	0	0	0	0	367
	14:00	0	1	4	64	209	75	5	0	0	0	0	0	0	0	0	1	359
	15:00	1	1	6	71	243	76	6	1	0	0	0	0	0	0	0	0	405
	16:00	0	0	0	52	250	112	7	1	2	0	0	0	0	0	0	0	424
	17:00	1	1	1	35	201	120	12	0	1	1	0	0	0	0	0	0	373
	18:00	0	1	1	8	138	84	13	1	0	0	0	0	0	0	0	0	246
	19:00	0	1	0	14	101	79	13	0	0	0	0	0	0	0	0	0	208
	20:00	0	0	0	13	122	59	7	0	0	0	0	0	0	0	0	0	201
	21:00	0	0	0	7	71	32	4	1	0	0	0	0	0	0	0	0	115
	22:00	0	0	1	7	24	21	2	2	0	0	0	0	0	0	0	0	57
	23:00	0	0	0	0	12	20	3	0	0	0	0	0	0	0	0	0	35
Daily Total :		2	8	25	526	2640	1255	129	15	8	3	2	0	1	0	0	1	4615
Percent :		0%	0%	1%	11%	57%	27%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	22	110	52	5	1	0	0	0	0	0	0	0	0	197

Speeds - Average: 57.1 50% : 56.7 67% : 59.6 85% : 65.8 20kph Pace: 50.1 - 70.0 (84.4%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/31/23	00:00	0	0	0	0	3	5	0	0	1	1	0	0	0	0	0	0	10
Thu	01:00	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	02:00	0	0	0	2	5	5	0	0	0	0	0	0	0	0	0	0	12
	03:00	0	0	0	0	4	4	0	0	1	0	0	0	0	0	0	0	9
	04:00	0	0	0	2	6	4	4	1	0	0	0	0	0	0	0	0	17
	05:00	0	0	0	5	9	31	7	0	0	0	0	0	0	0	0	0	52
	06:00	0	0	1	12	62	64	12	0	0	1	0	0	0	0	0	0	152
	07:00	0	0	0	9	95	82	11	1	0	0	0	0	0	0	0	0	198
	08:00	0	0	3	20	149	64	8	0	2	0	0	0	0	0	0	1	247
	09:00	2	0	3	22	167	60	6	0	1	0	0	1	0	0	0	0	262
	10:00	1	2	5	49	164	84	7	0	2	0	0	0	0	0	0	0	314
	11:00	0	2	2	59	260	82	8	2	0	0	0	0	0	0	0	0	415
	12:00	0	2	10	33	246	117	6	0	1	1	0	0	1	0	1	1	419
	13:00	0	1	1	34	225	110	14	2	0	0	0	0	0	0	1	1	389
	14:00	0	3	1	74	236	108	6	0	0	0	0	0	1	0	0	0	429
	15:00	0	0	2	34	222	128	11	0	0	0	0	0	0	0	0	0	397
	16:00	0	0	1	36	185	145	13	3	0	0	1	0	0	0	0	1	385
	17:00	0	0	0	42	244	163	13	1	0	0	0	0	0	0	0	0	463
	18:00	0	3	5	25	174	107	19	0	0	1	0	0	0	0	0	0	334
	19:00	1	1	0	27	155	105	4	0	0	0	1	0	0	0	0	0	294
	20:00	1	0	0	29	126	63	8	1	1	0	0	0	0	0	0	0	229
	21:00	0	1	1	16	67	40	5	0	0	0	0	0	0	0	0	0	130
	22:00	0	0	0	7	42	21	6	0	1	0	0	0	0	0	0	0	77
	23:00	0	0	0	5	11	20	1	1	0	0	0	0	0	0	0	0	38
Daily Total :		5	15	35	542	2863	1615	169	12	10	4	2	1	2	0	2	4	5281
Percent :		0%	0%	1%	10%	54%	31%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	1	23	119	67	7	1	0	0	0	0	0	0	0	0	191

Speeds - Average: 57.6 50% : 57.2 67% : 60.6 85% : 66.4 20kph Pace: 50.1 - 70.0 (84.8%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/01/23	00:00	0	0	0	2	8	5	1	0	0	0	0	0	0	0	0	0	16
Fri	01:00	0	0	0	0	4	3	1	1	0	0	0	0	0	0	0	0	9
	02:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	0	0	1	4	3	2	0	0	0	0	0	0	0	0	0	10
	04:00	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	8
	05:00	0	0	2	4	10	24	8	2	0	0	0	0	0	0	0	0	50
	06:00	0	0	0	5	56	31	9	2	0	0	0	0	0	0	0	0	103
	07:00	0	0	0	8	110	78	13	0	0	0	0	0	0	0	0	0	209
	08:00	2	0	3	19	150	71	10	0	0	0	0	0	0	0	0	0	255
	09:00	0	0	4	32	190	87	5	1	0	0	1	0	0	0	0	0	320
	10:00	0	0	1	64	223	89	7	1	0	0	0	0	0	0	0	0	385
	11:00	0	0	1	33	241	125	11	1	0	3	0	0	0	0	0	0	415
	12:00	0	0	7	57	274	111	9	0	1	0	0	0	0	1	0	1	461
	13:00	0	1	5	69	290	118	6	1	0	0	0	0	0	0	1	0	491
	14:00	0	1	5	83	228	137	12	0	0	0	0	0	0	0	0	0	466
	15:00	1	1	2	73	279	123	12	1	1	0	0	1	0	0	0	0	494
	16:00	0	1	3	75	269	159	12	0	1	1	0	0	0	0	0	0	521
	17:00	0	0	1	40	281	143	11	2	0	0	0	0	0	1	0	0	479
	18:00	0	0	3	25	207	125	15	2	0	0	0	1	0	1	0	0	379
	19:00	0	0	1	35	176	88	13	0	0	0	0	0	0	0	0	0	313
	20:00	0	0	3	32	107	57	3	0	0	0	0	0	0	0	0	0	202
	21:00	0	0	0	12	77	43	6	0	0	0	0	0	1	0	0	0	139
	22:00	0	0	0	5	44	29	3	0	0	0	0	0	0	0	0	0	81
	23:00	0	0	0	8	24	15	0	0	0	0	0	0	0	0	0	0	47
Daily Total :		3	4	41	682	3256	1670	170	14	3	4	1	2	1	3	1	1	5856
Percent :		0%	0%	1%	12%	56%	29%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	28	136	70	7	1	0	0	0	0	0	0	0	0	219

Speeds - Average: 57.3 50% : 56.8 67% : 59.9 85% : 66.0 20kph Pace: 50.1 - 70.0 (84.1%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/02/23	00:00	0	0	0	4	10	9	5	0	0	0	0	0	0	0	0	0	28
Sat	01:00	0	0	0	0	9	6	3	0	0	0	0	0	0	0	0	0	18
	02:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	1	0	4	2	1	0	0	0	1	0	0	0	0	0	9
	04:00	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	0	2	9	5	0	0	0	0	0	0	0	0	0	0	16
	06:00	0	0	0	2	22	20	4	0	0	0	0	0	0	0	0	0	48
	07:00	0	0	0	2	32	53	2	1	0	0	0	0	0	0	0	0	90
	08:00	0	0	1	26	89	47	6	0	0	0	0	0	0	0	0	0	169
	09:00	1	0	0	20	138	92	13	0	0	1	0	0	0	0	0	0	265
	10:00	0	0	1	60	242	94	4	3	0	0	0	0	0	0	0	0	404
	11:00	1	2	6	59	262	114	8	1	0	0	0	2	0	0	0	0	455
	12:00	0	1	1	64	293	130	15	1	0	0	0	0	0	0	0	0	505
	13:00	0	0	6	49	250	117	12	1	0	0	0	0	0	0	0	0	435
	14:00	0	0	5	58	249	114	13	0	0	0	1	0	0	0	0	0	440
	15:00	0	0	1	45	193	93	18	2	0	0	0	0	0	0	0	0	352
	16:00	0	1	4	26	138	109	8	1	1	0	0	1	0	0	1	0	290
	17:00	0	0	1	16	127	94	13	0	0	0	0	1	0	0	0	0	252
	18:00	0	0	0	13	91	85	19	0	0	1	0	0	0	0	0	0	209
	19:00	0	0	0	11	87	67	11	1	0	0	0	0	0	0	0	0	177
	20:00	0	0	0	16	68	33	0	0	0	0	0	0	0	0	1	0	118
	21:00	0	0	1	15	61	33	6	0	0	0	0	0	0	0	0	0	116
	22:00	0	0	0	9	34	28	3	1	0	0	0	0	0	0	0	0	75
	23:00	0	0	0	4	28	27	5	1	0	0	0	0	0	0	0	0	65
Daily Total :		2	4	28	502	2438	1376	171	13	1	2	2	4	0	0	2	0	4545
Percent :		0%	0%	1%	11%	54%	30%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	21	102	57	7	1	0	0	0	0	0	0	0	0	244

Speeds - Average: 57.7 50% : 57.2 67% : 60.7 85% : 66.5 20kph Pace: 50.1 - 70.0 (83.9%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/03/23	00:00	0	0	0	4	14	10	4	0	0	0	0	0	0	0	0	0	32
Sun	01:00	0	0	0	0	4	10	5	1	0	0	0	0	0	0	0	0	20
	02:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	0	1	6	8	2	0	1	0	0	0	0	0	0	0	18
	06:00	0	0	0	2	11	18	1	1	0	0	0	0	0	0	0	0	33
	07:00	0	0	0	2	21	29	8	0	0	0	0	0	0	0	0	0	60
	08:00	0	0	0	13	43	44	7	0	0	0	0	0	0	0	0	0	107
	09:00	1	1	0	11	138	74	8	0	0	0	0	0	0	0	0	0	233
	10:00	0	1	4	33	182	94	5	4	0	0	1	0	0	0	1	0	325
	11:00	0	0	0	53	212	101	10	1	0	0	0	0	0	0	0	0	377
	12:00	0	0	2	51	203	130	11	2	0	0	1	0	0	0	0	0	400
	13:00	0	0	4	42	222	112	22	2	0	0	0	0	0	1	1	0	406
	14:00	0	1	0	21	195	131	14	0	1	0	0	0	0	0	0	0	363
	15:00	0	1	2	22	144	90	20	0	0	0	1	0	0	1	0	0	281
	16:00	0	0	2	24	159	76	9	0	0	0	0	0	0	0	0	1	271
	17:00	0	0	0	19	123	84	9	0	0	0	0	0	0	0	0	0	235
	18:00	0	0	0	11	89	65	6	0	0	0	0	0	0	0	0	0	171
	19:00	0	1	1	12	73	44	5	0	0	1	0	0	0	0	0	0	137
	20:00	0	0	1	16	47	43	7	0	0	0	0	0	0	0	0	0	114
	21:00	0	0	1	6	44	26	4	0	0	0	0	0	0	0	0	0	81
	22:00	0	0	2	8	19	30	4	0	0	2	0	0	0	0	0	0	65
	23:00	0	0	0	3	19	6	0	0	0	0	0	0	0	0	0	0	28
Daily Total :		1	5	19	355	1973	1230	161	11	2	3	3	0	0	2	2	1	3768
Percent :		0%	0%	1%	9%	52%	33%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	15	82	51	7	0	0	0	0	0	0	0	0	0	189

Speeds - Average: 58.3 50% : 57.7 67% : 61.6 85% : 66.9 20kph Pace: 50.1 - 70.0 (85.0%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/04/23	00:00	0	0	1	1	8	8	4	1	0	0	0	0	0	0	0	0	23
Mon	01:00	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	0	5	2	1	0	0	0	0	0	0	0	0	0	8
	03:00	0	0	0	1	1	7	3	0	0	0	0	0	0	0	0	0	12
	04:00	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	0	0	1	2	3	2	1	0	0	0	0	0	0	0	0	9
	06:00	0	0	0	2	15	17	4	0	0	0	0	0	0	0	0	0	38
	07:00	0	1	0	2	15	32	5	1	0	0	0	0	0	0	0	0	56
	08:00	0	0	0	8	43	52	6	1	0	0	0	0	0	0	0	0	110
	09:00	1	2	3	31	122	59	5	0	0	0	0	0	0	0	0	1	224
	10:00	0	1	0	19	136	83	13	0	0	0	0	0	0	0	0	0	252
	11:00	1	0	0	33	146	86	9	2	1	0	1	0	1	0	0	1	281
	12:00	0	1	2	31	148	102	12	3	0	0	1	0	0	0	0	1	301
	13:00	1	0	0	30	162	109	9	0	0	0	0	0	0	0	0	1	312
	14:00	0	0	0	8	147	100	10	0	3	1	0	0	1	0	0	0	270
	15:00	0	0	0	6	115	87	10	1	1	0	0	1	0	0	0	0	221
	16:00	0	0	0	14	80	85	4	2	0	0	0	0	0	0	0	0	185
	17:00	0	0	1	7	70	88	10	2	0	0	0	0	0	0	0	0	178
	18:00	0	0	0	16	80	62	5	0	0	0	0	0	0	0	0	0	163
	19:00	0	1	0	9	87	48	4	1	0	0	0	0	0	0	0	0	150
	20:00	0	0	0	10	49	29	5	2	0	0	0	1	0	0	0	0	96
	21:00	0	0	0	10	27	23	1	0	0	0	0	0	0	0	0	0	61
	22:00	0	0	1	8	18	14	1	0	0	0	0	0	0	0	0	0	42
	23:00	0	0	0	1	7	7	1	0	1	0	0	0	0	0	0	0	17
Daily Total :		3	6	8	249	1484	1110	126	17	6	1	2	2	2	0	0	4	3020
Percent :		0%	0%	0%	8%	49%	37%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	0	10	62	46	5	1	0	0	0	0	0	0	0	0	156

Speeds - Average: 58.8 50% : 58.4 67% : 62.6 85% : 67.4 20kph Pace: 50.1 - 70.0 (85.9%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/05/23	00:00	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	5
Tue	01:00	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	1	0	1	1	4	1	0	0	0	0	0	0	0	0	0	8
	04:00	0	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	9
	05:00	0	0	0	3	15	21	6	0	0	0	0	0	0	0	0	0	45
	06:00	0	0	0	2	52	61	14	0	1	1	0	0	0	0	0	0	131
	07:00	3	0	0	20	117	58	11	2	0	0	1	0	0	0	0	0	212
	08:00	2	0	9	51	156	63	5	0	0	0	0	0	0	0	1	0	287
	09:00	0	1	3	44	165	66	5	0	0	0	1	0	0	0	1	0	286
	10:00	0	0	3	59	176	77	4	0	1	0	0	1	0	0	0	0	321
	11:00	1	2	3	60	225	72	3	1	0	0	1	0	0	0	0	0	368
	12:00	2	1	5	36	213	102	9	0	0	2	0	0	0	1	0	2	373
	13:00	0	0	1	39	209	133	3	0	1	0	0	0	0	0	0	0	386
	14:00	0	0	7	46	208	99	9	1	0	0	0	0	0	0	0	0	370
	15:00	5	3	9	45	223	112	13	0	0	0	0	0	0	0	0	0	410
	16:00	0	1	13	96	246	109	11	1	0	0	0	0	0	0	0	1	478
	17:00	1	0	0	41	271	142	10	2	1	0	0	0	1	0	0	0	469
	18:00	0	0	1	21	144	104	10	0	0	0	0	0	0	0	0	0	280
	19:00	0	1	2	25	86	58	9	0	0	0	0	0	1	0	0	0	182
	20:00	0	2	3	23	82	45	3	1	0	0	0	0	0	0	0	0	159
	21:00	0	0	0	6	32	29	3	2	0	0	0	0	0	0	0	0	72
	22:00	1	0	1	7	24	7	1	0	1	0	0	0	0	0	0	0	42
	23:00	0	0	0	1	8	4	1	0	0	0	0	0	0	0	0	0	14
Daily Total :		15	12	60	628	2662	1373	133	10	5	3	3	1	2	1	2	3	4913
Percent :		0%	0%	1%	13%	54%	28%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	1	3	26	111	57	6	0	0	0	0	0	0	0	0	0	124

Speeds - Average: 56.8 50% : 56.6 67% : 59.7 85% : 65.9 20kph Pace: 50.1 - 70.0 (82.1%)

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	S	SB	Ax-Ax	150 cm	183 cm	

Lane #2 Basic Speed Classification Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/16/23	00:00	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	7
Wed	01:00	0	0	0	2	4	0	0	1	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	7
	04:00	0	0	1	4	6	7	3	0	0	0	0	0	0	0	0	0	21
	05:00	0	0	0	4	30	17	4	0	0	0	0	0	0	0	0	0	55
	06:00	0	0	1	15	65	47	16	1	1	0	0	0	0	0	0	0	146
	07:00	0	4	4	31	168	44	5	1	0	0	0	0	0	0	0	0	257
	08:00	0	4	0	69	217	40	1	1	1	0	1	0	0	0	1	0	335
	09:00	0	1	0	51	200	57	0	0	2	0	0	0	0	0	0	1	312
	10:00	0	1	3	81	170	38	2	0	2	0	0	0	0	0	1	0	298
	11:00	0	0	1	55	201	55	1	0	2	0	1	0	0	0	0	0	316
	12:00	0	0	1	54	192	52	2	0	0	1	0	0	0	0	0	0	302
	13:00	0	1	2	109	183	34	1	2	0	0	1	0	0	0	1	2	336
	14:00	0	0	5	84	181	28	2	1	0	0	2	0	0	0	0	0	303
	15:00	0	0	3	87	203	42	4	0	1	0	0	0	0	0	0	0	340
	16:00	1	0	2	99	254	37	3	0	0	0	0	0	0	0	0	3	399
	17:00	1	1	1	70	231	59	5	0	2	0	0	0	1	0	0	1	372
	18:00	0	0	0	37	158	63	2	0	0	0	0	1	0	1	0	0	262
	19:00	0	0	1	22	95	46	3	0	0	0	0	0	0	0	0	0	167
	20:00	0	1	1	29	92	27	2	0	0	0	0	0	0	0	0	0	152
	21:00	0	0	0	26	52	15	1	0	0	0	0	0	0	0	0	0	94
	22:00	0	0	1	7	26	13	1	0	0	0	0	0	0	0	0	0	48
	23:00	0	0	0	1	13	8	0	0	0	0	0	0	0	0	0	0	22
Daily Total :		2	13	27	939	2749	737	59	7	11	1	5	1	1	1	3	7	4563
Percent :		0%	0%	1%	21%	60%	16%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	1	39	115	31	2	0	0	0	0	0	0	0	0	0	205

Speeds - Average: 54.8 50% : 54.8 67% : 57.6 85% : 62.3 20kph Pace: 40.1 - 60.0 (80.8%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/17/23	00:00	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	7
Thu	01:00	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	0	3	5	1	0	0	0	0	0	0	0	0	0	9
	04:00	0	0	0	1	11	3	1	1	0	0	0	0	0	0	0	0	17
	05:00	0	0	1	5	24	28	4	1	0	0	0	0	0	0	0	0	63
	06:00	0	0	0	16	58	48	14	3	0	0	0	0	0	0	0	0	139
	07:00	0	0	2	37	149	66	3	0	0	0	0	0	0	0	0	0	257
	08:00	0	0	0	48	222	40	1	0	0	0	2	0	0	0	0	0	313
	09:00	0	0	2	88	186	29	0	0	0	0	0	0	0	0	0	0	305
	10:00	0	0	9	111	200	22	0	0	1	0	0	0	0	0	0	0	343
	11:00	0	0	4	114	214	26	0	0	1	0	0	0	1	0	0	0	360
	12:00	1	2	14	128	189	16	1	2	0	0	0	0	0	0	0	0	353
	13:00	0	0	12	121	186	23	2	0	0	0	0	0	0	0	0	0	344
	14:00	0	1	6	111	188	30	1	0	0	0	0	0	0	1	0	0	338
	15:00	0	0	6	115	192	32	2	1	0	0	0	0	0	1	0	0	349
	16:00	0	0	1	127	213	25	1	0	0	0	0	0	0	0	0	1	368
	17:00	0	0	3	63	233	47	2	1	1	0	0	0	0	0	0	2	352
	18:00	0	0	0	40	145	51	1	0	0	0	0	0	0	0	0	0	237
	19:00	0	0	3	19	118	37	2	0	0	0	0	1	0	0	0	0	180
	20:00	0	0	1	24	77	24	3	0	0	0	0	0	0	0	0	0	129
	21:00	0	0	0	15	29	11	2	0	1	0	0	0	0	0	0	0	58
	22:00	0	0	0	16	27	10	0	0	0	0	0	0	0	0	0	0	53
	23:00	0	0	0	3	21	10	1	0	0	0	0	0	0	0	0	0	35
Daily Total :		1	3	64	1205	2694	590	43	9	4	0	2	1	1	2	0	3	4622
Percent :		0%	0%	1%	26%	58%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	3	50	112	25	2	0	0	0	0	0	0	0	0	0	189

Speeds - Average: 53.7 50% : 54.0 67% : 56.8 85% : 59.9 20kph Pace: 40.1 - 60.0 (84.4%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/18/23	00:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Fri	01:00	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	0	1	1	1	5	2	1	0	0	0	0	0	0	0	0	11
	03:00	0	0	0	1	3	0	3	0	0	0	0	0	0	0	0	0	7
	04:00	0	0	0	1	11	4	0	0	0	0	0	0	0	0	0	0	16
	05:00	0	0	0	3	20	18	5	0	0	0	0	0	0	0	0	0	46
	06:00	0	0	0	15	49	42	11	1	0	0	0	0	0	0	0	0	118
	07:00	0	0	2	29	133	44	5	0	0	0	0	0	0	0	0	0	213
	08:00	0	0	2	74	190	48	1	0	0	0	0	0	0	1	0	0	316
	09:00	2	4	8	81	215	19	0	0	0	0	1	0	0	0	0	0	330
	10:00	0	0	7	135	196	16	0	1	0	0	0	0	0	0	0	0	355
	11:00	0	1	14	166	176	27	0	0	0	0	0	0	0	0	1	0	385
	12:00	0	0	11	179	181	21	1	0	1	0	0	0	0	0	0	0	394
	13:00	0	0	8	109	204	18	3	0	0	0	1	0	0	0	0	1	344
	14:00	0	0	4	98	189	38	0	0	0	0	0	1	1	0	0	0	331
	15:00	1	2	14	139	156	28	2	0	0	0	0	0	0	0	0	0	342
	16:00	0	0	3	77	192	25	1	1	1	1	1	0	0	0	0	0	302
	17:00	0	0	2	62	156	36	1	1	0	0	0	0	0	0	0	0	258
	18:00	0	0	2	30	126	45	5	1	0	0	0	1	0	0	0	0	210
	19:00	0	1	0	20	102	28	1	2	0	1	0	0	0	0	0	1	156
	20:00	0	0	1	27	63	24	1	0	0	0	0	0	0	0	0	0	116
	21:00	0	0	0	13	56	26	0	0	0	0	0	0	0	0	0	0	95
	22:00	1	0	0	9	44	10	2	0	1	0	0	0	0	0	0	0	67
	23:00	0	0	0	2	19	11	0	0	0	0	0	0	0	0	0	0	32
Daily Total :		4	8	79	1272	2490	536	44	8	3	2	3	2	1	1	1	2	4456
Percent :		0%	0%	2%	29%	56%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	3	53	104	22	2	0	0	0	0	0	0	0	0	0	192

Speeds - Average: 53.3 50% : 53.6 67% : 56.6 85% : 59.8 20kph Pace: 40.1 - 60.0 (84.4%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/19/23	00:00	0	0	0	4	7	8	1	0	1	0	0	0	0	0	0	0	21
Sat	01:00	0	0	0	1	4	2	3	0	0	0	0	0	0	0	0	0	10
	02:00	0	0	0	1	6	5	0	0	0	0	0	0	0	0	0	0	12
	03:00	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	0	0	0	9	6	0	0	0	0	0	0	0	0	0	0	15
	06:00	0	1	0	4	25	23	7	0	0	0	0	0	0	0	0	0	60
	07:00	0	0	0	11	64	27	2	1	0	1	0	0	0	0	0	0	106
	08:00	0	0	0	21	107	58	10	1	0	1	0	0	0	0	0	0	198
	09:00	0	0	4	27	160	50	4	0	1	0	0	0	0	1	0	0	247
	10:00	0	1	3	44	203	53	3	1	1	1	1	0	0	0	0	0	311
	11:00	0	0	1	89	212	47	2	0	2	0	1	1	0	0	0	1	356
	12:00	0	1	3	106	206	44	1	0	0	0	1	0	0	0	0	0	362
	13:00	0	2	2	97	205	27	2	0	1	0	0	0	1	0	1	1	339
	14:00	0	0	1	85	203	51	2	0	0	0	0	0	0	1	1	0	344
	15:00	0	0	3	79	202	53	1	1	0	0	0	0	0	0	0	0	339
	16:00	0	0	0	55	187	51	4	1	0	1	0	0	0	0	0	1	300
	17:00	0	0	0	29	198	58	3	0	0	0	0	0	0	0	0	0	288
	18:00	0	0	0	33	150	55	4	0	0	0	0	0	0	0	0	0	242
	19:00	0	0	4	51	141	40	1	0	0	0	0	0	0	0	0	0	237
	20:00	0	0	2	40	109	32	3	0	0	1	0	0	0	0	0	0	187
	21:00	0	0	2	31	67	22	0	0	0	0	0	0	0	0	0	0	122
	22:00	0	0	0	8	38	24	2	0	0	0	0	0	0	0	0	0	72
	23:00	0	0	0	7	23	14	0	0	0	0	0	0	0	0	0	0	44
Daily Total :		0	5	25	824	2531	755	55	5	6	5	3	1	1	2	2	3	4223
Percent :		0%	0%	1%	20%	60%	18%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	34	105	31	2	0	0	0	0	0	0	0	0	0	184

Speeds - Average: 55.2 50% : 55.1 67% : 57.8 85% : 62.9 20kph Pace: 40.1 - 60.0 (79.4%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/20/23	00:00	0	0	0	1	16	3	2	1	0	0	0	0	0	0	0	0	23
Sun	01:00	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	1	2	3	1	0	1	0	0	0	0	0	0	0	8
	05:00	0	0	0	1	4	5	0	2	0	0	0	0	0	0	0	0	12
	06:00	0	0	1	5	13	13	5	1	0	0	0	0	0	0	0	0	38
	07:00	0	0	0	16	41	21	1	1	0	0	0	0	0	0	0	0	80
	08:00	0	0	3	17	77	40	0	0	0	0	0	0	0	0	0	0	137
	09:00	0	0	0	45	118	38	3	1	0	0	0	0	0	0	0	0	205
	10:00	0	1	7	74	190	33	0	1	0	0	0	0	0	1	0	1	308
	11:00	0	3	12	111	193	29	1	0	0	0	1	0	0	0	0	0	350
	12:00	0	0	5	112	256	33	1	1	1	1	0	0	0	0	0	0	410
	13:00	1	0	5	133	255	24	1	1	0	1	0	1	0	0	0	1	423
	14:00	0	2	17	161	223	34	2	0	0	0	0	0	0	0	0	1	440
	15:00	0	4	1	107	241	33	5	1	1	1	0	0	0	1	0	0	395
	16:00	0	0	0	92	223	29	3	1	0	0	1	0	1	0	0	1	351
	17:00	0	0	7	78	253	43	1	0	0	0	0	1	0	0	0	0	383
	18:00	0	0	4	39	206	63	4	0	0	0	0	0	0	0	0	0	316
	19:00	0	0	0	44	124	39	2	0	1	0	0	0	0	0	0	0	210
	20:00	0	0	1	38	97	33	2	0	0	0	0	0	0	0	0	0	171
	21:00	0	0	0	9	43	15	2	0	0	0	0	0	0	0	0	0	69
	22:00	0	0	0	13	14	7	0	1	0	0	0	0	0	0	0	0	35
	23:00	0	0	0	3	8	4	0	0	0	0	0	0	0	0	0	0	15
Daily Total :		1	10	63	1104	2605	545	39	12	4	3	2	2	1	2	0	4	4397
Percent :		0%	0%	1%	25%	59%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	3	46	109	23	2	1	0	0	0	0	0	0	0	0	173

Speeds - Average: 53.7 50% : 54.1 67% : 56.8 85% : 59.9 20kph Pace: 40.1 - 60.0 (84.4%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/21/23	00:00	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	7
Mon	01:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	1	1	4	1	0	0	0	0	0	0	0	0	0	7
	04:00	0	0	0	1	8	3	2	0	0	0	0	0	0	0	0	0	14
	05:00	0	0	0	4	30	24	5	1	0	0	0	0	0	0	0	0	64
	06:00	0	0	0	17	44	64	8	0	1	0	0	0	0	0	0	0	134
	07:00	2	12	31	83	88	22	1	0	1	0	0	0	0	0	0	0	240
	08:00	1	2	32	140	113	13	2	0	0	0	0	0	0	0	0	0	303
	09:00	1	10	20	157	94	6	0	0	0	0	0	0	0	0	0	0	288
	10:00	2	9	36	134	146	12	0	1	0	1	0	0	0	0	0	0	341
	11:00	0	1	9	112	204	18	0	0	0	1	0	0	0	0	0	0	345
	12:00	0	0	2	66	237	33	2	0	0	0	0	0	0	0	0	0	340
	13:00	0	0	3	90	211	38	2	1	0	0	0	0	0	0	0	0	345
	14:00	0	3	14	89	190	34	0	0	0	0	0	0	0	0	0	0	330
	15:00	0	1	3	68	184	39	2	0	0	1	0	1	0	0	0	0	299
	16:00	0	1	3	92	258	35	3	0	0	1	0	0	0	0	0	0	393
	17:00	0	0	1	73	195	53	0	0	1	0	0	0	0	0	0	0	323
	18:00	0	0	0	43	120	54	4	0	0	0	0	1	0	0	0	0	222
	19:00	0	1	1	26	100	39	2	0	0	0	0	0	0	0	0	0	169
	20:00	0	0	2	19	82	18	2	0	0	1	0	0	0	0	0	0	124
	21:00	0	0	0	13	49	16	2	1	0	0	0	0	0	0	0	0	81
	22:00	0	0	0	8	22	6	1	0	0	0	0	0	0	0	0	0	37
	23:00	0	0	0	2	15	11	1	0	0	0	0	0	0	0	0	0	29
Daily Total :		6	40	157	1240	2396	549	41	4	3	5	0	2	0	0	0	0	4443
Percent :		0%	1%	4%	28%	54%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	2	7	52	100	23	2	0	0	0	0	0	0	0	0	0	184

Speeds - Average: 52.7 50% : 53.4 67% : 56.5 85% : 59.8 20kph Pace: 40.1 - 60.0 (81.8%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/22/23	00:00	0	0	0	0	4	8	2	0	0	0	0	0	0	0	0	0	14
Tue	01:00	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	3
	02:00	0	0	0	2	4	3	0	0	1	0	0	0	0	0	0	0	10
	03:00	0	0	0	1	2	2	2	1	0	0	0	0	0	0	0	0	8
	04:00	0	0	0	3	4	12	3	0	0	0	0	0	0	0	0	0	22
	05:00	0	0	0	6	21	27	3	1	0	1	0	0	0	0	0	0	59
	06:00	0	0	0	9	72	47	10	1	0	0	0	0	0	0	0	0	139
	07:00	0	4	8	32	163	45	0	1	1	0	0	1	0	0	0	0	255
	08:00	0	0	2	64	212	38	2	0	0	0	1	0	0	0	0	0	319
	09:00	0	0	1	62	220	31	2	0	0	0	0	0	0	0	0	0	316
	10:00	0	0	6	92	184	37	3	0	0	0	0	0	0	0	1	0	323
	11:00	0	1	18	100	184	25	0	2	0	0	0	0	0	0	0	0	330
	12:00	0	0	1	110	200	36	1	1	0	0	0	0	0	0	0	0	349
	13:00	0	1	7	99	182	21	0	0	0	0	0	0	0	0	0	2	312
	14:00	0	1	6	96	196	25	0	0	1	0	0	1	0	0	0	0	326
	15:00	1	1	10	99	191	43	0	1	0	2	0	0	1	0	0	0	349
	16:00	0	0	10	94	227	39	2	0	3	1	1	0	1	0	0	0	378
	17:00	0	0	13	79	227	45	4	0	0	0	0	0	0	0	0	2	370
	18:00	0	0	1	26	149	52	3	1	0	0	0	0	0	0	0	0	232
	19:00	0	1	5	37	98	28	1	0	0	0	0	0	0	0	0	0	170
	20:00	0	0	4	35	69	17	1	1	0	0	1	0	0	0	0	0	128
	21:00	0	0	0	12	43	8	1	0	0	0	0	0	0	0	0	0	64
	22:00	0	0	0	12	20	9	1	0	0	0	0	0	0	0	0	0	42
	23:00	0	0	0	1	16	14	0	0	0	0	0	0	0	0	0	0	31
Daily Total :		1	9	92	1071	2689	612	42	10	6	4	4	2	2	0	1	4	4549
Percent :		0%	0%	2%	24%	59%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	4	45	112	26	2	0	0	0	0	0	0	0	0	0	186

Speeds - Average: 53.9 50% : 54.2 67% : 57.0 85% : 60.2 20kph Pace: 40.1 - 60.0 (82.7%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/23/23	00:00	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	6
Wed	01:00	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	0	1	5	5	2	1	0	0	0	0	0	0	0	0	14
	04:00	0	0	0	1	8	5	4	0	0	0	0	0	0	0	0	0	18
	05:00	0	0	0	6	25	24	5	2	0	0	0	0	0	0	0	0	62
	06:00	0	0	0	10	57	43	10	4	0	1	0	0	0	0	0	0	125
	07:00	0	0	9	58	138	37	2	1	0	0	0	0	0	0	0	0	245
	08:00	0	0	4	74	180	41	1	1	0	0	0	0	0	0	0	0	301
	09:00	0	0	3	95	161	29	5	0	0	0	0	0	0	0	0	0	293
	10:00	0	0	2	68	200	36	0	0	0	0	0	0	0	0	1	0	307
	11:00	0	1	3	118	186	28	0	0	0	0	0	0	0	0	0	0	336
	12:00	0	0	8	140	171	24	0	0	0	0	0	0	1	1	0	1	346
	13:00	0	0	11	74	185	36	1	0	0	0	1	0	0	0	0	0	308
	14:00	0	1	4	92	198	40	2	0	0	0	0	0	0	0	0	2	339
	15:00	0	0	0	78	208	50	3	0	0	0	0	0	0	0	0	1	340
	16:00	1	2	11	138	222	41	2	0	0	1	0	0	0	0	1	0	419
	17:00	0	0	1	63	199	61	2	1	1	0	0	0	0	0	0	1	329
	18:00	0	0	0	39	134	48	2	1	0	0	1	0	0	0	0	0	225
	19:00	0	0	1	27	86	45	5	0	0	0	0	0	0	0	0	0	164
	20:00	0	0	0	27	88	14	3	0	0	0	0	0	0	0	0	0	132
	21:00	0	0	0	13	36	20	3	2	0	0	0	0	0	0	0	0	74
	22:00	0	0	1	6	25	13	0	0	0	0	0	0	0	0	0	0	45
	23:00	0	0	1	1	14	5	0	1	0	0	0	0	0	0	0	0	22
Daily Total :		1	4	59	1131	2536	652	52	14	1	2	2	0	1	1	2	5	4463
Percent :		0%	0%	1%	25%	57%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	47	106	27	2	1	0	0	0	0	0	0	0	0	189

Speeds - Average: 54.0 50% : 54.2 67% : 57.1 85% : 61.2 20kph Pace: 40.1 - 60.0 (82.2%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/24/23	00:00	0	0	0	2	4	2	0	0	1	0	0	0	0	0	0	0	9
Thu	01:00	0	0	0	1	5	1	3	0	0	0	0	0	0	0	0	0	10
	02:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5
	04:00	0	0	0	2	7	5	2	0	0	0	0	0	0	0	0	0	16
	05:00	0	0	0	6	22	25	7	0	0	0	0	0	0	0	0	0	60
	06:00	0	0	1	9	74	37	8	1	0	0	0	0	0	0	0	0	130
	07:00	0	0	3	45	137	50	4	1	0	0	0	0	0	0	0	0	240
	08:00	0	0	1	76	182	35	5	1	0	0	0	1	0	0	0	0	301
	09:00	0	0	3	79	164	44	1	1	0	0	0	0	0	0	0	0	292
	10:00	0	0	2	114	173	25	2	2	0	2	0	0	0	0	0	0	320
	11:00	0	0	10	151	184	22	0	0	0	0	0	0	0	1	1	1	370
	12:00	1	5	11	152	184	19	2	0	0	0	0	0	0	0	0	0	374
	13:00	0	0	3	132	191	14	2	1	0	1	0	0	0	0	0	0	344
	14:00	0	4	3	114	171	32	3	0	0	0	0	0	0	0	0	0	327
	15:00	0	0	12	135	174	21	3	0	0	0	0	1	0	0	0	0	346
	16:00	0	0	0	124	231	29	4	0	0	0	1	1	0	0	0	0	390
	17:00	0	0	0	69	214	39	3	0	0	0	0	0	0	0	0	0	325
	18:00	0	0	4	43	111	44	1	2	2	0	0	0	0	0	0	0	207
	19:00	0	0	1	22	84	39	2	1	0	0	1	0	0	0	0	1	151
	20:00	0	0	1	19	73	16	2	0	0	0	0	0	0	0	0	0	111
	21:00	0	0	0	10	52	17	0	0	0	0	0	0	0	0	0	0	79
	22:00	0	0	0	3	28	10	0	1	0	0	0	0	0	0	0	0	42
	23:00	0	0	1	1	10	8	0	0	0	0	0	0	0	0	0	0	20
Daily Total :		1	9	56	1309	2478	539	55	11	3	3	2	3	0	1	1	2	4473
Percent :		0%	0%	1%	29%	55%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	55	103	22	2	0	0	0	0	0	0	0	0	0	185

Speeds - Average: 53.4 50% : 53.6 67% : 56.6 85% : 59.8 20kph Pace: 40.1 - 60.0 (84.7%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/25/23	00:00	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	7
Fri	01:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
	02:00	0	0	0	0	2	8	1	0	0	0	0	0	0	0	0	0	11
	03:00	0	0	0	0	3	5	1	0	0	0	0	0	0	0	0	0	9
	04:00	0	0	0	1	5	7	1	0	0	0	0	0	0	0	0	0	14
	05:00	0	0	0	7	19	19	6	0	0	0	0	0	0	0	0	0	51
	06:00	0	0	2	18	56	33	6	1	1	0	0	0	0	0	0	0	117
	07:00	0	0	0	56	136	36	3	0	0	0	0	0	0	0	0	0	231
	08:00	1	0	3	63	212	43	1	0	0	0	1	0	0	0	0	0	324
	09:00	1	0	4	82	188	35	1	0	0	0	0	0	1	0	0	0	312
	10:00	0	0	13	136	175	14	0	1	0	0	0	1	0	0	0	2	342
	11:00	0	4	5	129	194	25	2	0	1	0	1	1	0	0	0	2	364
	12:00	0	1	9	161	197	21	1	0	1	0	0	1	0	1	0	3	396
	13:00	0	1	15	116	195	17	1	0	0	0	0	0	0	0	0	0	345
	14:00	3	3	24	106	180	25	3	0	2	0	0	0	1	0	0	2	349
	15:00	0	0	3	98	207	25	3	0	1	0	0	0	0	0	0	1	338
	16:00	2	0	3	94	186	35	4	1	1	0	0	0	0	0	0	0	326
	17:00	0	0	0	55	193	50	3	1	0	0	0	0	1	0	0	1	304
	18:00	0	0	1	27	154	51	3	1	1	1	0	1	0	0	0	0	240
	19:00	0	0	0	30	100	23	4	0	1	0	0	0	0	0	0	0	158
	20:00	0	0	0	34	80	28	0	0	0	0	0	0	0	0	0	0	142
	21:00	0	0	2	21	55	13	3	0	0	0	0	0	0	0	0	0	94
	22:00	0	1	1	14	28	12	2	0	0	0	0	0	0	0	0	0	58
	23:00	0	1	0	7	15	16	3	0	0	0	0	0	0	0	0	0	42
Daily Total :		7	11	85	1255	2584	547	53	5	9	1	2	4	3	1	0	11	4578
Percent :		0%	0%	2%	27%	56%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	4	52	108	23	2	0	0	0	0	0	0	0	0	0	184

Speeds - Average: 53.3 50% : 53.7 67% : 56.7 85% : 59.9 20kph Pace: 40.1 - 60.0 (83.9%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/26/23	00:00	0	0	0	3	12	1	3	0	0	0	0	0	0	0	0	0	19
Sat	01:00	0	0	0	1	6	5	0	0	0	0	0	0	0	0	0	0	12
	02:00	0	0	1	3	2	2	2	0	0	0	0	0	0	0	0	0	10
	03:00	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	3	2	2	1	0	0	0	0	0	0	0	0	0	8
	05:00	0	0	0	3	5	8	2	0	0	0	0	0	0	0	0	0	18
	06:00	0	1	0	4	22	19	8	2	0	0	0	0	0	0	0	0	56
	07:00	0	0	0	15	59	17	2	0	0	0	0	0	0	0	0	0	93
	08:00	0	0	0	27	122	45	0	0	1	0	0	0	0	0	0	0	195
	09:00	0	0	3	65	153	43	1	1	0	0	0	0	0	0	0	0	266
	10:00	0	0	3	81	205	36	0	3	0	0	0	0	0	0	0	0	328
	11:00	0	0	5	102	197	28	3	1	0	0	0	0	0	0	0	1	337
	12:00	0	2	5	102	184	38	1	0	2	0	0	0	1	1	0	0	336
	13:00	1	0	5	128	172	18	0	0	0	1	0	0	0	1	0	1	327
	14:00	0	0	13	90	187	32	2	0	0	0	0	0	0	0	0	0	324
	15:00	0	0	2	83	217	36	1	0	1	2	0	0	0	1	0	0	343
	16:00	0	0	4	68	149	60	2	0	0	0	0	0	0	0	0	0	283
	17:00	0	0	0	40	123	55	5	0	0	0	0	0	0	0	0	0	223
	18:00	0	0	0	21	138	42	1	1	0	0	0	0	0	0	0	1	204
	19:00	0	0	3	34	107	33	9	0	0	0	0	0	0	0	0	0	186
	20:00	0	0	0	44	101	30	0	0	0	0	0	0	0	0	0	0	175
	21:00	0	1	0	24	73	22	2	1	0	0	0	0	0	0	0	0	123
	22:00	0	0	1	15	51	15	1	0	0	0	0	0	1	0	0	0	84
	23:00	0	0	0	3	21	5	2	0	0	0	0	0	0	0	0	0	31
Daily Total :		1	4	45	960	2311	593	49	9	4	3	0	0	2	3	0	3	3987
Percent :		0%	0%	1%	24%	58%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	40	96	25	2	0	0	0	0	0	0	0	0	0	189

Speeds - Average: 54.2 50% : 54.4 67% : 57.2 85% : 61.3 20kph Pace: 40.1 - 60.0 (82.0%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/27/23	00:00	0	0	0	1	16	6	1	0	0	0	0	0	0	0	0	0	24
Sun	01:00	0	0	0	1	8	6	3	0	0	0	0	0	0	0	0	0	18
	02:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
	05:00	1	0	0	3	7	7	1	0	0	0	0	0	0	0	0	0	19
	06:00	0	0	1	7	16	15	6	0	0	0	0	0	0	0	0	0	45
	07:00	0	0	0	8	32	33	3	0	0	0	0	0	0	0	0	0	76
	08:00	0	1	0	19	96	27	7	0	0	0	0	0	0	0	0	0	150
	09:00	0	2	2	31	162	37	3	0	0	0	0	0	0	0	0	0	237
	10:00	0	0	0	86	208	39	5	1	0	0	0	0	0	0	0	0	339
	11:00	6	8	8	103	215	34	1	0	0	0	1	0	0	0	0	2	378
	12:00	0	1	2	111	231	26	2	0	1	1	0	0	0	0	0	2	377
	13:00	0	5	21	186	237	20	0	1	0	0	1	0	0	0	0	0	471
	14:00	0	0	10	104	239	34	3	0	0	0	0	0	0	0	0	1	391
	15:00	0	0	3	129	244	39	1	0	0	0	1	0	0	0	0	0	417
	16:00	0	0	3	81	271	67	4	0	0	1	1	0	0	0	0	0	428
	17:00	0	0	2	50	197	71	2	0	0	0	0	0	1	0	0	0	323
	18:00	0	1	0	60	148	48	2	1	0	0	0	0	0	0	0	0	260
	19:00	0	0	0	34	149	52	2	1	0	0	0	0	0	0	0	0	238
	20:00	0	0	2	46	113	17	1	0	0	0	0	0	0	0	0	0	179
	21:00	0	0	0	18	55	13	0	0	0	0	0	0	0	0	0	0	86
	22:00	0	0	0	8	22	13	0	0	0	0	0	0	0	0	0	0	43
	23:00	0	0	0	1	8	2	4	0	1	0	0	0	0	0	0	0	16
Daily Total :		7	18	54	1088	2679	613	52	4	2	2	4	0	1	0	0	5	4529
Percent :		0%	0%	1%	24%	59%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	2	45	112	26	2	0	0	0	0	0	0	0	0	0	165

Speeds - Average: 53.8 50% : 54.2 67% : 57.0 85% : 60.2 20kph Pace: 40.1 - 60.0 (83.2%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/28/23	00:00	0	0	0	4	1	4	2	1	0	0	0	0	0	0	0	0	12
Mon	01:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	1	1	4	1	0	0	0	0	0	0	0	0	0	7
	04:00	0	0	0	2	8	6	2	0	0	0	0	0	0	0	0	0	18
	05:00	0	0	0	10	20	29	5	1	0	0	0	0	0	0	0	0	65
	06:00	0	0	1	17	71	43	11	3	0	0	0	0	0	0	0	0	146
	07:00	0	0	0	29	146	56	6	0	0	0	0	0	0	0	0	0	237
	08:00	0	0	5	64	186	45	4	0	0	0	0	0	0	0	1	0	305
	09:00	0	0	6	77	163	54	3	1	0	0	0	0	0	0	0	0	304
	10:00	0	0	5	101	167	22	1	0	1	0	0	0	0	0	0	0	297
	11:00	0	1	13	111	176	39	0	1	0	0	0	1	0	0	0	0	342
	12:00	0	2	6	78	197	37	0	0	0	0	1	0	0	0	0	0	321
	13:00	0	1	6	75	198	30	1	0	0	0	1	1	0	0	0	0	313
	14:00	0	0	1	73	223	36	3	0	0	0	0	0	0	0	0	0	336
	15:00	0	5	9	71	198	45	1	1	0	0	0	0	0	0	0	0	330
	16:00	0	2	6	90	221	46	6	2	0	0	0	0	0	0	0	2	375
	17:00	0	0	10	62	212	48	2	2	1	0	0	0	0	0	0	0	337
	18:00	0	0	3	29	129	64	3	1	0	0	0	0	0	0	0	0	229
	19:00	0	0	0	22	85	36	1	0	0	0	0	0	0	0	0	0	144
	20:00	0	0	0	23	65	16	1	0	0	0	0	0	0	0	0	0	105
	21:00	1	0	0	25	44	15	1	0	0	0	0	0	0	0	0	0	86
	22:00	0	0	0	5	19	12	1	0	0	0	0	0	0	0	0	0	37
	23:00	0	0	0	3	11	6	1	1	0	0	0	0	0	0	0	0	22
Daily Total :		1	11	71	972	2544	695	56	14	2	0	2	2	0	0	1	2	4373
Percent :		0%	0%	2%	22%	58%	16%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	3	41	106	29	2	1	0	0	0	0	0	0	0	0	188

Speeds - Average: 54.3 50% : 54.6 67% : 57.4 85% : 61.8 20kph Pace: 40.1 - 60.0 (80.4%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/29/23	00:00	0	0	0	0	6	7	0	0	0	0	0	0	0	0	0	0	13
Tue	01:00	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3
	03:00	0	0	0	1	0	4	4	0	0	0	0	0	0	0	0	0	9
	04:00	0	0	0	1	6	3	2	1	0	0	0	0	0	0	0	0	13
	05:00	0	0	1	8	28	22	3	2	0	0	0	0	0	0	0	0	64
	06:00	0	0	0	19	61	59	4	2	0	0	0	0	0	0	0	0	145
	07:00	0	1	5	47	160	52	1	0	0	0	0	0	0	0	0	0	266
	08:00	0	0	1	62	190	49	2	0	0	0	0	0	0	0	0	0	304
	09:00	0	0	1	100	234	25	0	0	0	0	0	0	0	0	1	0	361
	10:00	0	0	2	101	208	25	1	0	0	0	0	0	0	0	0	1	338
	11:00	0	0	5	87	240	28	3	0	0	0	0	0	0	0	0	0	363
	12:00	0	1	6	98	197	39	1	0	0	0	0	0	0	0	0	0	342
	13:00	0	4	7	112	194	27	3	0	0	1	0	1	0	0	0	0	349
	14:00	0	2	16	110	203	21	1	1	0	1	0	0	0	0	0	0	355
	15:00	2	7	28	161	164	22	2	2	0	0	0	0	0	0	0	0	388
	16:00	0	0	2	112	239	31	4	1	0	0	0	0	0	0	0	1	390
	17:00	0	0	5	65	215	51	2	1	0	0	0	0	0	0	0	0	339
	18:00	0	0	3	64	112	43	0	0	0	0	0	0	0	0	0	0	222
	19:00	0	0	2	30	70	28	1	0	0	0	0	0	0	0	0	0	131
	20:00	0	1	1	28	80	21	1	0	0	0	0	0	0	0	0	0	132
	21:00	0	0	0	7	38	14	2	0	0	0	0	0	0	0	0	0	61
	22:00	0	0	0	3	18	9	1	0	0	0	0	0	0	0	0	0	31
	23:00	0	0	0	2	7	11	0	0	0	0	0	0	0	0	0	0	20
Daily Total :		2	16	85	1218	2672	594	40	11	0	2	0	1	0	0	1	2	4644
Percent :		0%	0%	2%	26%	58%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	4	51	111	25	2	0	0	0	0	0	0	0	0	0	182

Speeds - Average: 53.4 50% : 53.9 67% : 56.8 85% : 59.9 20kph Pace: 40.1 - 60.0 (83.8%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/30/23	00:00	0	0	0	3	3	4	0	0	0	0	0	0	0	0	0	0	10
Wed	01:00	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	0	0	4	5	2	0	0	0	0	0	0	0	0	0	11
	04:00	0	0	1	4	4	8	1	1	0	0	0	0	0	0	0	0	19
	05:00	0	0	2	7	28	19	5	0	0	0	0	0	0	0	0	0	61
	06:00	0	0	1	15	86	41	10	1	0	0	0	0	0	0	0	0	154
	07:00	0	0	1	45	169	29	0	0	0	0	0	0	0	0	0	0	244
	08:00	0	0	7	113	176	36	1	0	0	0	0	0	1	1	0	0	335
	09:00	0	0	10	91	193	26	1	1	0	0	0	0	0	0	0	0	322
	10:00	0	0	6	105	192	20	2	0	0	2	0	0	0	0	0	0	327
	11:00	0	0	6	99	188	27	1	1	1	0	0	0	0	1	0	0	324
	12:00	0	5	9	78	217	26	2	0	0	1	0	0	0	0	0	2	340
	13:00	0	1	5	99	176	26	1	0	1	1	2	0	0	0	0	0	312
	14:00	0	0	18	107	163	23	1	0	0	0	1	1	0	0	0	2	316
	15:00	2	9	13	78	149	14	0	1	0	0	0	0	0	0	0	0	266
	16:00	0	0	4	112	169	43	3	1	0	0	0	0	0	1	0	0	333
	17:00	0	0	0	56	211	66	3	0	1	1	0	1	0	0	0	0	339
	18:00	0	0	0	27	136	56	1	0	0	0	0	0	0	0	0	0	220
	19:00	0	0	1	28	77	36	5	0	0	0	0	0	0	0	0	0	147
	20:00	0	0	1	13	61	20	7	0	0	0	0	0	0	0	0	0	102
	21:00	0	0	1	3	42	15	1	1	0	0	0	0	0	0	0	0	63
	22:00	0	0	0	6	21	7	2	2	0	0	0	0	0	0	0	0	38
	23:00	1	0	0	2	6	5	0	0	0	0	0	0	0	0	0	0	14
Daily Total :		3	15	86	1092	2477	555	49	9	3	5	3	2	1	3	0	4	4307
Percent :		0%	0%	2%	25%	58%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	4	46	103	23	2	0	0	0	0	0	0	0	0	0	194

Speeds - Average: 53.7 50% : 54.0 67% : 56.9 85% : 60.0 20kph Pace: 40.1 - 60.0 (82.9%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/31/23	00:00	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	8
Thu	01:00	0	0	0	2	0	2	1	1	0	0	0	0	0	0	0	0	6
	02:00	0	0	0	1	4	1	1	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	0	4	3	2	1	0	0	0	0	0	0	0	0	10
	04:00	0	2	0	4	6	8	1	0	0	0	0	0	0	0	0	0	21
	05:00	0	0	1	8	20	29	7	1	0	0	0	0	0	0	0	0	66
	06:00	0	0	1	15	68	36	11	0	0	0	0	0	0	0	0	0	131
	07:00	0	0	7	36	172	65	5	0	0	0	0	0	0	0	0	0	285
	08:00	0	0	3	49	207	66	5	0	0	1	0	0	0	0	0	1	332
	09:00	0	0	0	87	179	36	0	1	0	1	2	0	0	0	0	0	306
	10:00	0	0	5	85	196	29	5	0	0	0	0	0	0	0	0	0	320
	11:00	0	1	13	108	183	36	0	3	0	1	0	0	0	1	0	1	347
	12:00	0	2	3	82	233	27	5	0	0	1	0	0	0	1	0	0	354
	13:00	0	0	2	76	207	37	0	0	0	0	0	0	0	0	0	0	322
	14:00	0	0	3	79	197	37	3	2	1	1	0	0	0	0	0	0	323
	15:00	0	1	20	115	198	45	2	0	0	0	0	0	0	0	1	1	383
	16:00	0	0	6	68	251	55	6	2	0	0	0	0	0	0	0	0	388
	17:00	0	2	5	73	237	39	4	1	0	0	0	0	2	0	0	1	364
	18:00	0	0	1	40	145	50	2	0	2	1	0	0	0	0	0	0	241
	19:00	0	0	1	20	112	27	3	1	0	0	0	1	0	0	0	0	165
	20:00	0	0	2	28	78	17	2	0	0	0	0	0	1	0	0	0	128
	21:00	0	0	0	20	49	15	0	0	0	0	0	0	0	0	0	0	84
	22:00	0	0	0	6	31	9	0	0	0	1	0	0	0	0	0	0	47
	23:00	0	0	0	4	12	15	2	0	2	0	0	0	0	0	0	0	35
Daily Total :		0	8	73	1007	2793	686	68	13	5	7	2	1	3	2	1	4	4673
Percent :		0%	0%	2%	22%	60%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	3	42	116	29	3	1	0	0	0	0	0	0	0	0	179

Speeds - Average: 54.5 50% : 54.6 67% : 57.4 85% : 61.5 20kph Pace: 40.1 - 60.0 (81.3%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/01/23	00:00	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	8
Fri	01:00	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	0	2	8	3	0	0	0	0	0	0	0	0	0	13
	04:00	0	0	0	1	7	6	5	0	0	0	0	0	0	0	0	0	19
	05:00	0	0	0	9	20	18	5	0	0	0	0	0	0	0	0	0	52
	06:00	0	0	0	13	57	34	6	1	0	0	0	0	0	0	0	0	111
	07:00	1	0	1	38	160	48	4	0	0	0	0	0	0	0	0	0	252
	08:00	0	0	0	50	214	44	2	0	0	0	0	0	0	0	0	0	310
	09:00	1	1	3	73	224	34	4	0	0	0	0	0	0	0	0	0	340
	10:00	0	0	3	88	219	33	1	2	1	0	1	0	0	0	0	0	348
	11:00	0	5	21	108	217	31	1	0	1	0	0	0	0	0	0	0	384
	12:00	0	0	2	81	222	45	2	0	1	0	0	0	0	0	2	0	355
	13:00	0	2	5	100	214	39	1	0	0	1	0	0	0	0	0	1	363
	14:00	0	0	11	83	184	35	1	1	0	0	0	1	1	0	0	0	317
	15:00	0	0	3	55	223	58	2	0	1	1	0	1	0	0	0	0	344
	16:00	0	0	2	92	219	36	4	1	1	1	0	0	0	1	0	0	357
	17:00	0	0	1	43	200	61	2	1	0	0	1	1	0	0	0	0	310
	18:00	0	6	1	45	137	37	3	0	0	0	1	0	0	0	0	0	230
	19:00	0	0	0	22	118	27	1	1	0	0	0	0	0	0	0	0	169
	20:00	0	1	0	18	69	31	2	0	0	0	0	0	0	0	0	0	121
	21:00	0	0	0	14	50	13	1	1	0	0	0	0	0	1	0	0	80
	22:00	0	0	0	15	22	9	0	1	0	0	0	0	0	0	0	0	47
	23:00	0	0	0	7	18	11	0	0	0	0	0	0	0	0	0	0	36
Daily Total :		2	15	53	955	2806	667	51	9	5	3	3	3	1	2	2	1	4578
Percent :		0%	0%	1%	21%	61%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	2	40	117	28	2	0	0	0	0	0	0	0	0	0	194

Speeds - Average: 54.5 50% : 54.6 67% : 57.3 85% : 61.1 20kph Pace: 40.1 - 60.0 (82.2%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/02/23	00:00	0	0	1	2	14	7	0	0	0	0	0	0	0	0	0	0	24
Sat	01:00	0	0	0	2	10	0	0	0	0	0	0	0	0	0	0	0	12
	02:00	0	0	0	1	4	4	1	0	0	0	0	0	0	0	0	0	10
	03:00	0	0	0	1	3	3	1	1	0	0	0	0	0	0	0	0	9
	04:00	0	0	1	1	3	1	1	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	0	4	12	4	1	0	0	0	0	0	0	0	0	0	21
	06:00	0	0	1	6	16	15	1	0	0	0	0	0	0	0	0	0	39
	07:00	0	0	4	11	67	37	3	1	0	0	0	0	0	0	0	0	123
	08:00	0	0	1	19	96	30	4	0	0	0	0	0	0	0	0	0	150
	09:00	1	0	1	55	150	38	1	1	0	0	0	0	0	0	0	0	247
	10:00	0	0	1	105	192	29	1	1	0	0	0	0	0	0	0	1	330
	11:00	0	0	6	74	188	33	1	0	2	0	1	0	0	0	0	0	305
	12:00	1	0	0	103	211	28	0	0	0	2	0	0	0	0	1	0	346
	13:00	0	0	2	75	209	27	5	2	1	0	0	2	1	1	1	0	326
	14:00	0	0	2	65	195	40	1	2	2	0	0	0	0	0	0	0	307
	15:00	0	0	5	82	196	35	2	0	1	0	0	0	0	0	0	0	321
	16:00	0	0	1	59	177	32	0	3	0	0	0	0	0	0	0	0	272
	17:00	0	0	0	30	137	62	1	1	1	0	0	0	0	0	0	0	232
	18:00	0	0	0	20	95	58	2	2	0	0	0	0	0	0	0	0	177
	19:00	0	0	0	27	113	32	2	0	0	0	0	0	0	0	0	0	174
	20:00	0	0	3	39	115	24	0	0	0	0	0	0	0	0	0	0	181
	21:00	0	0	0	21	77	14	2	0	0	0	0	0	0	1	0	0	115
	22:00	0	0	0	13	40	17	2	0	0	0	0	0	0	0	0	0	72
	23:00	0	0	0	4	20	11	1	0	0	0	0	0	0	0	0	0	36
Daily Total :		2	0	29	819	2340	581	33	14	7	2	1	2	1	2	2	1	3836
Percent :		0%	0%	1%	21%	61%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	34	98	24	1	1	0	0	0	0	0	0	0	0	190

Speeds - Average: 54.7 50% : 54.7 67% : 57.4 85% : 61.4 20kph Pace: 40.1 - 60.0 (82.4%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/03/23	00:00	0	0	0	6	16	7	1	0	0	0	0	0	0	0	0	0	30
Sun	01:00	0	0	0	0	8	6	1	1	0	0	0	0	0	0	0	0	16
	02:00	0	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	1	0	1	4	1	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	0	1	3	8	1	0	0	0	0	0	0	0	0	0	13
	06:00	0	1	0	4	14	9	5	1	0	0	0	0	0	0	0	0	34
	07:00	0	0	0	4	28	19	3	0	0	0	0	0	0	0	0	0	54
	08:00	0	0	0	9	82	42	1	1	0	0	0	0	0	0	0	0	135
	09:00	0	1	0	23	138	40	0	0	0	0	0	0	0	0	0	0	202
	10:00	1	0	4	61	222	49	4	0	1	0	1	0	0	0	0	0	343
	11:00	0	0	0	63	226	52	4	1	0	0	0	0	0	0	0	0	346
	12:00	0	0	1	77	268	49	7	0	0	0	1	0	0	1	0	1	405
	13:00	0	1	4	73	230	50	1	1	0	0	0	0	0	0	0	1	361
	14:00	0	0	3	76	228	56	2	0	0	0	0	0	0	0	0	1	366
	15:00	0	1	6	65	211	36	2	0	0	0	0	0	0	0	0	0	321
	16:00	0	0	3	83	190	51	4	0	0	0	0	0	0	0	0	0	331
	17:00	0	0	4	37	229	45	2	1	0	0	0	0	0	0	0	0	318
	18:00	0	0	1	49	179	50	2	0	0	0	0	0	0	0	0	0	281
	19:00	0	0	0	40	141	30	0	0	0	0	0	0	0	0	0	0	211
	20:00	0	0	4	47	127	32	1	0	0	0	0	0	0	0	0	1	212
	21:00	0	0	0	19	59	31	0	1	0	0	0	0	0	0	0	0	110
	22:00	0	0	1	5	29	10	2	0	0	0	0	0	0	0	0	0	47
	23:00	0	0	0	3	19	8	2	0	0	0	0	0	0	0	0	0	32
Daily Total :		1	4	32	746	2651	686	48	7	1	0	2	0	0	1	0	4	4183
Percent :		0%	0%	1%	18%	63%	16%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	31	110	29	2	0	0	0	0	0	0	0	0	0	159

Speeds - Average: 54.9 50% : 55.0 67% : 57.7 85% : 61.9 20kph Pace: 40.1 - 60.0 (81.2%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/04/23	00:00	0	0	0	2	7	5	3	0	0	0	0	0	0	0	0	0	17
Mon	01:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	1	1	4	1	1	0	0	0	0	0	0	0	0	0	8
	05:00	0	0	0	2	2	3	1	0	0	0	0	0	0	0	0	0	8
	06:00	0	0	0	5	16	15	3	0	1	0	0	0	0	0	0	0	40
	07:00	0	0	0	11	49	31	5	1	0	0	0	0	0	0	0	0	97
	08:00	0	0	0	18	57	32	2	0	0	0	0	0	0	0	0	0	109
	09:00	1	0	0	41	114	35	1	0	0	0	0	0	1	0	0	0	193
	10:00	0	0	4	70	223	35	2	0	0	0	0	0	0	0	0	0	334
	11:00	0	0	7	91	245	51	2	0	0	0	0	1	1	1	0	0	399
	12:00	0	0	9	89	267	55	2	0	0	0	0	0	0	0	0	0	422
	13:00	0	0	10	87	284	57	1	0	1	1	0	0	0	0	0	0	441
	14:00	2	4	8	123	252	62	2	0	0	0	1	0	0	0	0	0	454
	15:00	0	3	10	99	312	67	3	0	1	0	0	0	1	0	0	0	496
	16:00	0	1	4	85	278	60	2	0	1	0	0	0	2	0	0	0	433
	17:00	0	0	0	47	216	80	5	1	0	0	0	0	0	0	0	0	349
	18:00	0	0	1	44	197	63	2	0	0	0	0	0	0	0	0	0	307
	19:00	0	0	1	35	147	53	1	0	0	0	0	0	0	0	0	0	237
	20:00	0	0	0	20	112	23	1	0	0	0	0	0	0	0	0	0	156
	21:00	0	0	0	9	38	17	3	0	0	0	0	0	0	0	0	0	67
	22:00	0	0	0	6	23	8	0	0	0	0	0	0	0	0	0	0	37
	23:00	0	0	0	1	9	4	0	0	0	0	0	0	0	0	0	0	14
Daily Total :		3	8	55	887	2856	760	42	2	4	1	1	1	5	1	0	0	4626
Percent :		0%	0%	1%	19%	62%	16%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	37	119	32	2	0	0	0	0	0	0	0	0	0	173

Speeds - Average: 54.7 50% : 54.9 67% : 57.6 85% : 61.9 20kph Pace: 40.1 - 60.0 (80.9%)

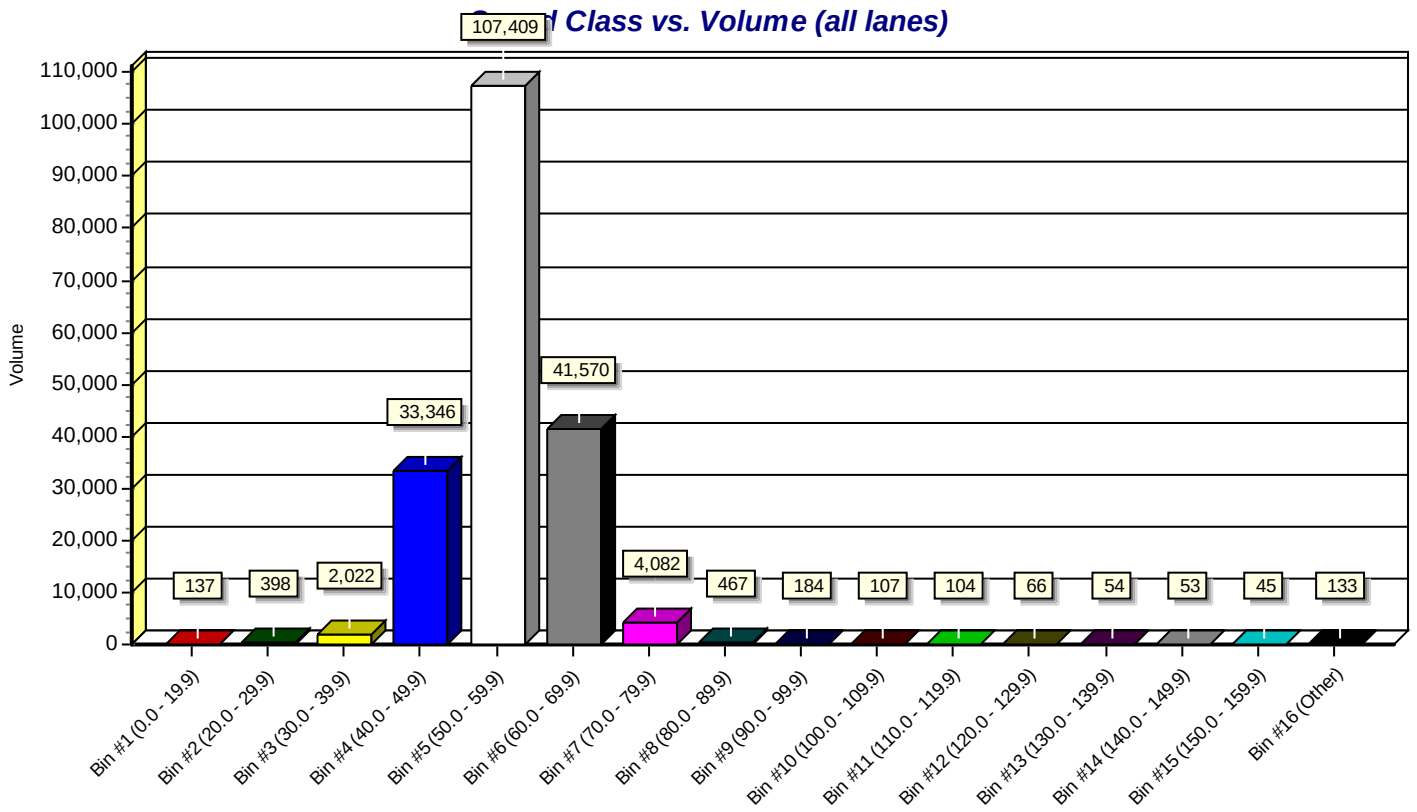
(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/05/23	00:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
Tue	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	1	0	1	3	0	1	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	1	10	4	2	0	0	0	0	0	0	0	0	0	17
	05:00	0	0	0	2	24	23	8	1	1	0	1	0	0	0	0	0	60
	06:00	0	0	0	13	73	40	12	0	1	0	0	0	0	0	0	0	139
	07:00	0	0	0	57	224	64	3	0	0	0	0	1	0	0	0	0	349
	08:00	2	7	2	104	244	38	2	0	0	0	0	0	0	0	0	1	400
	09:00	0	1	14	125	248	34	4	0	0	0	1	0	0	0	0	1	428
	10:00	2	5	12	126	242	26	3	1	0	1	0	1	0	0	0	0	419
	11:00	1	1	4	89	259	27	2	0	0	1	1	0	0	0	0	1	386
	12:00	0	1	9	123	216	29	1	1	1	0	0	0	0	0	0	0	381
	13:00	0	1	4	97	222	34	0	0	0	0	1	0	0	0	0	2	361
	14:00	0	0	4	115	229	33	1	0	1	0	0	0	0	0	0	0	383
	15:00	2	1	12	87	183	45	1	2	1	0	3	0	1	0	0	1	339
	16:00	0	0	5	93	223	36	1	0	0	0	1	0	0	0	0	1	360
	17:00	0	0	2	36	213	64	2	1	0	0	0	1	0	0	0	0	319
	18:00	0	0	1	36	119	48	2	2	0	0	0	0	0	0	0	0	208
	19:00	0	0	4	28	94	22	4	0	1	0	0	0	0	0	0	0	153
	20:00	0	0	0	30	64	11	2	0	0	0	1	0	0	0	0	0	108
	21:00	0	0	0	16	37	6	2	0	0	0	0	0	0	0	0	0	61
	22:00	1	0	0	4	19	10	2	0	0	0	0	0	0	0	0	0	36
	23:00	0	0	0	1	3	11	2	0	0	0	0	0	0	0	0	0	17
Daily Total :		8	18	74	1184	2952	609	56	9	6	2	9	3	1	0	0	7	4938
Percent :		0%	0%	1%	24%	60%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	3	49	123	25	2	0	0	0	0	0	0	0	0	0	192

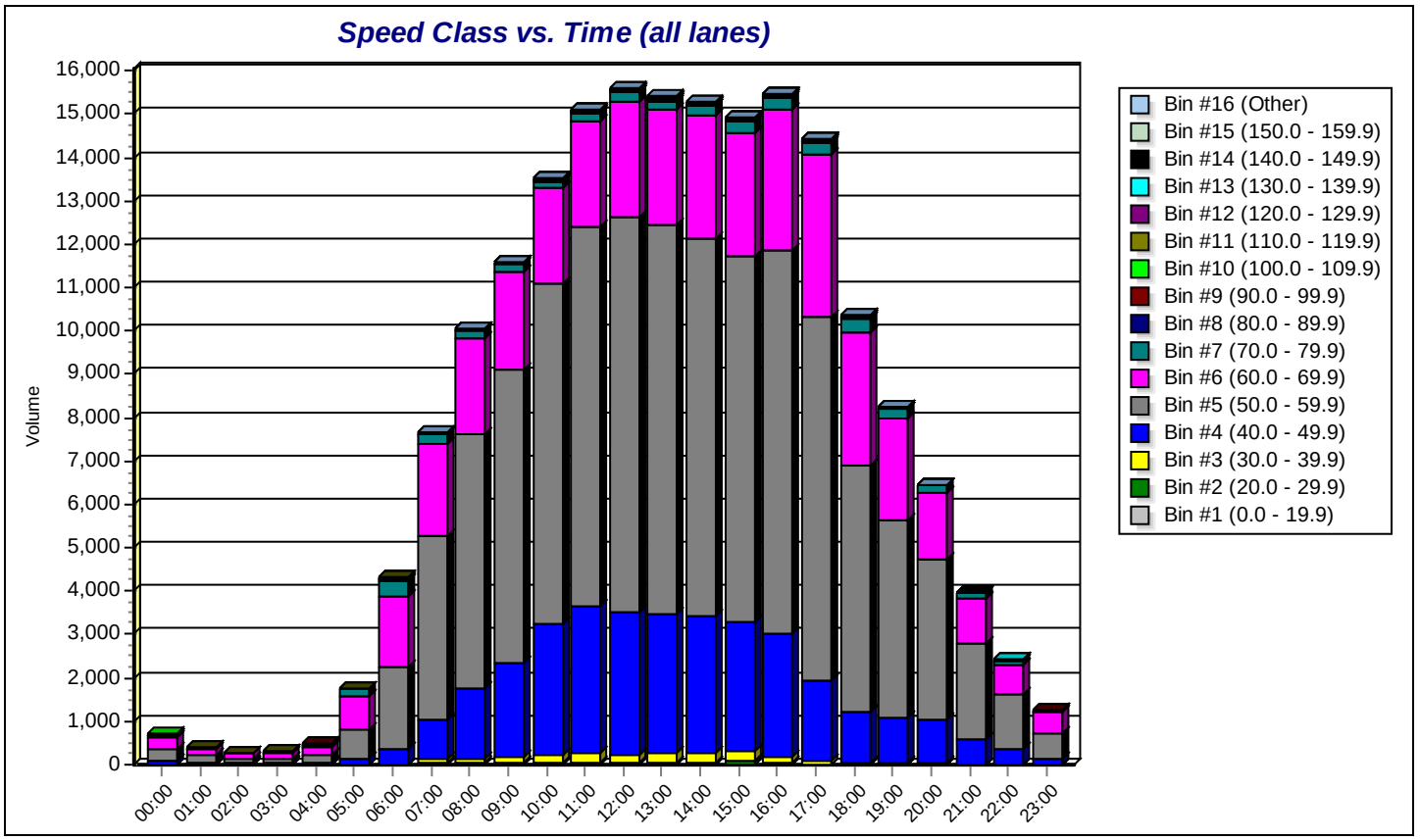
Speeds - Average: 53.7 50% : 54.1 67% : 56.9 85% : 59.9 20kph Pace: 40.1 - 60.0 (83.8%)

Basic Speed Class Summary: P2320001

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Description	Lane	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
TOTAL COUNT :	#1.	83	169	658	11068	52576	28469	3055	281	95	54	52	33	28	28	28	59	96736
	#2.	54	229	1364	22278	54833	13101	1027	186	89	53	52	33	26	25	17	74	93441
		137	398	2022	33346	107409	41570	4082	467	184	107	104	66	54	53	45	133	190177
Percents :	#1.	0%	0%	1%	11%	54%	29%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	51%
	#2.	0%	0%	1%	24%	59%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	49%
		0%	0%	1%	18%	56%	22%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :	#1.	0	0	1	22	104	56	6	1	0	0	0	0	0	0	0	0	190
	#2.	0	0	3	44	109	26	2	0	0	0	0	0	0	0	0	0	184
		0	0	4	66	213	82	8	1	0	0	0	0	0	0	0	0	374
Days & ADT :	#1.	21.0	4606															
	#2.	21.0	4449															
		21.0	9056															
Avg,50,67,85%:	#1.	57.4	57.0	60.2	66.3	50.1	- 70.0	84%										
Pace (pace %)	#2.	54.0	54.3	57.1	60.7	40.1	- 60.0	83%										
		55.7	55.6	58.6	64.5	50.1	- 70.0	78%										

P2320001 Speed Class Charts For Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023





Basic Volume Report: P2320001

Station ID : P2320001

Info Line 1 : Ward Street (CR 18) 200m N
Info Line 2 : of Causeway (CR 14)
GPS Lat/Lon :
DB File : P2320001.DB

Last Connected Device Type : Phoenix
Version Number : 3.00
Serial Number : 62911

Number of Lanes : 2
Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	N	NB	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
081623	W	23	13	6	9	7	63	145	226	261	278	298	349	386	392	372	366	404	386	266	209	178	120	82	30	4869
081723	T	17	7	11	6	12	65	144	220	256	269	293	357	361	391	377	368	445	407	273	256	184	123	101	38	4981
081823	F	22	7	8	5	14	53	120	176	263	288	345	385	384	426	449	444	474	510	360	259	204	132	89	47	5464
081923	S	23	24	25	6	7	14	43	85	169	320	391	458	454	464	407	335	327	272	203	172	150	113	84	61	4607
082023	S	41	23	9	9	6	11	35	75	103	203	287	378	369	308	291	308	289	229	178	184	90	75	49	20	3570
082123	M	16	2	5	8	9	52	128	198	198	251	291	325	338	330	338	340	373	405	253	255	147	88	63	18	4431
082223	T	18	4	4	9	10	44	144	206	251	262	306	333	350	368	362	339	373	405	263	219	174	104	65	20	4633
082323	W	12	7	9	10	10	65	136	207	254	264	277	315	329	362	360	343	398	396	253	200	204	117	77	33	4638
082423	T	11	5	4	7	14	43	142	220	231	283	291	317	343	357	416	434	407	428	288	261	193	93	59	35	4882
082523	F	11	5	4	9	10	53	127	223	262	281	339	397	398	397	443	441	448	514	369	267	203	148	91	37	5477
082623	S	30	22	10	8	7	15	44	87	183	259	326	458	445	389	398	302	321	268	223	202	137	110	85	57	4386
082723	S	48	34	11	7	5	16	35	78	114	208	273	378	387	337	303	279	261	231	207	176	149	78	43	33	3691
082823	M	15	5	3	9	13	55	111	209	260	229	249	297	330	323	368	333	403	396	229	200	180	92	43	22	4374
082923	T	12	7	7	6	10	51	145	224	259	305	304	331	347	390	399	347	428	388	249	205	149	104	48	20	4735
083023	W	14	9	7	11	9	55	128	217	249	211	292	303	320	367	359	405	424	373	246	208	201	115	57	35	4615
083123	T	10	9	12	9	17	52	152	198	247	262	314	415	419	389	429	397	385	463	334	294	229	130	77	38	5281
Month Total :		323	183	135	128	160	707	1779	2849	3560	4173	4876	5796	5960	5990	6071	5781	6160	6071	4194	3567	2772	1742	1113	544	74634
Percent :		0%	0%	0%	0%	0%	1%	2%	4%	5%	6%	7%	8%	8%	8%	8%	8%	8%	8%	6%	5%	4%	2%	1%	1%	
ADT :		20	11	8	8	10	44	111	178	223	261	305	362	373	374	379	361	385	379	262	223	173	109	70	34	4663

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	7261	8805	9368	14122	15144	10941	8993
# Days :	2.0	2.0	2.0	3.0	3.0	2.0	2.0
ADT :	3631	4403	4684	4707	5048	5471	4497
Percent :	10%	12%	13%	19%	20%	15%	12%

	Total	Percent
Weekday (Mon-Fri) :	58380	78%
ADT :	4865	
Weekend (Sat-Sun) :	16254	22%
ADT :	4064	

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
090123	F	16	9	3	10	8	50	103	209	255	320	385	415	461	491	466	494	521	479	379	313	202	139	81	47	5856
090223	S	28	18	4	9	5	16	48	90	169	265	404	455	505	435	440	352	290	252	209	177	118	116	75	65	4545
090323	S	32	20	3	6	2	18	33	60	107	233	325	377	400	406	363	281	271	235	171	137	114	81	65	28	3768
090423	M	23	7	8	12	4	9	38	56	110	224	252	281	301	312	270	221	185	178	163	150	96	61	42	17	3020
090523	T	5	4	2	8	9	45	131	212	287	286	321	368	373	386	370	410	478	469	280	182	159	72	42	14	4913
Month Total :		104	58	20	45	28	138	353	627	928	1328	1687	1896	2040	2030	1909	1758	1745	1613	1202	959	689	469	305	171	22102
Percent :		0%	0%	0%	0%	0%	1%	2%	3%	4%	6%	8%	9%	9%	9%	9%	8%	8%	7%	5%	4%	3%	2%	1%	1%	
ADT :		21	12	4	9	6	28	71	125	186	266	337	379	408	406	382	352	349	323	240	192	138	94	61	34	4423

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	3768	3020	4913	0	0	5856	4545	Weekday (Mon-Fri) :	13789	62%
# Days :	1.0	1.0	1.0	0.0	0.0	1.0	1.0	ADT :	4596	
ADT :	3768	3020	4913	0	0	5856	4545	Weekend (Sat-Sun) :	8313	38%
Percent :	17%	14%	22%	0%	0%	26%	21%	ADT :	4157	

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.	S	SB	Normal	Veh.	No	

Lane #2 Basic Volume Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
081623	W	7	7	5	7	21	55	146	257	335	312	298	316	302	336	303	340	399	372	262	167	152	94	48	22	4563
081723	T	7	6	7	9	17	63	139	257	313	305	343	360	353	344	338	349	368	352	237	180	129	58	53	35	4622
081823	F	4	8	11	7	16	46	118	213	316	330	355	385	394	344	331	342	302	258	210	156	116	95	67	32	4456
081923	S	21	10	12	8	3	15	60	106	198	247	311	356	362	339	344	339	300	288	242	237	187	122	72	44	4223
082023	S	23	8	4	6	8	12	38	80	137	205	308	350	410	423	440	395	351	383	316	210	171	69	35	15	4397
082123	M	7	4	4	7	14	64	134	240	303	288	341	345	340	345	330	299	393	323	222	169	124	81	37	29	4443
082223	T	14	3	10	8	22	59	139	255	319	316	323	330	349	312	326	349	378	370	232	170	128	64	42	31	4549
082323	W	6	8	5	14	18	62	125	245	301	293	307	336	346	308	339	340	419	329	225	164	132	74	45	22	4463
082423	T	9	10	4	5	16	60	130	240	301	292	320	370	374	344	327	346	390	325	207	151	111	79	42	20	4473
082523	F	7	4	11	9	14	51	117	231	324	312	342	364	396	345	349	338	326	304	240	158	142	94	58	42	4578
082623	S	19	12	10	6	8	18	56	93	195	266	328	337	336	327	324	343	283	223	204	186	175	123	84	31	3987
082723	S	24	18	4	7	3	19	45	76	150	237	339	378	377	471	391	417	428	323	260	238	179	86	43	16	4529
082823	M	12	5	0	7	18	65	146	237	305	304	297	342	321	313	336	330	375	337	229	144	105	86	37	22	4373
082923	T	13	5	3	9	13	64	145	266	304	361	338	363	342	349	355	388	390	339	222	131	132	61	31	20	4644
083023	W	10	5	5	11	19	61	154	244	335	322	327	324	340	312	316	266	333	339	220	147	102	63	38	14	4307
083123	T	8	6	7	10	21	66	131	285	332	306	320	347	354	322	323	383	388	364	241	165	128	84	47	35	4673
Month Total :		191	119	102	130	231	780	1823	3325	4468	4696	5197	5603	5696	5534	5472	5564	5823	5229	3769	2773	2213	1333	779	430	71280
Percent :		0%	0%	0%	0%	0%	1%	3%	5%	6%	7%	7%	8%	8%	8%	8%	8%	8%	7%	5%	4%	3%	2%	1%	1%	
ADT :		12	7	6	8	14	49	114	208	279	294	325	350	356	346	342	348	364	327	236	173	138	83	49	27	4455

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	8926	8816	9193	13333	13768	9034	8210
# Days :	2.0	2.0	2.0	3.0	3.0	2.0	2.0
ADT :	4463	4408	4597	4444	4589	4517	4105
Percent :	13%	12%	13%	19%	19%	13%	12%

	Total	Percent
Weekday (Mon-Fri) :	54144	76%
ADT :	4512	
Weekend (Sat-Sun) :	17136	24%
ADT :	4284	

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
090123	F	8	8	4	13	19	52	111	252	310	340	348	384	355	363	317	344	357	310	230	169	121	80	47	36	4578
090223	S	24	12	10	9	7	21	39	123	150	247	330	305	346	326	307	321	272	232	177	174	181	115	72	36	3836
090323	S	30	16	7	1	7	13	34	54	135	202	343	346	405	361	366	321	331	318	281	211	212	110	47	32	4183
090423	M	17	3	3	2	8	8	40	97	109	193	334	399	422	441	454	496	433	349	307	237	156	67	37	14	4626
090523	T	3	1	4	6	17	60	139	349	400	428	419	386	381	361	383	339	360	319	208	153	108	61	36	17	4938
Month Total :		82	40	28	31	58	154	363	875	1104	1410	1774	1820	1909	1852	1827	1821	1753	1528	1203	944	778	433	239	135	22161
Percent :		0%	0%	0%	0%	0%	1%	2%	4%	5%	6%	8%	8%	9%	8%	8%	8%	8%	7%	5%	4%	4%	2%	1%	1%	
ADT :		16	8	6	6	12	31	73	175	221	282	355	364	382	370	365	364	351	306	241	189	156	87	48	27	4435

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	4183	4626	4938	0	0	4578	3836	Weekday (Mon-Fri) :	14142	64%
# Days :	1.0	1.0	1.0	0.0	0.0	1.0	1.0	ADT :	4714	
ADT :	4183	4626	4938	0	0	4578	3836	Weekend (Sat-Sun) :	8019	36%
Percent :	19%	21%	22%	0%	0%	21%	17%	ADT :	4010	

Basic Volume Summary: P2320001

Grand Total For Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	427	241	155	173	188	845	2132	3476	4488	5501	6563	7692	8000	8020	7980	7539	7905	7684	5396	4526	3461	2211	1418	715	96736
Lane #2	273	159	130	161	289	934	2186	4200	5572	6106	6971	7423	7605	7386	7299	7385	7576	6757	4972	3717	2991	1766	1018	565	93441
TOTAL	700	400	285	334	477	1779	4318	7676	10060	11607	13534	15115	15605	15406	15279	14924	15481	14441	10368	8243	6452	3977	2436	1280	190177

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	0%	0%	0%	0%	0%	1%	2%	4%	5%	6%	7%	8%	8%	8%	8%	8%	8%	8%	6%	5%	4%	2%	1%	1%
Lane #2	0%	0%	0%	0%	0%	1%	2%	4%	6%	7%	7%	8%	8%	8%	8%	8%	8%	7%	5%	4%	3%	2%	1%	1%
TOTAL	0%	0%	0%	0%	0%	1%	2%	4%	5%	6%	7%	8%	8%	8%	8%	8%	8%	8%	5%	4%	3%	2%	1%	1%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	20	11	7	8	9	40	102	166	214	262	313	366	381	382	380	359	376	366	257	216	165	105	68	34	4607
Lane #2	13	8	6	8	14	44	104	200	265	291	332	353	362	352	348	352	361	322	237	177	142	84	48	27	4450
TOTAL	33	19	13	16	23	84	206	366	479	553	645	719	743	734	728	711	737	688	494	393	307	189	116	61	9057

LANE #1

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	11029	11825	14281	14122	15144	16797	13538	Weekday (Mon-Fri) :	72169	75%
# Days :	3.0	3.0	3.0	3.0	3.0	3.0	3.0	ADT :	4811	
ADT :	3676	3942	4760	4707	5048	5599	4513	Weekend (Sat-Sun) :	24567	25%
Percent :	11%	12%	15%	15%	16%	17%	14%	ADT :	4095	

LANE #2

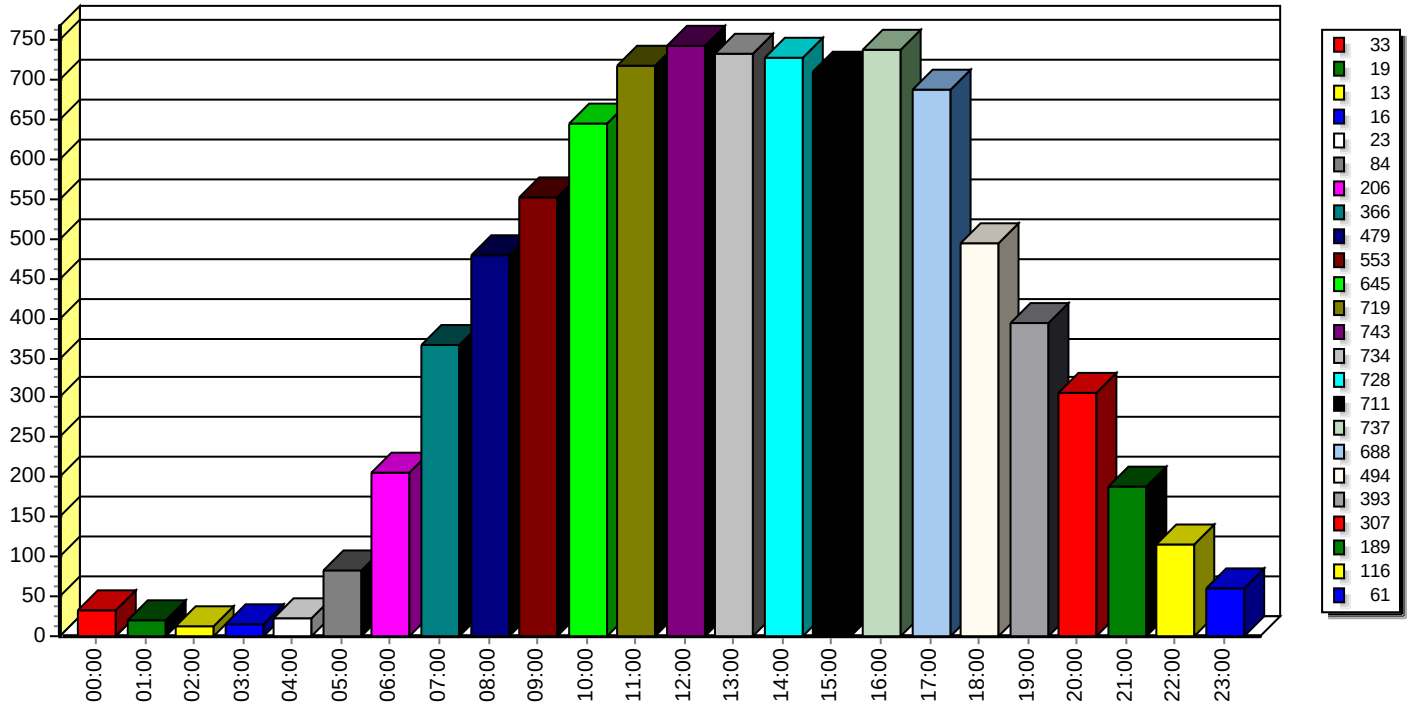
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	13109	13442	14131	13333	13768	13612	12046	Weekday (Mon-Fri) :	68286	73%
# Days :	3.0	3.0	3.0	3.0	3.0	3.0	3.0	ADT :	4552	
ADT :	4370	4481	4710	4444	4589	4537	4015	Weekend (Sat-Sun) :	25155	27%
Percent :	14%	14%	15%	14%	15%	15%	13%	ADT :	4193	

ALL LANES

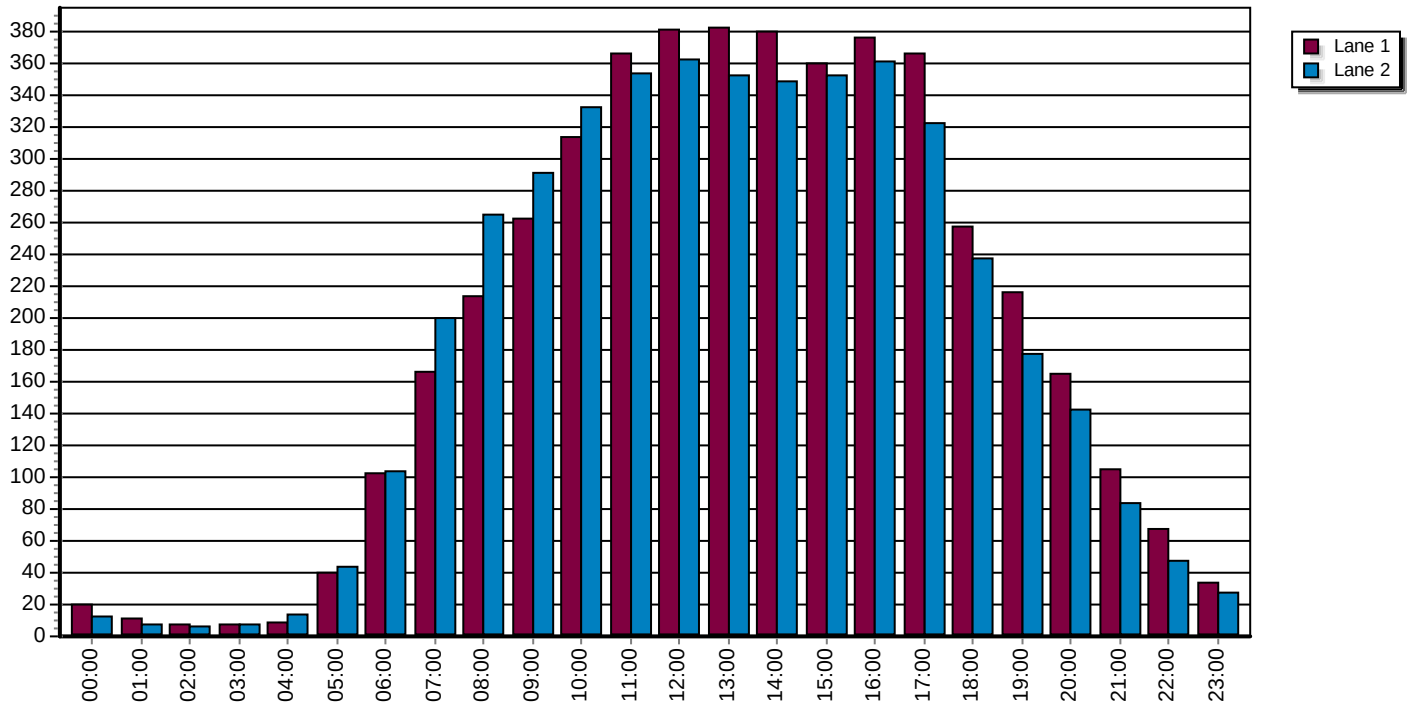
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	24138	25267	28412	27455	28912	30409	25584	Weekday (Mon-Fri) :	140455	74%
# Days :	3.0	3.0	3.0	3.0	3.0	3.0	3.0	ADT :	9364	
ADT :	8046	8422	9471	9152	9637	10136	8528	Weekend (Sat-Sun) :	49722	26%
Percent :	13%	13%	15%	14%	15%	16%	13%	ADT :	8287	

P2320001 Charts For Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

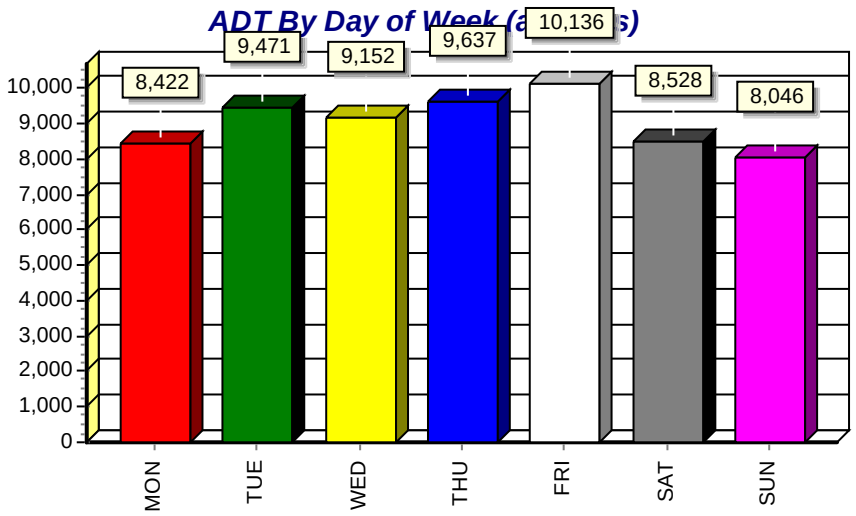
ADT Volume vs. Time (all lanes combined)



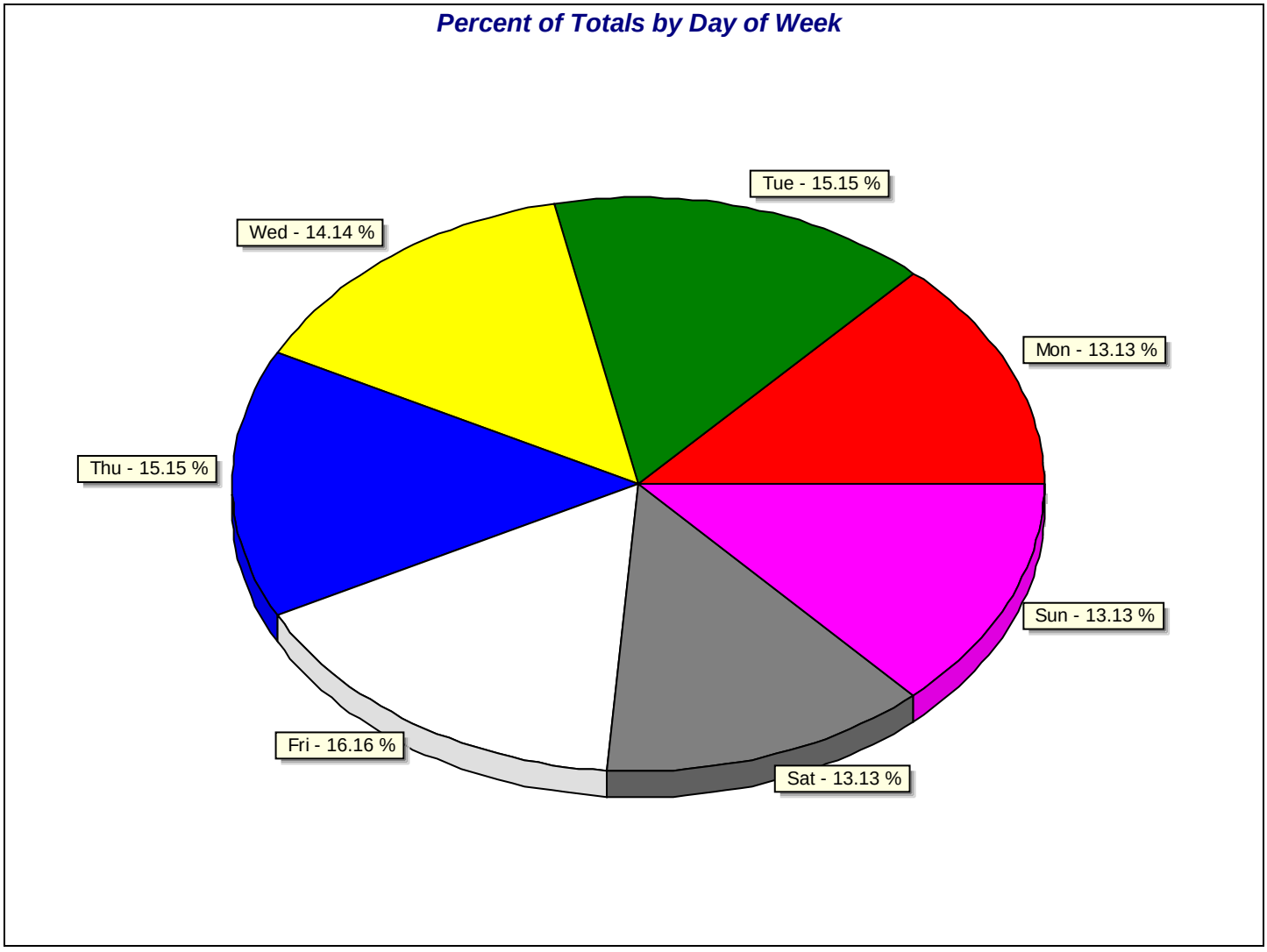
ADT Volume vs. Time (lane comparison)



P2320001 Charts For Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023



DAY	ADT	TOTAL	# DAYS
Mon	8422	25267	3.0
Tue	9471	28412	3.0
Wed	9152	27455	3.0
Thu	9637	28912	3.0
Fri	10136	30409	3.0
Sat	8528	25584	3.0
Sun	8046	24138	3.0



Basic Axle Classification Report: P2320002

Station ID : P2320002

Info Line 1 : Ward Street (CR 18) 70m S
Info Line 2 : of Maitland Street
GPS Lat/Lon :
DB File : P2320002.DB

Last Connected Device Type : Phoenix
Version Number : 3.15
Serial Number : 10524
Number of Lanes : 2
Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	N	NB	Ax-Ax	150 cm	183 cm	

Lane #1 Basic Axle Classification Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

(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
08/16/23	00:00	0	20	11	0	0	0	0	0	0	0	0	0	0	31
Wed	01:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
	02:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	03:00	0	7	2	0	0	1	0	0	0	0	0	0	0	10
	04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	28	20	0	0	0	0	1	0	0	0	0	1	50
	06:00	1	57	52	0	4	4	1	3	5	1	8	0	0	136
	07:00	2	110	88	0	1	7	0	6	4	1	16	3	7	245
	08:00	4	138	86	0	4	3	2	3	7	0	29	1	7	284
	09:00	5	191	93	0	0	3	1	10	5	4	22	1	7	342
	10:00	3	191	113	0	1	3	3	9	10	1	29	6	7	376
	11:00	3	267	119	1	2	4	4	6	10	2	30	2	6	456
	12:00	7	312	115	0	4	4	3	2	12	2	23	0	10	494
	13:00	2	267	125	1	4	6	1	7	4	0	33	4	11	465
	14:00	0	280	110	0	3	6	3	7	7	0	25	2	15	458
	15:00	5	322	115	0	9	8	5	10	8	0	31	5	7	525
	16:00	4	343	151	0	2	1	4	9	9	1	34	0	24	582
	17:00	2	338	167	1	2	2	4	10	6	3	30	2	14	581
	18:00	6	248	102	0	0	0	0	0	3	2	13	1	2	377
	19:00	3	212	86	0	3	0	1	3	2	0	13	0	5	328
	20:00	3	176	66	0	2	0	1	4	1	0	7	2	0	262
	21:00	1	124	47	0	0	1	0	0	0	0	7	0	0	180
	22:00	1	124	47	0	0	0	0	1	0	0	3	0	0	176
	23:00	0	46	15	0	0	0	0	0	0	0	0	0	0	61
Daily Total :		52	3825	1736	3	41	53	33	91	93	17	353	29	123	6449
Percent :		1%	59%	27%	0%	1%	1%	1%	1%	1%	0%	5%	0%	2%	
Average :		2	159	72	0	2	2	1	4	4	1	15	1	5	268

(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
08/17/23	00:00	0	23	4	0	0	0	0	0	0	0	0	0	0	27
Thu	01:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	02:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
	03:00	0	3	2	0	2	0	0	0	0	0	0	0	0	7
	04:00	0	7	5	0	0	1	0	0	0	0	0	0	0	13
	05:00	1	28	24	0	1	2	0	0	0	2	0	0	0	58
	06:00	1	61	49	0	3	6	0	6	0	0	4	0	0	130
	07:00	0	107	64	0	5	4	1	8	5	2	17	1	8	222
	08:00	2	119	107	0	2	5	2	5	9	3	32	2	9	297
	09:00	0	182	110	0	1	13	3	4	6	0	28	3	8	358
	10:00	1	186	92	0	4	6	2	4	7	1	26	2	7	338
	11:00	5	256	124	0	4	7	2	2	14	1	36	0	9	460
	12:00	1	267	103	0	1	5	2	7	12	4	36	1	14	453
	13:00	2	255	123	0	0	4	2	11	12	1	38	0	11	459
	14:00	2	316	124	1	2	7	1	8	8	2	52	2	12	537
	15:00	2	326	139	0	3	4	9	6	12	1	26	2	8	538
	16:00	2	414	148	0	2	1	3	17	7	1	43	2	20	660
	17:00	3	340	177	0	0	3	2	6	7	1	40	1	19	599
	18:00	2	239	117	0	2	0	3	6	1	0	15	1	10	396
	19:00	2	229	110	0	1	0	2	2	4	1	12	0	6	369
	20:00	2	194	77	0	2	0	0	2	1	0	2	0	0	280
	21:00	0	137	42	0	0	0	0	1	0	0	3	0	0	183
	22:00	1	170	68	0	0	0	0	0	0	0	2	0	2	243
	23:00	0	59	17	0	0	0	0	0	0	0	0	0	0	76
Daily Total :		29	3944	1832	1	35	68	34	95	105	20	412	17	143	6735
Percent :		0%	59%	27%	0%	1%	1%	1%	1%	2%	0%	6%	0%	2%	
Average :		1	164	76	0	1	3	1	4	4	1	17	1	6	279

(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
08/18/23	00:00	1	18	7	0	0	0	0	0	0	0	0	0	0	26
Fri	01:00	1	13	10	0	0	0	0	0	0	0	0	0	0	24
	02:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
	03:00	0	3	1	0	2	2	0	0	0	0	0	0	0	8
	04:00	0	7	2	0	0	1	3	0	0	0	1	0	0	14
	05:00	0	25	19	0	0	3	0	0	0	1	0	0	0	48
	06:00	1	61	49	0	1	5	0	0	0	2	6	0	0	125
	07:00	0	103	61	0	2	4	0	1	7	2	20	1	5	206
	08:00	0	137	71	0	4	3	1	5	10	4	21	2	8	266
	09:00	4	166	93	0	3	3	1	5	7	0	23	5	6	316
	10:00	2	203	123	0	5	3	2	14	9	1	49	3	15	429
	11:00	1	229	127	0	5	8	4	7	15	1	54	2	16	469
	12:00	2	265	144	0	4	8	5	7	6	3	38	3	18	503
	13:00	1	313	160	0	3	8	4	14	9	1	51	0	15	579
	14:00	0	332	157	0	4	9	1	8	17	2	37	3	22	592
	15:00	2	335	167	0	0	3	3	10	9	2	37	6	31	605
	16:00	2	404	177	0	0	3	5	12	3	1	35	1	12	655
	17:00	0	386	233	0	1	4	1	7	15	0	26	3	17	693
	18:00	0	266	123	0	2	1	1	7	5	0	15	2	4	426
	19:00	0	209	93	0	1	2	1	2	2	0	11	1	3	325
	20:00	1	199	78	0	0	1	1	2	3	0	6	1	2	294
	21:00	0	147	59	0	0	2	0	1	2	0	7	1	0	219
	22:00	0	83	31	0	0	0	0	0	0	0	3	0	0	117
	23:00	0	57	21	0	0	0	0	0	0	1	1	0	0	80
Daily Total :		18	3971	2011	0	37	73	33	102	119	21	441	34	174	7034
Percent :		0%	56%	29%	0%	1%	1%	0%	1%	2%	0%	6%	0%	2%	
Average :		1	165	84	0	2	3	1	4	5	1	18	1	7	292

(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
08/19/23	00:00	0	33	13	1	1	0	0	0	0	0	0	0	0	48
Sat	01:00	0	20	7	0	1	0	0	0	0	0	0	0	0	28
	02:00	0	24	6	0	0	0	0	0	0	0	0	0	0	30
	03:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	04:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	05:00	0	12	11	0	1	0	0	1	0	0	1	0	0	26
	06:00	2	42	35	0	0	0	0	1	1	0	1	0	1	83
	07:00	1	103	65	0	0	0	0	0	1	0	7	0	0	177
	08:00	4	138	84	0	3	1	1	4	7	0	11	2	6	261
	09:00	4	195	108	0	3	1	0	6	5	0	26	1	8	357
	10:00	0	253	128	0	0	3	2	10	5	3	41	1	5	451
	11:00	8	293	136	0	2	3	2	3	6	1	41	3	11	509
	12:00	7	334	149	0	0	2	3	7	5	1	47	3	11	569
	13:00	4	311	141	0	1	2	2	11	9	1	46	1	16	545
	14:00	5	334	117	0	1	1	2	11	5	1	30	4	12	523
	15:00	9	286	130	0	2	1	4	8	9	1	28	3	9	490
	16:00	3	263	79	0	2	0	1	10	6	0	29	0	3	396
	17:00	1	201	83	0	0	1	1	4	4	0	17	0	5	317
	18:00	2	152	61	0	0	0	1	2	3	1	10	1	5	238
	19:00	1	184	41	0	0	1	0	2	0	0	3	2	2	236
	20:00	2	103	56	0	2	1	0	3	1	0	5	0	1	174
	21:00	0	106	38	0	3	1	0	0	0	0	4	0	0	152
	22:00	0	101	28	0	0	0	0	0	1	0	1	0	0	131
	23:00	2	51	23	0	1	0	0	1	0	0	0	0	0	78
Daily Total :		55	3551	1544	1	23	18	19	84	68	9	348	21	95	5836
Percent :		1%	61%	26%	0%	0%	0%	0%	1%	1%	0%	6%	0%	2%	
Average :		2	148	64	0	1	1	1	4	3	0	15	1	4	244

(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
08/20/23	00:00	0	32	13	0	0	0	0	0	1	0	0	0	0	46
Sun	01:00	0	23	13	0	1	0	0	0	0	0	0	0	0	37
	02:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
	03:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
	04:00	0	2	3	0	0	0	0	0	0	0	0	0	1	6
	05:00	0	18	4	0	0	0	0	3	0	0	0	0	0	25
	06:00	1	36	14	0	1	0	0	4	0	0	0	0	0	56
	07:00	2	49	25	0	2	0	0	2	0	0	0	1	0	81
	08:00	1	104	57	0	0	1	0	3	0	0	11	0	1	178
	09:00	0	155	60	0	1	0	1	7	4	0	20	2	3	253
	10:00	1	202	101	0	0	0	1	3	7	0	24	2	6	347
	11:00	4	271	103	0	0	1	4	5	12	1	30	2	13	446
	12:00	2	304	122	0	1	3	4	8	6	1	30	1	15	497
	13:00	1	252	100	0	0	1	3	8	5	1	34	6	7	418
	14:00	8	248	97	0	0	3	1	12	5	0	22	1	6	403
	15:00	5	249	85	0	1	0	3	8	6	1	26	0	11	395
	16:00	1	199	83	0	0	0	1	6	4	0	23	3	8	328
	17:00	2	174	54	0	0	1	0	7	3	0	22	0	4	267
	18:00	1	117	62	0	0	1	0	3	0	0	16	0	2	202
	19:00	3	142	50	0	1	1	0	1	2	0	7	1	1	209
	20:00	0	116	35	0	0	0	0	2	2	0	2	0	0	157
	21:00	0	72	29	0	0	0	1	0	0	0	3	1	0	106
	22:00	0	51	14	0	0	0	1	0	0	0	0	0	0	66
	23:00	0	24	3	0	0	0	0	0	0	0	0	0	0	27
Daily Total :		32	2862	1131	0	8	12	20	82	57	4	270	20	78	4576
Percent :		1%	63%	25%	0%	0%	0%	0%	2%	1%	0%	6%	0%	2%	
Average :		1	119	47	0	0	1	1	3	2	0	11	1	3	189

(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
08/21/23	00:00	0	20	4	0	0	0	0	0	0	0	0	0	0	24
Mon	01:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	02:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	03:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11
	05:00	1	29	15	0	0	2	0	0	0	0	0	0	0	47
	06:00	1	59	54	0	0	7	0	1	1	0	5	0	0	128
	07:00	2	98	72	1	2	2	0	5	4	0	10	0	8	204
	08:00	1	123	92	1	1	5	6	2	9	2	21	2	10	275
	09:00	1	153	67	1	5	6	2	8	6	4	28	4	6	291
	10:00	2	190	115	0	3	4	2	4	6	1	23	1	8	359
	11:00	1	201	108	0	4	3	3	7	10	4	27	2	13	383
	12:00	3	244	116	0	2	7	1	6	12	0	35	1	20	447
	13:00	1	219	121	0	1	3	2	9	4	0	21	3	5	389
	14:00	2	286	148	0	1	2	0	10	3	2	35	4	10	503
	15:00	2	323	143	0	3	6	2	5	3	1	24	4	6	522
	16:00	1	375	160	0	5	2	3	8	14	1	43	2	10	624
	17:00	2	332	165	0	2	0	1	4	12	1	36	0	8	563
	18:00	4	229	113	0	1	0	2	4	5	0	16	1	6	381
	19:00	4	228	97	0	0	2	0	3	2	0	14	0	2	352
	20:00	1	158	72	0	1	0	1	1	1	0	10	0	3	248
	21:00	0	97	39	0	1	1	1	2	0	0	0	1	0	142
	22:00	1	60	15	0	0	0	0	1	0	0	0	0	0	77
	23:00	0	26	17	0	0	0	0	0	0	0	0	0	0	43
Daily Total :		30	3475	1743	3	33	52	26	80	92	16	348	25	115	6038
Percent :		0%	58%	29%	0%	1%	1%	0%	1%	2%	0%	6%	0%	2%	
Average :		1	145	73	0	1	2	1	3	4	1	15	1	5	252

(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
08/22/23	00:00	0	17	6	0	0	0	0	0	0	0	0	0	0	23
Tue	01:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	02:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
	03:00	0	5	3	0	1	0	0	0	0	0	0	0	0	9
	04:00	0	2	1	0	0	0	0	0	0	1	0	0	0	4
	05:00	1	19	13	0	0	4	0	1	1	1	2	0	0	42
	06:00	3	65	43	0	2	2	1	3	2	1	12	1	0	135
	07:00	1	98	90	0	7	4	2	8	3	1	18	3	3	238
	08:00	2	127	86	0	5	4	2	2	4	5	19	3	10	269
	09:00	0	145	98	0	5	3	3	3	7	3	24	4	7	302
	10:00	2	193	106	0	2	2	3	3	3	3	23	4	5	349
	11:00	1	225	116	0	1	4	3	11	5	1	31	3	11	412
	12:00	3	269	125	1	0	3	4	5	6	1	29	1	11	458
	13:00	4	284	122	0	5	4	1	9	7	3	27	0	12	478
	14:00	3	275	129	0	2	0	4	7	12	4	31	1	8	476
	15:00	3	294	134	0	5	3	3	5	10	0	29	0	5	491
	16:00	2	343	153	0	2	4	2	8	8	0	32	2	18	574
	17:00	1	370	171	0	5	3	2	9	8	1	26	0	14	610
	18:00	4	234	117	0	0	0	0	8	2	1	11	0	6	383
	19:00	3	193	80	0	2	0	0	3	6	0	10	3	5	305
	20:00	3	164	79	0	0	0	0	2	5	0	6	1	2	262
	21:00	1	127	45	0	0	0	0	2	0	0	1	0	0	176
	22:00	0	66	18	0	1	0	0	0	0	0	0	0	0	85
	23:00	0	40	9	0	0	0	0	0	0	0	0	0	0	49
Daily Total :		37	3568	1751	1	45	40	30	89	89	26	331	26	117	6150
Percent :		1%	58%	28%	0%	1%	1%	0%	1%	1%	0%	5%	0%	2%	
Average :		2	149	73	0	2	2	1	4	4	1	14	1	5	258

(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
08/23/23	00:00	0	19	6	0	0	0	0	0	0	0	0	0	0	25
Wed	01:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	02:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
	03:00	0	4	4	0	0	1	0	0	1	0	0	0	0	10
	04:00	0	6	0	0	1	0	0	0	0	0	0	0	0	7
	05:00	1	28	20	0	0	1	0	1	0	1	1	0	0	53
	06:00	1	53	46	0	1	4	0	1	1	2	7	1	1	118
	07:00	1	101	83	0	2	4	3	9	4	4	18	1	4	234
	08:00	3	151	101	0	5	3	2	10	9	3	22	1	10	320
	09:00	0	140	91	0	3	3	3	5	7	1	32	2	2	289
	10:00	0	186	94	0	4	3	1	4	8	1	27	2	9	339
	11:00	1	243	109	0	4	3	4	6	7	3	28	0	7	415
	12:00	1	237	120	1	3	1	1	9	10	3	27	3	9	425
	13:00	3	254	147	0	2	2	1	3	7	3	29	2	10	463
	14:00	2	264	143	0	4	2	3	7	8	2	38	2	9	484
	15:00	4	283	135	0	1	1	5	8	3	1	33	3	10	487
	16:00	1	359	180	0	4	4	3	6	8	3	38	2	18	626
	17:00	1	330	160	0	4	2	0	7	11	0	20	2	23	560
	18:00	2	229	113	0	1	2	1	9	3	0	18	0	7	385
	19:00	1	178	98	0	0	1	0	1	4	0	8	2	4	297
	20:00	1	164	86	0	0	0	1	2	0	0	8	1	0	263
	21:00	0	116	53	0	0	0	0	2	1	0	1	0	0	173
	22:00	0	98	41	0	0	1	0	0	0	0	1	0	0	141
	23:00	0	45	16	0	0	0	0	0	0	0	0	0	0	61
Daily Total :		23	3506	1851	1	39	38	28	90	92	27	356	24	123	6198
Percent :		0%	57%	30%	0%	1%	1%	0%	1%	1%	0%	6%	0%	2%	
Average :		1	146	77	0	2	2	1	4	4	1	15	1	5	259

(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
08/24/23	00:00	0	20	5	0	0	0	0	0	0	0	0	0	0	25
Thu	01:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
	02:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	03:00	0	3	2	0	1	1	0	0	0	0	0	0	0	7
	04:00	0	5	4	0	1	1	0	0	0	0	0	0	0	11
	05:00	1	23	15	0	0	1	0	0	0	1	2	0	0	43
	06:00	2	62	46	0	1	1	0	1	2	0	5	0	2	122
	07:00	0	86	87	0	7	5	2	1	2	1	11	0	7	209
	08:00	0	123	90	0	1	5	0	3	4	2	17	2	7	254
	09:00	1	176	103	0	2	4	4	6	5	4	27	2	8	342
	10:00	2	187	113	0	9	4	4	6	12	1	27	2	6	373
	11:00	0	221	123	0	3	4	0	9	7	2	28	5	7	409
	12:00	3	232	128	0	4	6	2	13	14	1	30	0	17	450
	13:00	0	277	115	0	4	8	1	14	11	4	30	2	15	481
	14:00	2	292	133	0	5	4	4	6	6	1	41	1	17	512
	15:00	2	340	166	1	2	3	4	10	17	1	43	1	21	611
	16:00	1	375	155	0	1	3	5	5	8	2	44	4	25	628
	17:00	2	324	206	0	0	2	2	5	7	0	45	3	20	616
	18:00	0	297	115	0	3	1	1	3	1	0	17	2	9	449
	19:00	1	230	117	0	1	2	3	4	2	0	11	2	5	378
	20:00	0	178	74	0	0	1	0	1	3	0	5	0	2	264
	21:00	0	109	37	0	0	0	1	1	1	0	2	0	0	151
	22:00	0	78	22	0	0	1	0	0	0	0	0	0	0	101
	23:00	1	31	18	0	0	0	0	0	0	0	0	0	0	50
Daily Total :		18	3684	1879	1	45	57	33	88	102	20	385	26	168	6506
Percent :		0%	57%	29%	0%	1%	1%	1%	1%	2%	0%	6%	0%	3%	
Average :		1	154	78	0	2	2	1	4	4	1	16	1	7	271

(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
08/25/23	00:00	0	18	6	0	0	0	0	0	0	0	0	0	0	24
Fri	01:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
	02:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	03:00	0	6	4	0	1	0	0	0	0	0	0	0	0	11
	04:00	0	5	3	0	1	2	0	0	0	0	0	0	0	11
	05:00	1	21	19	0	1	1	0	0	0	3	1	0	0	47
	06:00	1	62	41	0	3	1	0	3	0	2	3	0	0	116
	07:00	12	106	73	0	2	6	1	4	4	0	16	1	2	227
	08:00	3	165	86	0	2	6	1	7	6	0	28	0	5	309
	09:00	3	157	93	1	5	6	3	8	7	0	21	4	10	318
	10:00	1	189	124	0	3	6	7	7	6	2	28	3	8	384
	11:00	2	233	137	0	7	5	7	7	7	0	41	2	17	465
	12:00	3	271	150	0	5	7	5	13	14	1	44	4	17	534
	13:00	3	272	176	0	3	8	4	12	5	2	37	3	11	536
	14:00	7	333	162	3	5	6	3	8	6	3	39	0	15	590
	15:00	4	324	178	0	3	3	4	8	10	0	37	2	17	590
	16:00	1	375	175	0	3	2	2	12	5	2	44	4	13	638
	17:00	4	369	181	0	2	5	2	19	9	0	36	0	13	640
	18:00	4	266	126	0	3	0	0	6	6	1	18	3	7	440
	19:00	0	248	102	0	2	2	3	3	3	1	12	1	0	377
	20:00	1	209	74	0	0	0	0	4	2	0	9	0	0	299
	21:00	2	127	61	0	0	0	0	1	0	0	5	0	1	197
	22:00	0	94	31	0	0	0	0	0	0	0	2	0	0	127
	23:00	0	62	19	0	0	0	0	0	0	0	1	0	0	82
Daily Total :		52	3929	2025	4	51	66	42	122	90	17	422	27	136	6983
Percent :		1%	56%	29%	0%	1%	1%	1%	2%	1%	0%	6%	0%	2%	
Average :		2	164	84	0	2	3	2	5	4	1	18	1	6	292

(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
08/26/23	00:00	0	26	10	0	0	0	0	0	0	0	0	0	0	36
Sat	01:00	0	23	6	0	0	0	0	0	0	0	0	0	0	29
	02:00	0	20	7	0	0	0	0	0	0	0	0	0	0	27
	03:00	0	9	3	0	1	0	0	0	0	0	0	0	0	13
	04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	05:00	0	10	5	0	1	0	0	2	0	0	0	0	0	18
	06:00	2	30	20	0	0	0	0	0	0	0	0	0	0	52
	07:00	0	69	46	0	2	0	2	4	0	0	6	0	2	131
	08:00	3	116	89	0	1	0	1	1	5	0	10	1	2	229
	09:00	3	145	89	0	1	1	1	9	6	0	26	2	3	286
	10:00	2	222	110	0	0	1	3	5	6	1	22	2	3	377
	11:00	3	276	158	0	2	3	2	15	10	4	41	3	8	525
	12:00	2	294	161	0	0	2	4	7	6	1	38	2	9	526
	13:00	3	282	148	0	2	0	3	7	7	0	35	3	19	509
	14:00	2	322	143	0	1	3	4	6	7	1	34	3	13	539
	15:00	1	308	123	0	2	1	0	7	6	0	22	0	8	478
	16:00	2	257	97	1	1	0	1	5	2	0	24	2	9	401
	17:00	3	232	88	0	1	1	2	3	2	0	14	1	0	347
	18:00	5	194	83	0	1	0	1	6	2	0	15	0	0	307
	19:00	2	153	67	0	1	2	1	2	1	0	7	0	2	238
	20:00	0	128	59	0	0	0	1	0	0	0	9	0	1	198
	21:00	0	88	50	0	0	0	0	1	1	0	5	0	2	147
	22:00	0	76	34	0	1	0	0	0	0	0	6	0	1	118
	23:00	0	52	25	0	0	0	0	0	0	0	1	0	0	78
Daily Total :		33	3338	1622	1	18	14	26	80	61	7	315	19	82	5616
Percent :		1%	59%	29%	0%	0%	0%	0%	1%	1%	0%	6%	0%	1%	
Average :		1	139	68	0	1	1	1	3	3	0	13	1	3	234

(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
08/27/23	00:00	0	32	14	0	0	0	0	0	0	0	0	0	0	46
Sun	01:00	0	26	5	0	1	0	0	0	0	0	0	0	0	32
	02:00	0	12	6	1	0	0	0	0	0	0	0	0	0	19
	03:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
	04:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	05:00	0	14	8	0	0	0	0	2	0	0	0	0	0	24
	06:00	0	26	18	0	2	0	0	2	0	0	1	0	0	49
	07:00	2	66	33	0	0	0	1	3	0	0	4	0	1	110
	08:00	3	104	52	0	1	0	2	6	1	0	5	0	0	174
	09:00	3	144	62	0	0	0	1	2	2	0	12	1	2	229
	10:00	4	187	73	0	1	0	2	10	4	2	21	4	7	315
	11:00	3	269	117	0	3	4	5	6	10	2	27	3	10	459
	12:00	0	276	121	0	1	2	1	11	8	0	29	1	10	460
	13:00	4	243	103	0	0	1	2	9	4	3	33	4	13	419
	14:00	1	248	104	0	1	1	2	10	7	0	30	2	9	415
	15:00	6	221	78	0	0	0	2	5	6	2	29	1	9	359
	16:00	1	202	82	0	0	0	1	6	7	1	17	1	8	326
	17:00	3	203	76	0	1	0	3	4	7	0	19	0	2	318
	18:00	2	134	72	0	0	1	2	1	4	0	15	0	5	236
	19:00	2	144	61	0	0	0	0	1	1	0	13	1	1	224
	20:00	3	108	50	0	0	0	1	1	1	0	8	1	2	175
	21:00	0	75	36	0	0	0	1	1	0	0	3	0	0	116
	22:00	0	45	21	0	0	0	0	0	0	0	0	0	0	66
	23:00	0	34	10	0	1	0	0	0	0	0	0	0	0	45
Daily Total :		37	2827	1208	1	12	9	26	80	62	10	266	19	79	4636
Percent :		1%	61%	26%	0%	0%	0%	1%	2%	1%	0%	6%	0%	2%	
Average :		2	118	50	0	1	0	1	3	3	0	11	1	3	193

(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
08/28/23	00:00	0	22	5	0	0	0	0	0	0	0	0	0	0	27
Mon	01:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
	02:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	4	1	0	1	2	0	0	0	0	0	0	0	8
	04:00	0	2	2	0	0	0	0	0	0	0	1	0	0	5
	05:00	0	20	19	0	0	2	0	0	1	0	1	0	0	43
	06:00	3	44	43	0	0	3	1	1	0	0	6	0	1	102
	07:00	2	90	70	0	6	9	0	3	3	1	16	2	7	209
	08:00	1	145	77	0	2	3	2	5	3	3	23	0	5	269
	09:00	2	148	98	0	1	5	1	5	6	2	21	3	1	293
	10:00	4	186	93	2	3	6	3	5	6	0	21	3	5	337
	11:00	1	203	108	0	6	3	3	4	9	1	32	0	6	376
	12:00	0	278	106	0	9	3	2	6	10	3	31	1	12	461
	13:00	4	245	116	0	5	1	3	9	2	0	43	2	5	435
	14:00	2	293	128	0	6	1	4	4	9	0	33	3	10	493
	15:00	2	309	135	1	7	3	2	7	5	3	31	1	12	518
	16:00	3	331	195	0	6	3	3	11	10	0	45	2	14	623
	17:00	5	349	178	0	2	5	2	7	8	2	34	2	24	618
	18:00	5	217	102	0	1	2	2	2	9	0	16	0	3	359
	19:00	0	212	109	0	0	2	0	3	2	1	18	0	2	349
	20:00	3	155	87	1	1	3	0	2	2	0	9	0	0	263
	21:00	1	95	35	0	0	0	0	0	0	0	2	0	0	133
	22:00	0	53	14	0	0	1	0	0	0	0	1	0	0	69
	23:00	0	33	12	0	0	0	0	0	0	0	0	0	0	45
Daily Total :		38	3445	1739	4	56	57	28	74	85	16	384	19	107	6052
Percent :		1%	57%	29%	0%	1%	1%	0%	1%	1%	0%	6%	0%	2%	
Average :		2	144	72	0	2	2	1	3	4	1	16	1	4	252

(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
08/29/23	00:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
Tue	01:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
	02:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	03:00	0	3	0	0	2	0	0	0	0	0	0	0	0	5
	04:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	05:00	1	17	23	0	1	3	1	0	0	2	0	0	0	48
	06:00	2	57	47	0	1	3	0	3	0	1	3	0	2	119
	07:00	2	106	73	0	4	7	2	7	4	2	20	1	5	233
	08:00	1	136	82	0	1	3	0	8	7	0	33	2	6	279
	09:00	3	141	104	0	4	5	0	7	4	4	21	1	4	298
	10:00	4	178	101	1	5	9	0	9	9	2	26	1	7	352
	11:00	2	226	112	0	3	4	5	9	10	3	27	2	11	414
	12:00	6	255	129	0	4	5	3	3	14	3	44	2	8	476
	13:00	4	284	142	0	5	2	3	5	3	1	29	5	9	492
	14:00	4	305	129	0	4	3	3	6	7	5	39	1	10	516
	15:00	7	320	156	0	3	3	1	5	12	1	27	4	8	547
	16:00	2	323	180	0	3	6	2	11	8	0	50	0	19	604
	17:00	0	367	167	0	0	2	2	6	11	1	32	0	11	599
	18:00	2	227	98	0	1	0	2	2	4	0	13	0	4	353
	19:00	3	213	86	0	3	0	0	4	1	1	10	2	3	326
	20:00	1	166	65	0	0	1	0	3	2	0	11	0	2	251
	21:00	0	99	51	0	0	0	0	0	0	0	5	0	0	155
	22:00	1	49	28	0	0	0	0	1	0	0	1	0	0	80
	23:00	0	32	11	0	0	0	0	0	0	0	0	0	0	43
Daily Total :		45	3544	1796	1	44	56	24	89	96	26	391	21	109	6242
	Percent :	1%	57%	29%	0%	1%	1%	0%	1%	2%	0%	6%	0%	2%	
	Average :	2	148	75	0	2	2	1	4	4	1	16	1	5	261

(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
08/30/23	00:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20
Wed	01:00	0	12	2	0	1	0	0	0	1	0	0	0	0	16
	02:00	0	5	6	0	0	0	0	0	0	0	0	0	0	11
	03:00	0	5	4	0	0	1	0	1	0	0	0	0	0	11
	04:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
	05:00	1	23	14	0	0	2	0	0	0	2	1	0	0	43
	06:00	0	62	46	0	2	4	0	3	4	1	2	0	1	125
	07:00	0	83	74	0	1	5	3	4	4	0	14	2	5	195
	08:00	0	162	93	0	3	4	3	1	3	1	21	0	6	297
	09:00	0	134	79	0	0	9	1	7	4	1	29	1	5	270
	10:00	0	178	93	0	3	2	5	2	9	4	26	2	10	334
	11:00	0	211	119	1	3	3	4	5	5	1	31	3	4	390
	12:00	1	255	128	0	1	2	2	5	10	1	34	6	5	450
	13:00	0	257	126	0	3	7	1	5	10	3	34	0	11	457
	14:00	2	312	138	0	7	7	3	7	11	1	38	2	5	533
	15:00	2	343	158	0	1	5	3	6	3	1	32	1	13	568
	16:00	2	395	175	0	2	2	2	9	16	1	32	0	17	653
	17:00	1	368	187	0	3	6	3	8	2	1	27	1	19	626
	18:00	2	293	127	0	0	2	0	3	1	0	19	1	1	449
	19:00	1	213	106	0	2	0	0	2	5	0	10	0	4	343
	20:00	0	160	70	0	0	0	0	2	4	0	6	1	1	244
	21:00	1	121	38	0	0	0	0	2	1	0	3	0	0	166
	22:00	1	60	24	0	0	0	0	0	0	0	0	0	0	85
	23:00	0	36	19	0	0	0	0	0	0	0	0	0	0	55
Daily Total :		14	3706	1834	1	32	61	30	72	93	18	359	20	107	6347
Percent :		0%	58%	29%	0%	1%	1%	0%	1%	1%	0%	6%	0%	2%	
Average :		1	154	76	0	1	3	1	3	4	1	15	1	4	264

(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
08/31/23	00:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
Thu	01:00	0	14	1	0	0	1	0	0	0	0	0	0	0	16
	02:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
	03:00	0	9	3	0	1	0	0	0	0	0	0	0	0	13
	04:00	0	9	5	0	0	1	0	0	0	0	0	0	0	15
	05:00	0	22	15	0	2	2	0	0	1	0	3	0	0	45
	06:00	1	61	60	0	4	4	1	2	1	0	7	0	0	141
	07:00	2	94	73	1	2	3	3	4	3	4	14	0	3	206
	08:00	2	133	80	0	1	8	1	8	5	1	36	5	8	288
	09:00	1	160	115	0	2	4	0	9	5	1	24	1	4	326
	10:00	2	205	104	0	4	3	2	4	7	3	36	5	2	377
	11:00	2	263	146	0	4	9	1	8	6	0	45	1	11	496
	12:00	2	302	125	0	5	4	6	7	9	2	41	1	16	520
	13:00	6	311	137	1	5	6	1	8	8	1	43	1	13	541
	14:00	1	303	150	0	6	3	2	5	3	2	31	3	13	522
	15:00	2	334	166	0	3	1	8	16	12	3	42	1	13	601
	16:00	5	354	165	0	2	1	2	10	10	0	45	2	10	606
	17:00	4	362	204	0	0	0	2	7	7	1	39	3	11	640
	18:00	4	290	137	0	0	1	2	7	2	0	13	3	4	463
	19:00	7	250	121	0	0	0	1	3	2	1	8	0	2	395
	20:00	6	221	92	0	0	1	1	2	1	0	5	1	2	332
	21:00	1	124	61	0	1	0	0	0	0	0	5	0	0	192
	22:00	0	80	44	0	0	0	0	0	1	0	4	0	0	129
	23:00	0	49	13	0	0	0	0	0	0	0	0	0	0	62
Daily Total :		48	3977	2024	2	42	52	33	100	83	19	441	27	112	6960
	Percent :	1%	57%	29%	0%	1%	1%	0%	1%	1%	0%	6%	0%	2%	
	Average :	2	166	84	0	2	2	1	4	3	1	18	1	5	289

(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
09/01/23	00:00	0	20	12	0	1	0	0	0	0	0	0	0	1	34
Fri	01:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18
	02:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
	03:00	0	6	4	0	1	1	0	0	0	0	0	0	0	12
	04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	31	16	0	0	1	0	0	0	3	0	1	0	52
	06:00	0	47	45	0	3	5	1	2	2	1	8	0	3	117
	07:00	0	116	81	0	2	7	0	4	1	1	10	5	6	233
	08:00	0	153	104	0	4	3	2	4	7	2	21	3	7	310
	09:00	2	170	110	0	3	9	2	7	6	1	25	3	7	345
	10:00	2	210	136	1	2	5	2	9	14	0	43	2	18	444
	11:00	4	271	144	0	7	5	5	14	12	3	44	7	22	538
	12:00	2	326	151	0	2	5	3	12	11	3	51	6	17	589
	13:00	1	313	156	0	6	2	1	11	5	2	34	1	20	552
	14:00	3	338	185	4	1	5	5	9	9	4	48	0	18	629
	15:00	3	354	163	0	2	1	1	10	9	1	43	2	25	614
	16:00	8	356	178	0	3	1	5	11	5	0	41	3	24	635
	17:00	3	353	176	0	5	1	0	13	7	0	32	4	15	609
	18:00	2	301	134	0	0	0	0	5	2	0	18	1	5	468
	19:00	2	230	115	0	2	1	0	7	0	1	14	1	5	378
	20:00	3	193	74	0	1	0	1	0	3	0	5	0	3	283
	21:00	0	147	49	0	1	0	1	0	1	1	4	1	0	205
	22:00	1	91	25	0	0	0	0	0	0	1	2	0	0	120
	23:00	1	60	20	0	0	0	0	1	0	0	0	0	0	82
Daily Total :		37	4106	2087	5	46	52	29	119	94	24	443	40	196	7278
	Percent :	1%	56%	29%	0%	1%	1%	0%	2%	1%	0%	6%	1%	3%	
	Average :	2	171	87	0	2	2	1	5	4	1	18	2	8	303

(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
09/02/23	00:00	0	38	13	0	0	0	0	0	0	0	0	0	0	51
Sat	01:00	0	22	14	0	0	0	0	0	0	0	0	0	0	36
	02:00	1	11	3	0	1	0	0	0	0	0	0	0	0	16
	03:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
	04:00	0	3	0	0	2	0	0	0	0	0	0	0	0	5
	05:00	0	8	9	0	2	0	0	1	0	0	0	0	0	20
	06:00	0	44	25	0	0	0	0	4	0	0	0	0	0	73
	07:00	1	81	43	0	2	0	1	1	2	0	4	1	0	136
	08:00	2	123	71	0	2	0	0	4	3	0	14	2	2	223
	09:00	1	169	87	0	2	0	5	6	7	2	25	1	4	309
	10:00	1	239	132	0	0	2	2	11	7	2	35	1	11	443
	11:00	2	289	129	0	1	2	0	8	10	2	38	4	12	497
	12:00	2	336	132	0	2	1	5	14	14	1	30	6	11	554
	13:00	1	334	113	0	1	2	3	7	13	0	36	0	11	521
	14:00	3	348	133	0	3	0	4	9	6	1	18	2	12	539
	15:00	3	305	131	1	2	0	1	4	6	0	26	0	5	484
	16:00	1	266	90	0	1	3	1	2	2	1	23	1	5	396
	17:00	5	216	111	0	0	1	2	2	1	0	13	1	1	353
	18:00	0	178	65	0	0	0	2	0	0	0	9	3	2	259
	19:00	1	141	56	0	1	1	2	1	4	0	3	0	2	212
	20:00	3	113	44	0	1	1	0	0	2	0	5	0	1	170
	21:00	2	110	41	0	0	0	0	0	2	1	5	0	0	161
	22:00	0	61	25	0	2	0	0	0	0	0	2	0	0	90
	23:00	0	60	27	0	0	0	0	0	0	0	0	0	1	88
Daily Total :		29	3505	1497	1	25	13	28	74	79	10	286	22	80	5649
	Percent :	1%	62%	27%	0%	0%	0%	0%	1%	1%	0%	5%	0%	1%	
	Average :	1	146	62	0	1	1	1	3	3	0	12	1	3	234

(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
09/03/23	00:00	0	30	14	0	0	1	0	0	1	0	0	0	0	46
Sun	01:00	0	14	11	0	0	0	0	0	0	0	0	0	0	25
	02:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
	03:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	14	10	0	1	0	0	2	0	0	0	0	0	27
	06:00	0	36	10	0	2	0	0	2	0	0	1	0	0	51
	07:00	0	53	26	0	1	0	0	3	1	0	1	0	0	85
	08:00	0	91	64	0	0	0	1	0	3	0	7	0	1	167
	09:00	4	165	67	0	1	0	2	5	1	0	14	1	3	263
	10:00	7	214	96	0	2	0	3	8	7	0	29	1	8	375
	11:00	5	291	113	0	0	2	0	11	10	1	30	5	5	473
	12:00	2	306	127	0	1	1	2	9	6	0	45	4	12	515
	13:00	6	324	119	0	1	2	2	11	8	1	34	1	10	519
	14:00	5	293	128	0	1	5	0	11	10	1	26	3	11	494
	15:00	5	288	101	0	0	2	2	4	6	0	16	1	8	433
	16:00	3	217	73	0	1	4	0	4	2	1	20	0	8	333
	17:00	0	192	62	0	1	0	2	1	4	0	16	1	2	281
	18:00	2	130	74	0	1	2	1	7	3	0	6	1	0	227
	19:00	3	138	56	0	1	1	0	1	3	0	10	0	1	214
	20:00	2	101	45	1	2	0	1	0	4	0	8	0	0	164
	21:00	0	91	33	0	0	0	0	0	0	0	2	0	1	127
	22:00	0	56	26	0	0	0	0	1	0	0	1	0	1	85
	23:00	0	39	4	0	0	0	0	0	0	0	0	0	0	43
Daily Total :		44	3095	1268	1	16	20	16	80	69	4	266	18	71	4968
Percent :		1%	62%	26%	0%	0%	0%	0%	2%	1%	0%	5%	0%	1%	
Average :		2	129	53	0	1	1	1	3	3	0	11	1	3	208

(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
09/04/23	00:00	0	23	8	0	0	0	0	0	0	0	0	0	0	31
Mon	01:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
	02:00	0	7	5	0	0	0	0	0	0	0	0	0	0	12
	03:00	0	11	2	0	0	1	0	0	0	0	0	0	0	14
	04:00	0	4	3	0	0	0	0	1	0	0	0	0	0	8
	05:00	0	6	5	0	0	0	0	2	0	0	0	0	0	13
	06:00	0	35	17	0	0	1	0	4	0	0	1	0	0	58
	07:00	1	72	30	0	0	0	0	3	0	1	3	0	0	110
	08:00	1	115	59	0	0	0	0	1	1	0	6	1	0	184
	09:00	4	167	79	0	1	1	1	3	2	0	9	1	3	271
	10:00	4	171	80	0	0	0	2	7	7	1	23	2	6	303
	11:00	4	202	102	0	0	0	0	5	10	0	29	2	3	357
	12:00	4	231	87	0	2	2	4	4	8	0	18	1	3	364
	13:00	5	221	81	0	1	0	4	7	2	1	31	5	5	363
	14:00	3	216	68	0	1	2	2	6	4	0	27	0	7	336
	15:00	1	166	65	0	0	0	4	4	5	1	24	1	3	274
	16:00	4	120	59	0	1	1	1	4	7	0	24	4	8	233
	17:00	1	121	47	0	2	0	1	4	3	0	8	0	4	191
	18:00	2	118	50	0	0	1	0	1	3	0	8	0	1	184
	19:00	3	129	58	0	2	0	1	0	0	0	9	0	1	203
	20:00	2	88	23	0	0	0	0	0	1	0	4	1	1	120
	21:00	1	66	21	0	0	0	0	0	0	0	1	0	1	90
	22:00	1	38	12	0	0	0	0	0	0	0	0	0	0	51
	23:00	0	24	5	0	0	0	0	0	0	0	0	0	0	29
Daily Total :		41	2361	971	0	10	9	20	56	53	4	225	18	46	3814
Percent :		1%	62%	25%	0%	0%	0%	1%	1%	1%	0%	6%	0%	1%	
Average :		2	98	40	0	0	0	1	2	2	0	9	1	2	157

(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
09/05/23	00:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
Tue	01:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
	05:00	1	14	18	0	0	0	1	1	0	1	1	0	0	37
	06:00	1	58	40	0	2	0	1	5	2	0	6	0	0	115
	07:00	0	119	76	0	3	3	2	4	6	0	13	1	3	230
	08:00	1	150	88	0	4	0	3	3	4	2	30	3	16	304
	09:00	2	163	95	0	5	3	1	4	8	5	33	0	7	326
	10:00	0	208	115	0	8	3	3	5	7	0	29	0	5	383
	11:00	3	221	128	0	2	5	3	9	6	2	36	4	14	433
	12:00	1	255	134	0	3	7	2	7	9	3	34	3	9	467
	13:00	1	266	118	0	5	5	3	9	4	4	25	1	10	451
	14:00	1	286	120	2	6	7	2	7	8	4	27	2	9	481
	15:00	3	330	181	0	4	4	0	5	7	2	31	1	15	583
	16:00	4	338	198	0	1	3	3	9	8	4	31	2	12	613
	17:00	8	338	209	0	6	3	3	8	10	1	26	1	14	627
	18:00	4	240	102	0	0	2	0	6	1	1	18	0	4	378
	19:00	5	192	85	0	0	4	0	3	4	1	7	0	3	304
	20:00	1	137	71	0	0	2	1	1	1	0	6	0	0	220
	21:00	2	102	34	0	0	2	0	1	0	0	1	0	0	142
	22:00	1	50	13	0	0	1	0	0	0	0	0	0	0	65
	23:00	0	28	8	0	1	0	0	0	0	0	0	0	0	37
Daily Total :		39	3523	1838	2	51	54	28	87	85	30	354	18	121	6230
Percent :		1%	57%	30%	0%	1%	1%	0%	1%	1%	0%	6%	0%	2%	
Average :		2	147	77	0	2	2	1	4	4	1	15	1	5	261

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	S	SB	Ax-Ax	150 cm	183 cm	

Lane #2 Basic Axle Classification Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

(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
08/16/23	00:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
Wed	01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	3	3	0	0	0	0	0	1	0	0	0	0	7
	03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	23	17	0	0	0	0	0	0	0	0	0	0	40
	05:00	1	57	61	0	1	0	0	1	0	1	2	0	0	124
	06:00	2	162	120	0	1	3	0	7	0	1	5	1	0	302
	07:00	4	261	167	0	5	2	5	10	6	0	17	1	2	480
	08:00	1	307	179	0	3	6	2	7	4	2	20	1	12	544
	09:00	1	265	134	0	2	5	1	8	4	1	22	2	10	455
	10:00	3	253	111	0	3	3	3	7	11	2	25	2	11	434
	11:00	1	251	125	0	3	2	2	4	3	1	19	2	6	419
	12:00	4	212	106	0	4	5	1	8	9	1	27	3	13	393
	13:00	2	232	108	0	2	4	1	11	8	3	31	1	11	414
	14:00	2	241	88	0	0	3	0	4	7	2	33	4	7	391
	15:00	5	217	102	0	7	6	0	5	9	3	32	2	11	399
	16:00	5	210	99	1	1	1	2	9	17	2	46	7	11	411
	17:00	2	213	95	0	2	2	1	8	8	2	31	3	9	376
	18:00	4	206	85	0	0	1	3	5	3	0	12	0	4	323
	19:00	1	144	60	0	1	0	1	3	1	0	9	0	0	220
	20:00	0	124	44	0	0	0	0	6	4	1	9	0	1	189
	21:00	1	86	24	0	1	1	1	4	1	0	4	0	0	123
	22:00	1	49	14	0	1	0	0	0	1	0	1	0	0	67
	23:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23
Daily Total :		40	3557	1750	1	37	44	23	107	97	22	345	29	108	6160
Percent :		1%	58%	28%	0%	1%	1%	0%	2%	2%	0%	6%	0%	2%	
Average :		2	148	73	0	2	2	1	4	4	1	14	1	5	257

(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
08/17/23	00:00	0	13	0	0	0	0	0	0	0	0	1	0	0	14
Thu	01:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
	02:00	0	4	3	0	0	0	0	0	0	0	1	0	0	8
	03:00	0	9	3	0	0	0	0	0	1	0	0	0	0	13
	04:00	0	15	20	0	0	0	0	0	0	0	0	0	0	35
	05:00	1	63	67	0	1	1	0	1	0	0	2	0	1	137
	06:00	4	142	122	0	0	1	0	1	0	2	11	0	1	284
	07:00	1	257	172	0	1	4	1	7	5	5	12	2	7	474
	08:00	0	317	152	0	4	4	2	6	6	2	23	2	10	528
	09:00	1	278	144	0	2	3	0	6	2	0	34	1	13	484
	10:00	1	286	123	0	7	8	3	8	9	4	33	4	17	503
	11:00	0	264	130	0	5	1	0	6	10	2	41	3	8	470
	12:00	0	255	129	0	3	2	1	9	11	1	39	4	11	465
	13:00	2	247	111	0	1	4	3	12	11	3	35	0	13	442
	14:00	4	231	92	0	6	3	3	8	4	0	38	2	15	406
	15:00	2	204	112	0	5	6	3	7	5	1	36	5	8	394
	16:00	5	208	100	0	2	6	1	8	6	5	42	2	11	396
	17:00	4	234	95	0	1	4	1	7	5	4	36	0	14	405
	18:00	1	204	94	0	1	1	3	0	9	0	18	0	13	344
	19:00	1	185	76	0	2	1	0	4	2	0	18	0	5	294
	20:00	0	147	42	0	2	0	2	0	2	0	8	0	0	203
	21:00	1	60	19	0	0	1	1	2	1	0	7	0	0	92
	22:00	0	42	5	0	0	0	0	0	0	0	0	0	1	48
	23:00	0	19	5	0	0	0	0	1	0	0	0	0	0	25
Daily Total :		28	3696	1817	0	43	50	24	93	89	29	435	25	148	6477
Percent :		0%	57%	28%	0%	1%	1%	0%	1%	1%	0%	7%	0%	2%	
Average :		1	154	76	0	2	2	1	4	4	1	18	1	6	270

(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
08/18/23	00:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
Fri	01:00	1	3	5	0	0	0	0	0	0	0	0	0	0	9
	02:00	0	8	5	0	0	1	0	0	1	0	0	0	0	15
	03:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	04:00	0	12	16	0	0	1	0	0	0	0	0	0	0	29
	05:00	0	53	49	0	1	1	0	0	0	0	2	0	0	106
	06:00	0	133	93	0	4	0	0	0	1	0	3	0	1	235
	07:00	0	236	147	0	2	3	0	5	5	1	13	1	7	420
	08:00	3	307	152	0	1	1	4	5	7	0	23	0	12	515
	09:00	2	303	152	0	3	2	1	3	9	3	34	0	5	517
	10:00	0	287	138	1	7	5	5	10	12	2	35	4	15	521
	11:00	2	250	144	0	1	3	4	11	8	2	45	1	11	482
	12:00	0	252	132	0	3	6	4	8	11	0	53	4	13	486
	13:00	0	202	113	0	4	3	3	13	13	4	38	3	16	412
	14:00	0	192	100	0	3	3	3	7	11	1	39	3	12	374
	15:00	0	178	97	0	2	4	1	8	10	0	32	4	19	355
	16:00	0	195	79	0	2	6	0	6	13	1	40	7	12	361
	17:00	1	134	51	0	0	3	3	5	7	3	41	2	15	265
	18:00	0	154	73	0	1	0	1	5	2	1	15	1	4	257
	19:00	0	130	49	0	0	0	0	3	1	1	7	0	4	195
	20:00	0	131	41	1	0	0	0	5	4	1	8	0	0	191
	21:00	0	74	24	0	0	1	0	0	0	0	2	0	0	101
	22:00	0	62	13	0	1	0	0	0	0	0	0	0	0	76
	23:00	0	22	7	0	0	0	0	0	0	0	0	0	0	29
Daily Total :		9	3332	1685	2	35	43	29	94	115	20	430	30	146	5970
Percent :		0%	56%	28%	0%	1%	1%	0%	2%	2%	0%	7%	1%	2%	
Average :		0	139	70	0	1	2	1	4	5	1	18	1	6	248

(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
08/19/23	00:00	0	17	7	0	2	0	0	0	0	0	0	0	0	26
Sat	01:00	0	15	7	0	0	0	1	0	0	0	0	0	0	23
	02:00	0	12	2	0	0	0	0	0	0	0	1	0	0	15
	03:00	0	8	1	0	0	0	0	0	2	0	0	0	0	11
	04:00	0	4	6	0	0	0	0	1	0	0	0	0	0	11
	05:00	0	17	13	0	0	0	0	0	0	0	0	0	0	30
	06:00	0	67	44	0	0	0	0	0	0	0	1	0	0	112
	07:00	0	111	66	0	0	1	1	1	0	0	7	0	0	187
	08:00	2	199	97	0	0	0	0	1	4	1	14	2	4	324
	09:00	2	228	120	0	0	2	2	9	8	3	21	1	1	397
	10:00	3	256	108	0	1	0	2	7	7	2	28	5	8	427
	11:00	4	244	116	0	1	0	3	7	15	1	42	2	15	450
	12:00	7	194	79	0	1	4	2	6	15	0	37	0	13	358
	13:00	2	238	87	0	2	0	0	8	9	1	38	1	9	395
	14:00	8	211	72	0	2	2	3	6	12	0	38	1	15	370
	15:00	3	217	91	0	1	0	2	4	8	1	22	1	3	353
	16:00	5	225	82	0	2	1	2	5	7	0	34	0	7	370
	17:00	6	184	84	0	0	0	0	7	2	1	16	2	4	306
	18:00	6	213	71	0	1	0	2	6	3	0	22	1	3	328
	19:00	4	219	62	0	0	1	0	5	1	0	5	0	0	297
	20:00	3	156	61	0	2	0	0	5	3	0	12	0	3	245
	21:00	0	109	41	0	0	0	1	0	2	0	3	0	1	157
	22:00	1	78	19	0	1	0	0	1	1	0	4	0	0	105
	23:00	0	51	16	0	0	0	0	0	0	0	1	0	0	68
Daily Total :		56	3273	1352	0	16	11	21	79	99	10	346	16	86	5365
	Percent :	1%	61%	25%	0%	0%	0%	0%	1%	2%	0%	6%	0%	2%	
	Average :	2	136	56	0	1	0	1	3	4	0	14	1	4	222

(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
08/20/23	00:00	1	34	7	0	1	0	0	0	0	0	0	0	0	43
Sun	01:00	0	28	4	0	1	0	0	0	0	0	0	0	0	33
	02:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
	03:00	1	8	2	0	0	0	0	0	0	0	0	0	0	11
	04:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
	05:00	0	11	12	0	0	0	0	0	0	0	0	0	0	23
	06:00	0	68	17	0	0	0	0	0	0	0	0	0	0	85
	07:00	2	71	46	0	2	0	0	0	0	0	2	0	0	123
	08:00	1	129	69	0	0	1	0	0	0	0	11	0	0	211
	09:00	2	236	107	0	0	1	0	4	2	1	15	2	3	373
	10:00	5	270	114	0	1	1	3	8	5	2	17	0	4	430
	11:00	4	245	131	0	2	0	4	6	11	0	22	0	11	436
	12:00	2	273	101	0	1	0	3	11	7	0	36	3	8	445
	13:00	4	270	99	0	1	1	2	11	8	0	35	1	16	448
	14:00	6	248	105	0	0	2	1	4	9	0	33	1	9	418
	15:00	7	272	103	0	1	0	1	12	5	2	24	0	7	434
	16:00	3	266	95	0	0	2	1	12	4	1	29	2	13	428
	17:00	3	276	103	0	0	0	1	6	7	1	19	2	9	427
	18:00	3	213	100	0	0	0	0	6	4	0	15	0	1	342
	19:00	2	184	80	0	1	0	1	6	4	0	10	2	2	292
	20:00	2	161	57	0	0	0	0	1	0	0	9	0	0	230
	21:00	0	82	20	0	0	0	0	2	0	0	4	0	0	108
	22:00	0	41	15	0	1	0	0	1	0	0	0	0	0	58
	23:00	0	13	5	0	1	0	0	0	0	0	1	0	0	20
Daily Total :		48	3419	1398	0	14	8	17	90	66	7	282	13	83	5445
Percent :		1%	63%	26%	0%	0%	0%	0%	2%	1%	0%	5%	0%	2%	
Average :		2	142	58	0	1	0	1	4	3	0	12	1	3	227

(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
08/21/23	00:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Mon	01:00	0	10	6	0	0	0	0	0	0	0	0	0	0	16
	02:00	0	4	4	0	0	0	0	0	1	0	0	0	0	9
	03:00	0	7	5	0	0	0	0	0	0	0	0	0	0	12
	04:00	0	21	17	0	0	0	0	0	0	1	0	0	0	39
	05:00	1	73	59	0	1	0	0	1	0	0	1	0	0	136
	06:00	3	145	115	0	0	0	0	1	2	1	7	1	0	275
	07:00	0	259	155	0	3	2	0	5	4	0	14	1	4	447
	08:00	0	324	142	1	2	3	2	2	9	2	22	3	8	520
	09:00	0	259	133	0	4	2	0	5	4	1	29	1	11	449
	10:00	3	240	139	0	3	6	3	9	4	1	21	4	9	442
	11:00	1	298	131	0	2	4	1	6	7	1	31	1	5	488
	12:00	0	213	132	0	2	2	0	4	14	3	36	3	7	416
	13:00	0	245	110	0	0	5	1	14	6	2	41	2	11	437
	14:00	4	198	98	0	4	2	1	6	9	1	29	1	11	364
	15:00	2	206	114	0	2	1	2	7	6	1	26	0	7	374
	16:00	3	206	77	0	2	5	3	4	7	0	44	2	13	366
	17:00	2	207	97	0	2	0	2	4	14	3	37	3	7	378
	18:00	2	165	79	0	2	1	1	5	5	1	19	2	7	289
	19:00	2	120	52	0	1	0	1	0	2	0	18	1	4	201
	20:00	0	121	37	1	1	0	0	2	2	0	8	0	3	175
	21:00	0	69	18	0	0	0	1	0	0	0	2	0	0	90
	22:00	0	42	13	0	0	1	0	0	0	0	1	0	0	57
	23:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19
Daily Total :		23	3458	1735	2	31	34	18	75	96	18	386	25	107	6008
Percent :		0%	58%	29%	0%	1%	1%	0%	1%	2%	0%	6%	0%	2%	
Average :		1	144	72	0	1	1	1	3	4	1	16	1	4	249

(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
08/22/23	00:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
Tue	01:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
	02:00	0	7	3	0	0	0	0	0	1	0	0	0	0	11
	03:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	04:00	0	25	17	0	0	0	0	0	0	1	0	0	0	43
	05:00	1	58	58	0	1	1	0	0	0	0	1	0	0	120
	06:00	2	149	124	0	2	1	0	1	4	1	11	1	1	297
	07:00	1	250	156	0	5	1	0	5	6	1	20	1	7	453
	08:00	1	329	144	0	3	3	0	6	9	0	30	2	8	535
	09:00	0	275	125	0	5	1	2	4	5	0	19	1	4	441
	10:00	2	279	123	0	0	4	4	3	8	1	33	3	6	466
	11:00	2	237	96	0	10	1	3	6	7	1	36	1	12	412
	12:00	2	245	99	1	5	6	1	10	11	0	29	4	11	424
	13:00	3	259	105	0	2	5	3	6	15	0	35	1	14	448
	14:00	1	191	98	0	2	1	5	8	14	6	46	1	13	386
	15:00	3	214	107	0	3	9	1	6	13	0	41	3	15	415
	16:00	4	200	93	0	4	2	2	3	11	0	38	1	4	362
	17:00	1	178	98	0	1	0	2	8	10	2	36	0	9	345
	18:00	1	171	76	0	0	1	0	2	3	0	17	2	12	285
	19:00	4	123	52	0	0	0	1	5	4	0	6	1	3	199
	20:00	0	116	39	0	1	0	1	3	0	0	6	0	2	168
	21:00	0	65	17	0	2	0	0	3	0	0	3	0	0	90
	22:00	0	48	4	0	1	0	0	0	0	0	1	0	0	54
	23:00	0	28	0	0	0	0	0	0	0	0	0	0	0	28
Daily Total :		28	3471	1643	1	47	36	25	79	121	13	408	22	121	6015
Percent :		0%	58%	27%	0%	1%	1%	0%	1%	2%	0%	7%	0%	2%	
Average :		1	145	68	0	2	2	1	3	5	1	17	1	5	251

(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
08/23/23	00:00	0	10	4	0	1	0	0	0	0	0	0	0	0	15
Wed	01:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	02:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	8	6	0	0	0	0	0	0	0	0	0	0	14
	04:00	0	22	14	0	0	0	0	0	2	0	0	0	0	38
	05:00	0	67	53	0	0	0	0	0	0	0	2	0	0	122
	06:00	1	151	112	0	3	1	1	1	2	0	8	1	1	282
	07:00	3	244	169	0	3	1	3	7	6	1	25	0	3	465
	08:00	1	293	145	0	6	3	0	7	5	1	25	2	8	496
	09:00	0	249	133	0	3	5	3	5	1	2	23	2	9	435
	10:00	0	271	127	0	2	6	1	6	8	0	33	0	11	465
	11:00	1	270	111	0	3	7	0	13	4	1	24	1	10	445
	12:00	1	262	119	0	3	8	4	11	8	0	30	1	9	456
	13:00	3	218	113	0	12	0	2	11	12	0	18	1	8	398
	14:00	1	213	109	0	0	4	4	7	6	0	37	0	11	392
	15:00	0	187	98	0	1	3	5	2	13	0	33	3	9	354
	16:00	2	194	99	0	3	4	2	8	10	1	37	4	16	380
	17:00	2	193	87	0	0	2	4	3	9	1	32	0	14	347
	18:00	0	170	81	0	1	2	0	3	2	0	15	0	4	278
	19:00	2	136	58	0	1	1	1	0	4	1	11	0	1	216
	20:00	0	109	42	0	1	0	1	6	5	0	11	1	0	176
	21:00	0	75	23	0	0	1	0	0	0	0	3	0	0	102
	22:00	0	46	11	0	1	0	0	0	0	0	0	0	0	58
	23:00	0	15	3	0	0	0	0	0	1	0	0	0	0	19
Daily Total :		17	3417	1720	0	44	48	31	90	98	8	367	16	114	5970
Percent :		0%	57%	29%	0%	1%	1%	1%	2%	2%	0%	6%	0%	2%	
Average :		1	142	72	0	2	2	1	4	4	0	15	1	5	249

(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
08/24/23	00:00	0	13	6	0	0	0	0	0	0	0	0	0	0	19
Thu	01:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	02:00	0	5	3	0	0	0	0	0	1	0	0	0	0	9
	03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	12	13	0	0	0	0	0	0	0	0	0	0	25
	05:00	1	67	62	0	0	1	0	0	0	0	2	0	0	133
	06:00	1	150	109	0	2	0	1	0	2	0	4	1	0	270
	07:00	0	231	171	0	2	1	3	4	5	2	21	0	8	448
	08:00	0	333	170	0	4	3	2	5	10	1	22	1	8	559
	09:00	2	252	138	0	2	1	2	6	11	1	34	1	5	455
	10:00	0	264	145	0	2	4	4	11	9	1	33	1	10	484
	11:00	2	285	118	1	1	7	3	13	15	4	37	6	11	503
	12:00	2	272	132	0	8	3	1	7	11	1	37	3	13	490
	13:00	1	241	99	0	4	6	2	9	9	3	35	1	13	423
	14:00	2	194	122	0	4	2	4	10	6	1	35	2	15	397
	15:00	3	191	91	0	0	8	3	7	19	0	41	1	14	378
	16:00	1	217	88	0	4	1	4	12	9	1	31	6	13	387
	17:00	1	199	96	0	2	2	3	3	9	0	44	1	11	371
	18:00	0	164	70	0	1	0	1	4	7	0	21	1	6	275
	19:00	2	116	53	0	0	0	0	3	1	0	13	0	2	190
	20:00	1	125	44	0	0	0	1	0	1	0	7	0	0	179
	21:00	0	75	25	0	0	0	0	1	0	0	2	0	0	103
	22:00	0	48	10	1	0	0	0	1	0	0	1	0	0	61
	23:00	0	16	5	0	1	0	0	0	1	0	0	0	0	23
Daily Total :		19	3483	1774	2	37	39	34	96	126	15	420	25	129	6199
Percent :		0%	56%	29%	0%	1%	1%	1%	2%	2%	0%	7%	0%	2%	
Average :		1	145	74	0	2	2	1	4	5	1	18	1	5	259

(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
08/25/23	00:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
Fri	01:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
	03:00	0	7	5	0	0	1	0	0	0	0	0	0	0	13
	04:00	0	11	8	0	1	0	0	0	1	0	1	0	0	22
	05:00	1	50	59	0	0	0	0	0	0	0	0	0	1	111
	06:00	2	123	120	0	1	1	0	2	2	0	6	1	2	260
	07:00	0	235	161	0	3	1	2	7	5	2	14	1	10	441
	08:00	4	315	142	0	2	3	2	7	8	1	20	0	10	514
	09:00	2	229	152	0	4	7	3	12	5	0	20	2	8	444
	10:00	2	276	119	0	2	6	1	17	9	2	27	3	14	478
	11:00	4	239	130	0	1	5	1	8	12	3	38	3	18	462
	12:00	0	219	100	0	2	4	2	13	18	3	37	6	21	425
	13:00	0	220	103	0	5	8	2	11	16	3	32	3	18	421
	14:00	3	226	93	0	1	3	2	7	7	3	47	2	18	412
	15:00	4	199	104	0	2	3	5	10	7	3	35	1	16	389
	16:00	4	176	80	0	4	4	4	4	7	1	44	1	11	340
	17:00	2	172	71	0	1	3	0	9	9	0	25	5	12	309
	18:00	1	187	61	0	1	1	2	4	7	0	25	0	7	296
	19:00	0	114	49	0	0	0	0	4	1	1	7	0	0	176
	20:00	2	109	31	0	1	2	0	0	2	1	11	0	2	161
	21:00	0	105	29	0	0	0	0	0	1	0	4	0	0	139
	22:00	0	58	13	0	1	0	1	0	1	0	4	0	0	78
	23:00	0	39	9	0	0	0	0	0	0	0	0	0	0	48
Daily Total :		31	3334	1648	0	32	52	27	115	118	23	397	28	168	5973
Percent :		1%	56%	28%	0%	1%	1%	0%	2%	2%	0%	7%	0%	3%	
Average :		1	139	69	0	1	2	1	5	5	1	17	1	7	249

(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
08/26/23	00:00	0	22	6	0	0	0	0	0	0	0	0	0	0	28
Sat	01:00	0	11	5	0	0	0	0	0	0	0	0	0	0	16
	02:00	0	13	4	0	0	0	0	0	1	0	0	0	0	18
	03:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
	05:00	0	24	18	0	0	0	0	1	0	0	1	0	0	44
	06:00	1	57	42	0	0	0	0	0	0	0	2	0	1	103
	07:00	1	105	60	0	1	0	0	3	1	0	3	0	1	175
	08:00	0	200	103	0	0	1	1	2	3	1	10	1	3	325
	09:00	4	239	115	0	0	0	0	5	7	0	26	0	7	403
	10:00	1	214	111	0	0	2	2	8	5	1	27	2	8	381
	11:00	3	248	110	0	1	2	2	6	9	1	43	0	10	435
	12:00	6	226	120	0	1	0	5	6	11	2	33	1	16	427
	13:00	1	215	116	0	1	1	1	8	12	1	30	1	11	398
	14:00	6	231	78	0	1	0	0	8	5	0	32	3	7	371
	15:00	4	199	82	0	1	2	2	0	6	0	22	2	6	326
	16:00	2	189	72	0	1	1	2	3	4	0	22	1	5	302
	17:00	7	192	70	0	0	0	1	2	1	0	12	0	1	286
	18:00	5	158	73	0	1	1	4	5	3	0	12	1	4	267
	19:00	6	143	58	0	0	0	0	2	3	0	7	0	2	221
	20:00	1	161	54	0	0	0	0	2	2	0	9	0	2	231
	21:00	2	102	25	0	0	0	0	0	0	0	3	0	1	133
	22:00	0	87	22	0	1	0	0	1	0	0	3	0	0	114
	23:00	0	47	12	0	0	0	0	0	0	0	0	0	0	59
Daily Total :		50	3102	1362	0	9	10	20	62	73	6	297	12	85	5088
Percent :		1%	61%	27%	0%	0%	0%	0%	1%	1%	0%	6%	0%	2%	
Average :		2	129	57	0	0	0	1	3	3	0	12	1	4	212

(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
08/27/23	00:00	0	35	13	0	1	0	0	0	0	0	1	0	0	50
Sun	01:00	0	26	8	0	2	0	0	0	0	0	0	0	0	36
	02:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
	03:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
	04:00	0	4	6	0	0	0	0	1	0	0	0	0	0	11
	05:00	0	17	8	0	0	0	0	1	0	0	0	0	0	26
	06:00	0	53	27	0	0	0	1	0	0	0	0	0	0	81
	07:00	1	62	35	0	1	0	0	3	0	0	2	0	0	104
	08:00	1	154	76	0	0	1	1	2	0	0	8	0	1	244
	09:00	2	265	116	0	1	0	0	2	3	0	16	1	4	410
	10:00	3	248	108	0	0	0	2	7	4	0	35	2	4	413
	11:00	4	262	123	0	1	2	4	8	10	1	39	1	10	465
	12:00	2	270	117	0	0	1	3	10	13	1	32	0	12	461
	13:00	5	285	107	0	1	2	4	14	10	1	43	2	3	477
	14:00	7	255	119	0	0	1	2	9	4	0	31	2	15	445
	15:00	4	239	105	0	0	0	0	8	9	1	35	1	10	412
	16:00	4	288	106	0	0	1	1	9	10	0	14	0	10	443
	17:00	2	240	112	0	1	0	0	5	7	0	14	3	4	388
	18:00	4	213	92	0	0	0	0	10	0	2	21	0	4	346
	19:00	1	211	76	0	0	0	0	5	4	1	9	1	4	312
	20:00	1	176	73	0	0	0	0	3	0	0	10	1	1	265
	21:00	0	92	23	0	0	0	0	0	1	0	3	0	0	119
	22:00	0	41	15	0	0	0	0	0	1	0	1	0	0	58
	23:00	0	22	2	0	1	0	0	0	0	0	0	0	0	25
Daily Total :		41	3479	1476	0	9	8	18	97	76	7	314	14	82	5621
	Percent :	1%	62%	26%	0%	0%	0%	0%	2%	1%	0%	6%	0%	1%	
	Average :	2	145	62	0	0	0	1	4	3	0	13	1	3	234

(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
08/28/23	00:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
Mon	01:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	6	5	0	0	1	0	0	0	0	0	0	0	12
	04:00	0	17	16	0	0	0	0	0	0	1	0	0	0	34
	05:00	1	59	53	0	2	1	0	0	0	0	3	0	1	120
	06:00	1	163	118	0	1	0	0	1	1	0	5	0	2	292
	07:00	1	251	165	0	3	2	3	3	4	0	20	1	2	455
	08:00	2	319	137	0	2	4	2	6	8	1	24	4	5	514
	09:00	2	283	152	0	1	2	1	7	12	2	16	0	10	488
	10:00	1	267	137	0	5	2	4	9	5	0	32	2	8	472
	11:00	2	264	115	0	3	4	4	9	9	1	26	3	19	459
	12:00	0	234	111	0	3	5	1	8	6	2	37	4	10	421
	13:00	0	235	112	1	5	4	6	5	6	0	29	1	14	418
	14:00	3	208	101	0	2	1	4	9	7	3	40	3	5	386
	15:00	2	211	103	1	3	4	2	4	6	2	41	1	11	391
	16:00	3	230	88	0	4	2	5	11	7	4	29	2	8	393
	17:00	2	192	79	0	2	2	0	4	8	0	36	1	14	340
	18:00	1	178	74	0	1	1	1	3	2	0	21	1	3	286
	19:00	1	127	61	0	2	2	1	2	2	1	12	1	2	214
	20:00	0	109	37	0	2	0	0	3	2	0	3	0	1	157
	21:00	0	74	23	0	0	0	0	1	1	0	1	0	0	100
	22:00	0	50	9	0	1	0	0	1	0	0	0	0	0	61
	23:00	0	18	2	0	0	0	0	1	0	0	0	0	0	21
Daily Total :		22	3518	1703	2	42	37	34	87	86	17	375	24	115	6062
Percent :		0%	58%	28%	0%	1%	1%	1%	1%	1%	0%	6%	0%	2%	
Average :		1	147	71	0	2	2	1	4	4	1	16	1	5	255

(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
08/29/23	00:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
Tue	01:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
	02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	8	1	0	0	0	0	0	1	0	0	0	0	10
	04:00	0	13	14	0	1	0	0	0	0	0	0	0	0	28
	05:00	2	65	51	0	1	1	0	1	0	0	1	0	0	122
	06:00	1	162	117	0	2	5	0	3	1	0	4	1	1	297
	07:00	1	260	181	0	3	1	1	5	5	1	15	1	4	478
	08:00	1	313	144	0	2	8	2	7	9	0	38	0	7	531
	09:00	1	303	137	0	1	7	2	6	3	1	31	1	5	498
	10:00	2	298	136	0	4	4	1	2	12	4	30	1	12	506
	11:00	1	264	110	0	7	4	2	8	13	1	28	2	12	452
	12:00	2	240	128	0	5	3	2	13	8	4	31	0	3	439
	13:00	3	237	105	0	4	7	5	6	9	1	30	1	8	416
	14:00	3	248	80	0	1	2	1	6	10	0	32	1	11	395
	15:00	0	196	110	1	2	4	4	12	8	2	30	0	16	385
	16:00	5	204	85	0	1	2	1	10	8	1	31	5	16	369
	17:00	3	164	89	0	1	2	3	8	8	0	26	3	11	318
	18:00	0	195	73	0	2	0	1	2	3	0	20	0	4	300
	19:00	2	127	54	0	0	1	0	3	5	0	5	1	2	200
	20:00	1	118	42	0	2	1	0	3	3	0	9	0	0	179
	21:00	1	77	19	0	0	0	1	1	1	0	1	0	0	101
	22:00	1	30	8	0	1	0	0	0	0	0	0	0	0	40
	23:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
Daily Total :		30	3562	1691	1	40	52	26	96	107	15	362	17	112	6111
Percent :		0%	58%	28%	0%	1%	1%	0%	2%	2%	0%	6%	0%	2%	
Average :		1	148	70	0	2	2	1	4	4	1	15	1	5	254

(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
08/30/23	00:00	1	10	5	0	0	0	0	0	0	0	0	0	0	16
Wed	01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	7	2	0	0	0	0	0	1	0	0	0	0	10
	03:00	0	12	4	0	0	0	0	0	1	0	0	0	0	17
	04:00	0	12	19	0	0	0	0	0	1	1	0	0	0	33
	05:00	1	69	53	0	2	0	0	0	0	0	2	0	0	127
	06:00	1	135	128	0	0	3	0	1	2	0	5	1	3	279
	07:00	0	262	170	0	3	2	1	6	3	0	28	0	4	479
	08:00	0	339	171	0	4	6	1	6	9	4	18	4	10	572
	09:00	0	305	151	0	2	4	1	5	6	3	26	4	6	513
	10:00	0	303	141	0	3	3	0	4	5	2	21	0	9	491
	11:00	0	270	128	0	2	5	1	12	7	3	36	2	16	482
	12:00	0	240	109	0	3	2	1	7	13	2	37	0	13	427
	13:00	0	239	118	0	3	2	3	6	8	1	29	4	15	428
	14:00	1	202	109	0	1	4	1	6	5	1	35	3	8	376
	15:00	0	189	84	0	5	2	2	7	7	2	36	0	9	343
	16:00	0	206	79	0	1	1	3	5	12	0	36	1	13	357
	17:00	0	181	86	0	2	1	1	9	6	0	29	3	12	330
	18:00	0	183	68	0	2	0	1	4	4	0	20	0	6	288
	19:00	1	131	44	0	0	1	1	3	3	0	10	1	0	195
	20:00	1	132	40	1	0	0	1	1	3	0	6	0	0	185
	21:00	0	84	17	0	0	0	0	1	1	0	2	0	0	105
	22:00	1	47	6	0	1	0	0	0	0	0	1	0	0	56
	23:00	0	18	7	0	0	0	0	0	0	0	0	0	0	25
Daily Total :		7	3581	1739	1	34	36	18	83	97	19	377	23	124	6139
Percent :		0%	58%	28%	0%	1%	1%	0%	1%	2%	0%	6%	0%	2%	
Average :		0	149	72	0	1	2	1	3	4	1	16	1	5	255

(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
08/31/23	00:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
Thu	01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	8	5	0	0	0	0	0	0	0	0	0	1	14
	04:00	0	15	19	0	0	0	0	0	1	0	0	0	0	35
	05:00	1	74	61	0	2	0	1	0	0	0	2	0	0	141
	06:00	2	140	119	0	1	0	0	3	1	0	8	0	0	274
	07:00	0	268	174	0	5	5	0	5	10	2	20	0	7	496
	08:00	1	369	146	0	5	4	1	7	7	2	32	0	11	585
	09:00	2	273	132	2	4	3	1	4	11	0	23	0	15	470
	10:00	2	310	124	0	3	5	4	7	13	3	32	3	15	521
	11:00	2	262	105	0	1	1	2	9	17	1	45	1	17	463
	12:00	5	247	80	0	5	5	2	7	8	4	44	2	11	420
	13:00	2	204	112	0	2	3	2	6	8	2	44	1	9	395
	14:00	3	208	103	0	5	2	2	10	8	1	36	1	14	393
	15:00	2	228	80	0	1	2	2	12	13	4	34	3	9	390
	16:00	3	226	115	0	1	3	1	4	9	0	49	1	15	427
	17:00	4	216	93	0	2	1	1	8	12	1	45	4	13	400
	18:00	1	204	78	0	1	0	1	9	6	0	18	1	4	323
	19:00	1	136	53	0	2	1	0	1	3	0	13	0	1	211
	20:00	4	125	39	0	3	1	0	1	2	0	6	0	0	181
	21:00	1	87	29	0	0	0	1	1	2	1	1	0	0	123
	22:00	0	42	16	0	1	0	0	0	0	0	1	0	0	60
	23:00	1	34	7	0	1	0	0	0	0	0	0	0	0	43
Daily Total :		37	3700	1695	2	45	36	21	94	131	21	453	17	142	6394
	Percent :	1%	58%	27%	0%	1%	1%	0%	1%	2%	0%	7%	0%	2%	
	Average :	2	154	71	0	2	2	1	4	5	1	19	1	6	268

(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
09/01/23	00:00	0	13	9	0	1	0	0	0	0	0	0	0	0	23
Fri	01:00	0	4	2	0	0	0	0	0	0	0	0	0	1	7
	02:00	0	3	6	0	0	0	0	0	0	0	0	0	0	9
	03:00	0	10	1	0	0	1	0	0	1	0	0	0	0	13
	04:00	1	15	13	0	0	0	0	0	0	0	0	0	0	29
	05:00	0	54	47	0	2	0	1	1	0	0	0	0	1	106
	06:00	2	124	96	0	2	0	1	2	0	0	5	0	0	232
	07:00	2	240	156	0	4	2	1	2	4	5	12	0	4	432
	08:00	3	296	154	0	3	3	1	3	10	2	22	1	7	505
	09:00	2	290	136	0	2	4	2	6	7	4	28	3	12	496
	10:00	2	282	138	0	5	3	4	5	13	0	37	2	12	503
	11:00	3	260	126	0	1	2	4	14	6	1	38	2	21	478
	12:00	2	223	112	0	3	2	1	12	7	3	48	2	8	423
	13:00	2	229	83	0	0	2	1	9	15	0	40	6	16	403
	14:00	1	215	84	0	0	3	5	5	10	2	33	2	19	379
	15:00	1	188	84	0	1	3	1	12	10	0	39	5	12	356
	16:00	2	196	77	0	2	3	2	11	7	2	43	3	6	354
	17:00	4	168	70	0	3	2	3	9	12	0	31	3	8	313
	18:00	2	185	59	0	1	0	1	8	2	1	17	0	3	279
	19:00	1	140	56	0	0	0	1	1	2	1	10	0	1	213
	20:00	2	116	37	0	1	1	1	5	1	0	6	0	1	171
	21:00	2	82	30	0	2	0	0	2	1	0	7	0	1	127
	22:00	1	60	13	0	1	0	0	1	0	0	0	0	0	76
	23:00	0	33	5	0	0	0	0	0	0	0	0	0	0	38
Daily Total :		35	3426	1594	0	34	31	30	108	108	21	416	29	133	5965
Percent :		1%	57%	27%	0%	1%	1%	1%	2%	2%	0%	7%	0%	2%	
Average :		1	143	66	0	1	1	1	5	5	1	17	1	6	248

(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
09/02/23	00:00	0	23	7	0	0	0	0	0	0	0	1	0	0	31
Sat	01:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	02:00	0	13	3	0	1	0	0	0	0	0	0	0	0	17
	03:00	0	9	6	0	0	0	0	0	0	0	0	0	0	15
	04:00	0	7	1	0	0	0	0	0	1	0	0	0	0	9
	05:00	0	24	11	0	0	0	0	0	0	0	0	0	0	35
	06:00	0	54	30	0	1	0	0	0	1	0	0	1	0	87
	07:00	1	108	63	0	1	0	0	0	1	0	3	0	1	178
	08:00	0	168	87	0	0	0	0	2	2	0	8	1	5	273
	09:00	1	265	119	1	0	0	4	2	5	0	17	2	5	421
	10:00	2	245	125	0	2	2	2	5	6	0	22	4	10	425
	11:00	5	233	106	0	1	2	5	5	8	0	42	4	12	423
	12:00	2	228	90	0	1	1	1	5	14	0	44	3	10	399
	13:00	2	237	77	0	2	2	1	7	10	2	30	2	12	384
	14:00	8	213	84	0	2	2	1	2	6	0	35	3	6	362
	15:00	2	196	93	0	2	0	2	2	7	0	32	1	5	342
	16:00	4	200	92	0	1	2	1	4	5	0	19	1	6	335
	17:00	0	185	64	0	0	1	2	6	2	0	11	0	5	276
	18:00	3	152	48	0	0	1	1	1	3	1	14	2	0	226
	19:00	1	156	56	0	0	0	1	3	0	0	13	1	0	231
	20:00	1	174	54	0	0	0	0	1	0	2	4	0	0	236
	21:00	1	104	26	0	0	0	0	1	1	0	3	0	0	136
	22:00	0	83	16	0	1	0	0	0	0	0	0	0	0	100
	23:00	0	40	15	0	0	0	0	0	1	0	0	0	0	56
Daily Total :		33	3126	1274	1	15	13	21	46	73	5	298	25	77	5007
Percent :		1%	62%	25%	0%	0%	0%	0%	1%	1%	0%	6%	0%	2%	
Average :		1	130	53	0	1	1	1	2	3	0	12	1	3	208

(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
09/03/23	00:00	0	33	8	0	2	0	0	0	0	0	0	0	0	43
Sun	01:00	0	14	10	0	0	0	0	0	0	0	0	0	0	24
	02:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	05:00	0	16	17	0	0	0	0	1	0	0	0	0	0	34
	06:00	0	42	22	0	0	0	0	0	0	0	0	0	0	64
	07:00	0	64	35	0	3	0	0	1	0	0	6	0	1	110
	08:00	1	165	63	0	0	0	1	5	3	0	8	0	1	247
	09:00	1	239	104	0	0	0	1	5	4	0	24	1	3	382
	10:00	2	270	110	0	1	2	2	6	8	0	39	1	5	446
	11:00	2	229	106	0	3	4	6	10	10	1	43	0	10	424
	12:00	3	248	103	0	0	1	2	7	5	1	29	3	10	412
	13:00	1	245	81	0	0	2	3	9	6	0	30	1	7	385
	14:00	4	211	77	0	0	1	1	11	9	0	40	0	6	360
	15:00	7	244	86	0	2	0	2	4	4	0	29	0	5	383
	16:00	8	225	86	0	0	1	1	10	4	0	23	4	5	367
	17:00	7	235	95	0	0	0	1	4	5	0	17	0	5	369
	18:00	2	237	89	0	1	0	0	3	4	0	9	0	3	348
	19:00	4	202	63	0	0	0	1	9	3	0	6	0	0	288
	20:00	3	205	70	0	2	0	1	4	3	0	1	0	2	291
	21:00	0	139	25	0	0	0	0	3	0	0	5	0	0	172
	22:00	0	62	18	0	3	0	1	0	0	0	0	0	0	84
	23:00	0	40	6	0	0	0	0	0	0	0	1	0	0	47
Daily Total :		45	3389	1280	0	17	11	23	92	68	2	310	10	63	5310
Percent :		1%	64%	24%	0%	0%	0%	0%	2%	1%	0%	6%	0%	1%	
Average :		2	141	53	0	1	0	1	4	3	0	13	0	3	221

(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
09/04/23	00:00	0	20	4	0	0	0	0	0	0	0	0	0	0	24
Mon	01:00	0	11	3	0	1	0	0	0	0	0	0	0	0	15
	02:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	03:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	10	7	0	0	0	0	0	0	0	0	0	0	17
	05:00	0	12	11	0	0	0	0	0	0	0	0	0	0	23
	06:00	0	55	24	0	1	0	0	0	1	0	0	0	0	81
	07:00	0	73	41	0	0	1	0	2	1	0	1	0	0	119
	08:00	0	113	67	0	0	1	1	0	1	0	5	2	0	190
	09:00	0	171	71	0	0	0	0	6	3	0	8	0	4	263
	10:00	2	235	109	0	0	0	1	4	7	0	23	2	5	388
	11:00	2	284	119	0	1	3	1	10	7	1	22	1	9	460
	12:00	6	252	120	0	3	3	3	10	6	0	27	1	5	436
	13:00	5	304	119	0	0	1	3	7	3	3	34	3	5	487
	14:00	2	280	118	0	1	1	1	7	8	2	24	2	6	452
	15:00	7	286	135	0	1	0	2	14	2	1	21	2	5	476
	16:00	2	300	122	0	3	0	3	8	3	1	22	2	8	474
	17:00	7	285	115	0	0	0	3	7	4	1	13	1	10	446
	18:00	2	214	105	0	2	0	3	7	2	0	13	0	1	349
	19:00	3	198	79	0	1	0	0	5	0	0	8	0	0	294
	20:00	2	164	55	0	0	0	0	6	0	1	7	0	0	235
	21:00	1	52	25	0	0	0	0	1	0	0	2	0	0	81
	22:00	0	35	10	0	0	0	0	0	0	0	1	0	0	46
	23:00	0	17	1	0	0	0	0	0	0	0	1	0	0	19
Daily Total :		41	3384	1463	0	14	10	21	94	48	10	232	16	58	5391
Percent :		1%	63%	27%	0%	0%	0%	0%	2%	1%	0%	4%	0%	1%	
Average :		2	141	61	0	1	0	1	4	2	0	10	1	2	225

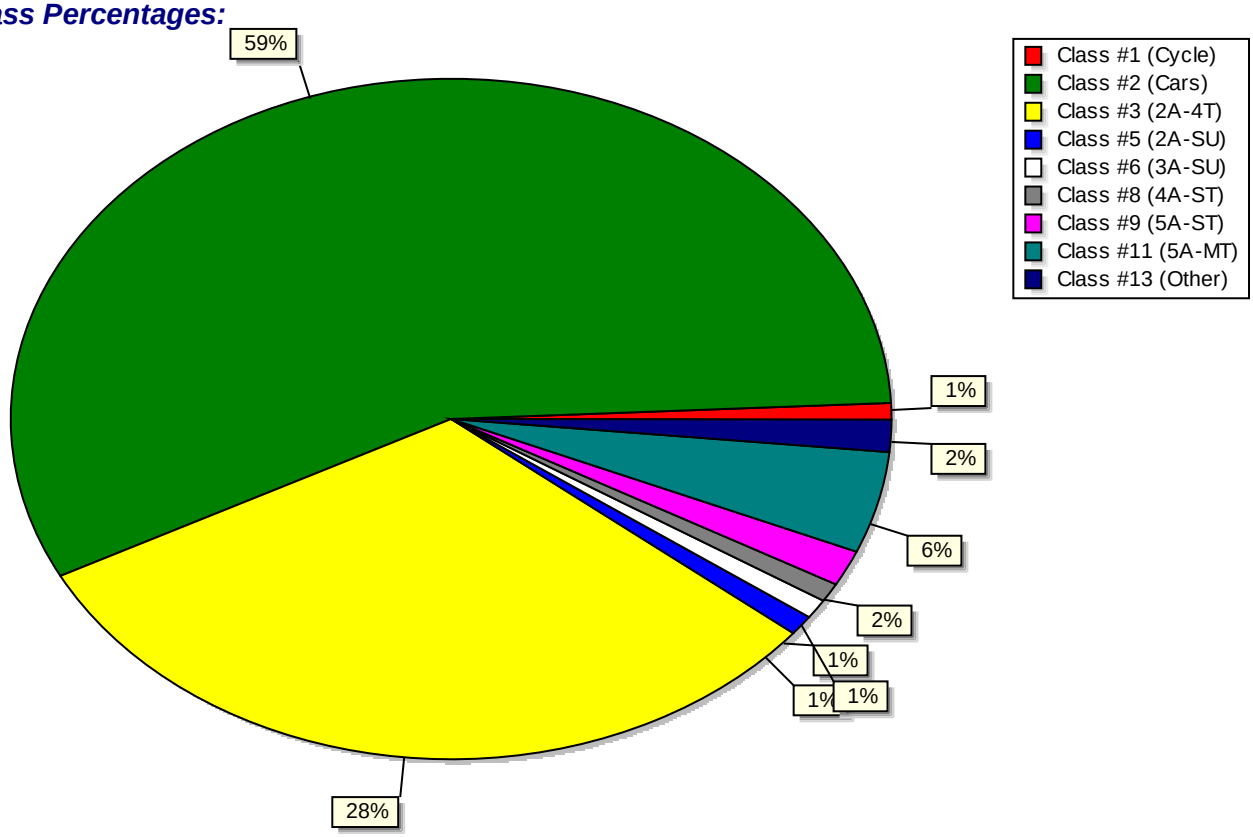
(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
09/05/23	00:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Tue	01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	19	19	0	0	0	0	0	0	0	1	0	0	39
	05:00	2	63	57	0	1	0	0	1	1	0	2	0	0	127
	06:00	2	154	124	0	2	1	2	0	1	0	2	0	0	288
	07:00	3	297	191	0	5	1	3	5	4	0	23	1	9	542
	08:00	2	392	178	0	5	2	4	13	8	5	33	0	15	657
	09:00	2	290	137	0	5	8	1	10	6	2	19	3	13	496
	10:00	0	289	158	0	3	7	4	6	10	2	27	2	13	521
	11:00	4	262	133	0	4	4	4	8	7	2	26	4	7	465
	12:00	5	264	135	0	2	2	0	7	11	2	30	3	8	469
	13:00	2	239	111	0	6	2	1	6	13	0	30	2	13	425
	14:00	4	228	92	0	7	0	0	8	9	1	34	1	8	392
	15:00	1	188	93	0	1	5	2	7	7	3	33	2	14	356
	16:00	3	188	102	0	4	3	3	7	9	2	33	5	14	373
	17:00	0	175	77	0	2	2	2	8	13	1	29	1	11	321
	18:00	2	168	78	0	2	1	1	7	5	0	15	0	3	282
	19:00	1	135	57	0	0	2	0	1	0	0	14	0	0	210
	20:00	2	119	36	0	0	1	0	4	0	0	5	0	0	167
	21:00	0	81	13	1	1	1	0	2	0	0	2	0	0	101
	22:00	1	31	6	0	1	0	0	0	0	0	0	0	0	39
	23:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
Daily Total :		36	3616	1804	1	51	42	27	100	104	20	358	24	128	6311
Percent :		1%	57%	29%	0%	1%	1%	0%	2%	2%	0%	6%	0%	2%	
Average :		2	151	75	0	2	2	1	4	4	1	15	1	5	263

Basic Axle Class Summary: P2320002

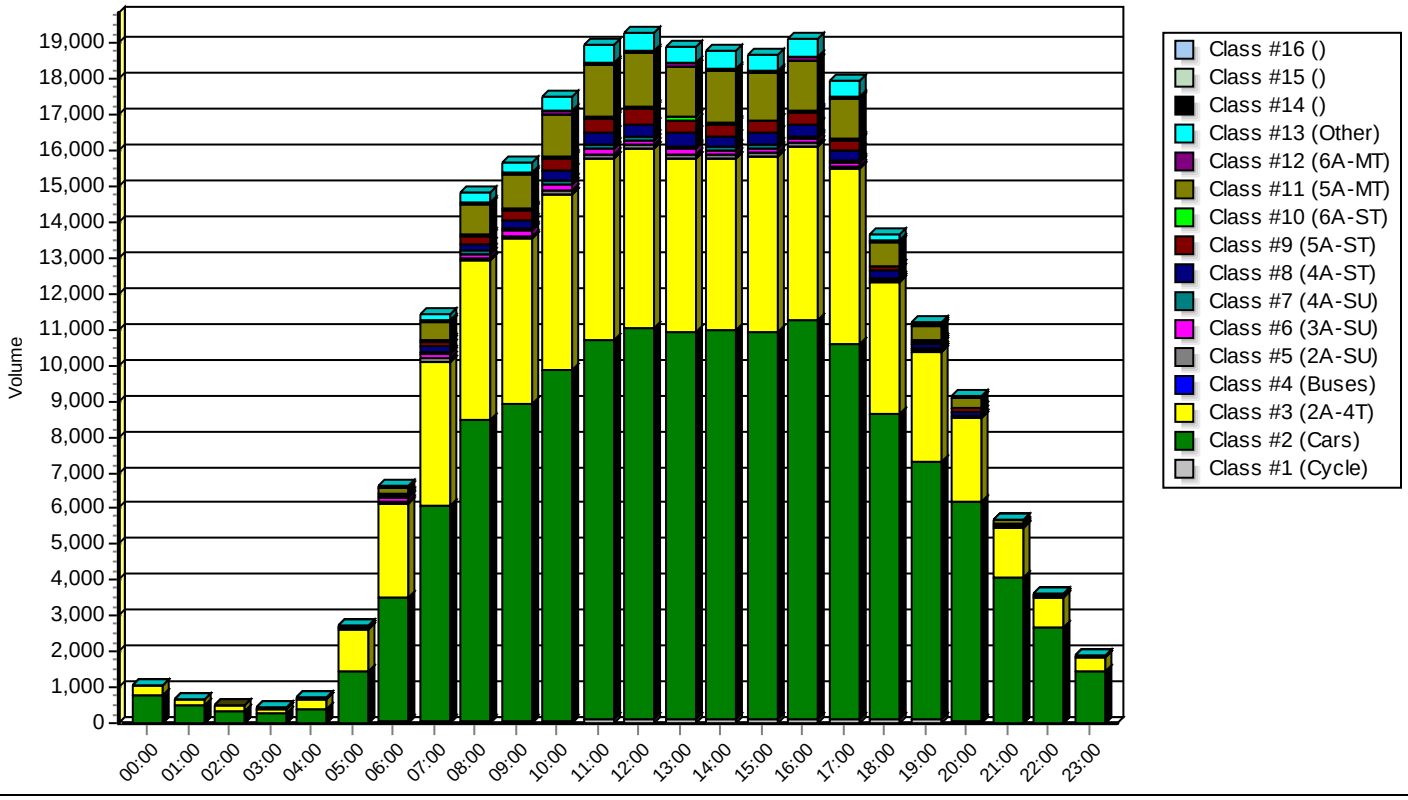
(DEFAULTC) Description	Lane	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
TOTAL COUNT :	#1.	751	73742	35387	34	709	874	586	1834	1767	345	7396	490	2382	126297
	#2.	676	72323	33603	16	646	651	508	1877	1996	308	7608	440	2329	122981
		1427	146065	68990	50	1355	1525	1094	3711	3763	653	15004	930	4711	249278
Percents :	#1.	1%	58%	28%	0%	1%	1%	0%	1%	1%	0%	6%	0%	2%	51%
	#2.	1%	59%	27%	0%	1%	1%	0%	2%	2%	0%	6%	0%	2%	49%
		1%	59%	28%	0%	1%	1%	0%	1%	2%	0%	6%	0%	2%	
Average :	#1.	1	146	70	0	1	2	1	4	4	1	15	1	5	251
	#2.	1	143	67	0	1	1	1	4	4	1	15	1	5	244
		2	289	137	0	2	3	2	8	8	2	30	2	10	495
Days & ADT :	#1.	21.0	6014												
	#2.	21.0	5856												
		21.0	11870												

P2320002 Axle Class Charts For Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

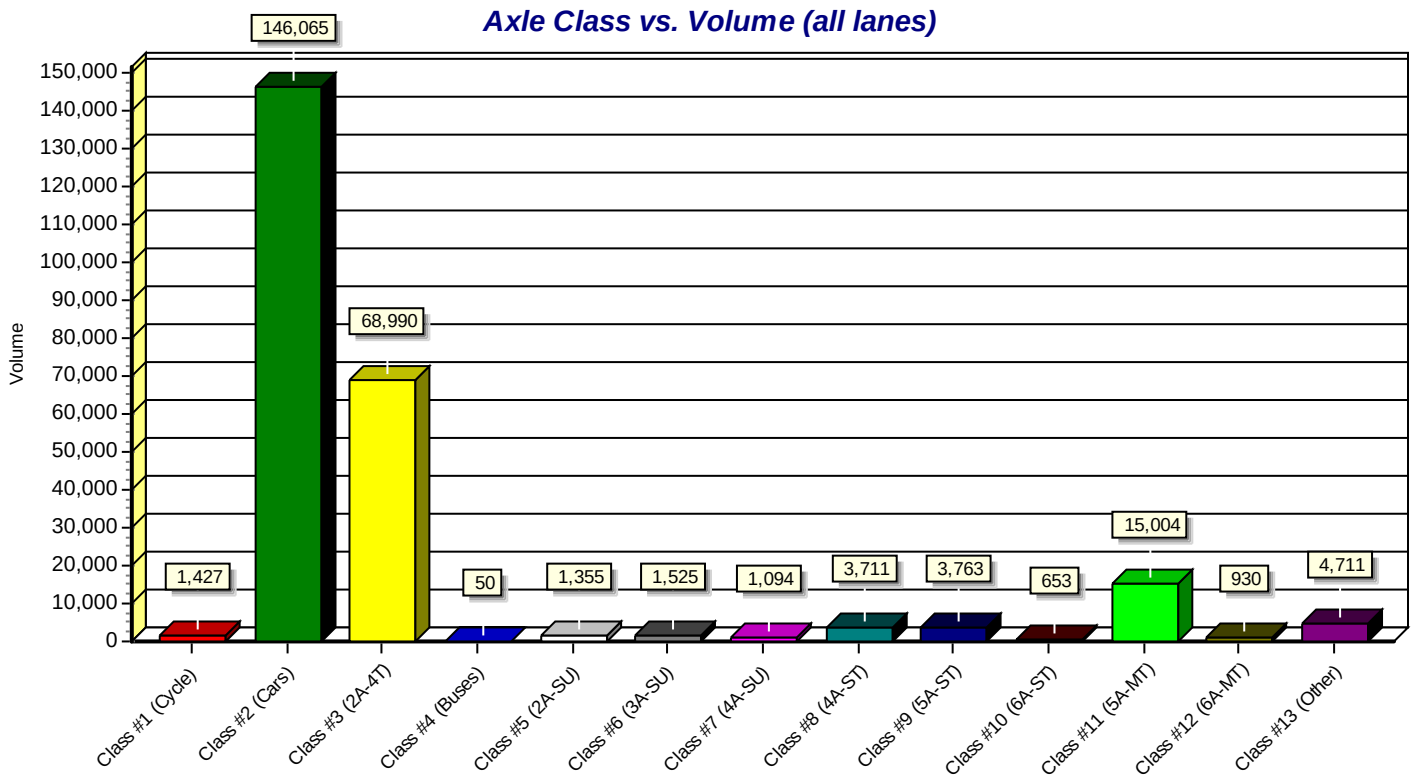
Axle Class Percentages:



Axle Class vs. Time (all lanes)



P2320002 Axle Class Charts For Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023



Basic Speed Classification Report: P2320002

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	N	NB	Ax-Ax	150 cm	183 cm	

Lane #1 Basic Speed Classification Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/16/23	00:00	0	0	0	1	5	19	5	1	0	0	0	0	0	0	0	0	31
Wed	01:00	0	0	0	0	5	8	1	1	0	0	0	0	0	0	0	0	15
	02:00	0	0	0	0	1	8	1	0	0	0	0	0	0	0	0	0	10
	03:00	0	0	0	1	7	1	1	0	0	0	0	0	0	0	0	0	10
	04:00	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	0	5	18	21	6	0	0	0	0	0	0	0	0	0	50
	06:00	0	0	1	10	67	44	7	3	4	0	0	0	0	0	0	0	136
	07:00	0	0	2	22	147	68	4	0	1	0	0	0	0	0	0	1	245
	08:00	0	0	1	25	152	95	7	0	1	0	1	0	1	0	0	1	284
	09:00	0	0	9	37	196	96	2	0	0	1	0	0	0	0	1	0	342
	10:00	0	3	5	45	240	70	5	2	1	0	1	1	1	0	0	2	376
	11:00	1	0	4	86	274	90	1	0	0	0	0	0	0	0	0	0	456
	12:00	0	2	4	72	325	83	4	2	0	1	0	0	1	0	0	0	494
	13:00	3	1	4	59	273	118	6	0	1	0	0	0	0	0	0	0	465
	14:00	0	0	3	76	303	67	6	0	1	1	0	0	0	0	1	0	458
	15:00	1	9	9	65	343	91	4	0	0	0	2	0	0	0	0	1	525
	16:00	0	1	13	103	323	130	11	0	1	0	0	0	0	0	0	0	582
	17:00	2	1	1	38	320	197	17	1	2	0	0	0	0	0	0	2	581
	18:00	0	0	1	13	140	208	15	0	0	0	0	0	0	0	0	0	377
	19:00	0	0	1	28	149	134	14	1	0	1	0	0	0	0	0	0	328
	20:00	0	0	0	17	119	114	12	0	0	0	0	0	0	0	0	0	262
	21:00	0	0	0	12	93	65	9	0	0	0	0	0	0	0	0	1	180
	22:00	0	0	1	11	94	63	7	0	0	0	0	0	0	0	0	0	176
	23:00	0	0	0	4	18	33	6	0	0	0	0	0	0	0	0	0	61
Daily Total :		7	17	59	730	3612	1826	153	11	12	4	4	1	3	0	2	8	6449
Percent :		0%	0%	1%	11%	56%	28%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	2	30	151	76	6	0	1	0	0	0	0	0	0	0	244

Speeds - Average: 57.0 50% : 56.7 67% : 59.8 85% : 65.9 20kph Pace: 50.1 - 70.0 (84.3%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/17/23	00:00	0	0	0	0	5	20	2	0	0	0	0	0	0	0	0	0	27
Thu	01:00	0	0	0	0	3	4	7	1	0	0	0	0	0	0	0	0	15
	02:00	0	0	0	2	1	12	2	0	0	0	0	0	0	0	0	0	17
	03:00	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	0	0	0	4	4	5	0	0	0	0	0	0	0	0	0	13
	05:00	0	0	0	7	19	28	4	0	0	0	0	0	0	0	0	0	58
	06:00	0	0	1	8	45	64	10	1	1	0	0	0	0	0	0	0	130
	07:00	0	0	0	16	102	94	9	0	0	0	0	0	0	0	0	1	222
	08:00	0	0	0	24	155	105	10	0	1	0	1	1	0	0	0	0	297
	09:00	0	0	3	38	234	83	0	0	0	0	0	0	0	0	0	0	358
	10:00	0	0	2	42	222	69	2	0	0	0	0	0	0	0	0	1	338
	11:00	0	0	2	69	311	71	2	1	0	0	0	1	1	0	0	2	460
	12:00	0	7	8	60	283	83	7	2	0	2	1	0	0	0	0	0	453
	13:00	1	0	7	113	271	57	7	2	0	0	0	0	0	0	0	1	459
	14:00	0	2	5	96	329	99	3	0	1	0	1	0	0	0	0	1	537
	15:00	0	0	3	64	344	121	4	1	1	0	0	0	0	0	0	0	538
	16:00	2	5	15	108	393	123	12	0	0	0	1	0	0	0	0	1	660
	17:00	0	0	4	45	342	191	10	2	2	1	0	0	0	0	0	2	599
	18:00	0	0	0	33	210	138	13	2	0	0	0	0	0	0	0	0	396
	19:00	0	0	0	19	182	151	14	1	0	1	0	0	0	0	0	1	369
	20:00	0	0	0	16	144	104	16	0	0	0	0	0	0	0	0	0	280
	21:00	0	0	0	13	86	75	9	0	0	0	0	0	0	0	0	0	183
	22:00	0	0	0	18	136	79	10	0	0	0	0	0	0	0	0	0	243
	23:00	0	0	0	3	24	42	7	0	0	0	0	0	0	0	0	0	76
Daily Total :		3	14	50	794	3850	1819	165	13	6	4	4	2	1	0	0	10	6735
Percent :		0%	0%	1%	12%	57%	27%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	2	33	160	76	7	1	0	0	0	0	0	0	0	0	267

Speeds - Average: 56.8 50% : 56.6 67% : 59.5 85% : 65.6 20kph Pace: 50.1 - 70.0 (84.2%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/18/23	00:00	0	0	0	2	10	11	2	1	0	0	0	0	0	0	0	0	26
Fri	01:00	0	0	0	2	7	10	4	1	0	0	0	0	0	0	0	0	24
	02:00	0	0	0	0	10	5	0	0	0	0	0	0	0	0	0	0	15
	03:00	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	0	0	0	7	6	1	0	0	0	0	0	0	0	0	0	14
	05:00	0	0	0	2	15	26	3	2	0	0	0	0	0	0	0	0	48
	06:00	0	1	1	8	46	54	9	2	2	0	1	0	0	0	1	0	125
	07:00	0	0	0	11	102	85	7	0	1	0	0	0	0	0	0	0	206
	08:00	0	0	0	22	175	65	3	0	0	0	1	0	0	0	0	0	266
	09:00	0	1	0	24	201	81	9	0	0	0	0	0	0	0	0	0	316
	10:00	0	1	2	94	266	61	0	2	0	0	1	2	0	0	0	0	429
	11:00	1	0	19	104	281	57	0	2	2	0	0	0	1	2	0	0	469
	12:00	0	1	23	109	297	67	1	2	1	0	0	1	0	0	1	0	503
	13:00	0	14	23	157	330	44	2	1	3	1	0	0	1	0	1	2	579
	14:00	2	6	38	169	323	49	2	0	2	0	0	0	0	0	0	1	592
	15:00	14	49	76	126	272	65	3	0	0	0	0	0	0	0	0	0	605
	16:00	0	0	12	92	417	128	4	0	0	0	0	0	0	0	0	2	655
	17:00	0	8	9	129	399	139	6	1	0	1	0	0	0	0	0	1	693
	18:00	0	0	0	35	223	151	15	0	0	1	0	1	0	0	0	0	426
	19:00	0	0	0	23	174	114	11	1	0	0	1	0	1	0	0	0	325
	20:00	0	0	0	27	183	80	4	0	0	0	0	0	0	0	0	0	294
	21:00	0	0	0	19	121	71	7	1	0	0	0	0	0	0	0	0	219
	22:00	0	0	0	3	48	54	11	1	0	0	0	0	0	0	0	0	117
	23:00	0	0	1	2	35	37	4	1	0	0	0	0	0	0	0	0	80
Daily Total :		17	81	204	1160	3946	1464	108	18	11	3	4	4	3	2	3	6	7034
Percent :		0%	1%	3%	16%	56%	21%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	3	9	48	164	61	5	1	0	0	0	0	0	0	0	0	280

Speeds - Average: 54.9 50% : 55.3 67% : 58.3 85% : 64.0 20kph Pace: 50.1 - 70.0 (76.9%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/19/23	00:00	0	0	0	1	22	15	6	3	1	0	0	0	0	0	0	0	48
Sat	01:00	0	0	1	0	7	14	6	0	0	0	0	0	0	0	0	0	28
	02:00	0	0	0	0	7	18	5	0	0	0	0	0	0	0	0	0	30
	03:00	0	0	0	0	4	5	1	0	0	0	0	0	0	0	0	0	10
	04:00	0	0	0	2	1	4	0	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	0	6	8	9	2	0	1	0	0	0	0	0	0	0	26
	06:00	0	0	1	9	31	30	8	3	1	0	0	0	0	0	0	0	83
	07:00	0	0	0	8	67	82	19	0	0	1	0	0	0	0	0	0	177
	08:00	0	0	1	16	157	78	8	0	0	0	0	0	0	1	0	0	261
	09:00	0	0	0	24	206	120	6	0	0	0	0	0	0	0	0	1	357
	10:00	0	2	1	35	270	137	3	0	0	0	0	1	0	1	0	1	451
	11:00	0	0	5	89	326	83	3	1	0	0	2	0	0	0	0	0	509
	12:00	0	0	2	81	360	119	5	1	0	0	1	0	0	0	0	0	569
	13:00	0	1	7	75	349	102	7	0	0	1	1	0	0	1	1	0	545
	14:00	2	8	10	49	327	119	6	0	1	0	0	0	1	0	0	0	523
	15:00	0	0	1	31	300	150	8	0	0	0	0	0	0	0	0	0	490
	16:00	0	1	5	29	217	128	12	1	1	0	0	0	0	0	0	2	396
	17:00	0	0	0	16	175	113	12	0	0	0	0	0	0	0	0	1	317
	18:00	0	0	1	15	121	88	11	1	0	1	0	0	0	0	0	0	238
	19:00	0	0	1	15	102	104	14	0	0	0	0	0	0	0	0	0	236
	20:00	1	0	0	10	105	49	6	2	0	0	0	1	0	0	0	0	174
	21:00	0	0	0	20	81	44	6	0	1	0	0	0	0	0	0	0	152
	22:00	0	0	1	6	75	44	5	0	0	0	0	0	0	0	0	0	131
	23:00	0	0	0	3	37	32	6	0	0	0	0	0	0	0	0	0	78
Daily Total :		3	12	37	540	3355	1687	165	12	6	3	4	2	1	3	1	5	5836
Percent :		0%	0%	1%	9%	57%	29%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	2	23	140	70	7	1	0	0	0	0	0	0	0	0	292

Speeds - Average: 57.5 50% : 57.0 67% : 59.9 85% : 66.1 20kph Pace: 50.1 - 70.0 (86.4%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/20/23	00:00	0	0	0	0	13	26	6	0	1	0	0	0	0	0	0	0	46
Sun	01:00	0	0	0	1	13	17	4	1	1	0	0	0	0	0	0	0	37
	02:00	0	0	0	2	9	2	1	0	0	0	0	0	0	0	0	0	14
	03:00	0	0	0	0	4	5	2	0	1	0	0	0	0	0	0	0	12
	04:00	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	6
	05:00	0	0	1	5	7	12	0	0	0	0	0	0	0	0	0	0	25
	06:00	0	0	1	3	28	19	5	0	0	0	0	0	0	0	0	0	56
	07:00	0	0	1	5	28	35	8	3	0	0	0	0	0	0	0	1	81
	08:00	0	0	0	15	110	47	5	1	0	0	0	0	0	0	0	0	178
	09:00	0	0	10	31	130	70	9	0	0	0	1	1	0	0	0	1	253
	10:00	0	0	1	30	219	90	4	0	1	0	0	0	1	0	0	1	347
	11:00	0	0	6	45	292	95	6	0	0	0	0	0	1	0	0	1	446
	12:00	0	0	4	93	303	91	4	0	1	0	0	0	0	0	0	1	497
	13:00	0	0	1	49	245	113	6	0	1	0	0	0	0	0	0	3	418
	14:00	0	0	2	46	220	127	6	0	0	0	1	0	1	0	0	0	403
	15:00	1	1	2	23	231	125	11	0	0	0	0	0	0	0	1	0	395
	16:00	0	7	42	73	125	75	2	2	0	0	0	1	0	0	0	1	328
	17:00	0	1	28	56	100	78	3	0	1	0	0	0	0	0	0	0	267
	18:00	0	0	0	5	114	77	6	0	0	0	0	0	0	0	0	0	202
	19:00	0	0	1	10	91	103	4	0	0	0	0	0	0	0	0	0	209
	20:00	0	0	0	11	75	64	7	0	0	0	0	0	0	0	0	0	157
	21:00	0	0	0	6	43	50	6	1	0	0	0	0	0	0	0	0	106
	22:00	0	0	0	1	29	32	4	0	0	0	0	0	0	0	0	0	66
	23:00	0	0	0	1	12	9	4	0	1	0	0	0	0	0	0	0	27
Daily Total :		1	9	100	511	2442	1365	115	8	8	0	2	2	3	0	1	9	4576
Percent :		0%	0%	2%	11%	53%	30%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	4	21	102	57	5	0	0	0	0	0	0	0	0	0	244

Speeds - Average: 57.0 50% : 56.9 67% : 60.2 85% : 66.1 20kph Pace: 50.1 - 70.0 (83.2%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/21/23	00:00	0	0	0	0	4	15	2	0	1	0	2	0	0	0	0	0	24
Mon	01:00	0	0	0	1	1	5	2	0	0	0	0	0	0	0	0	0	9
	02:00	0	0	0	0	3	7	2	0	0	0	0	0	0	0	0	0	12
	03:00	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	4
	04:00	0	0	0	1	2	5	3	0	0	0	0	0	0	0	0	0	11
	05:00	0	0	1	4	18	15	7	2	0	0	0	0	0	0	0	0	47
	06:00	0	0	3	8	64	47	6	0	0	0	0	0	0	0	0	0	128
	07:00	0	0	0	16	106	69	12	0	0	0	0	0	0	1	0	0	204
	08:00	0	0	4	28	149	91	2	0	0	0	0	0	0	0	1	0	275
	09:00	0	2	4	46	180	51	4	0	1	1	1	0	0	0	0	1	291
	10:00	2	4	12	52	203	85	0	1	0	0	0	0	0	0	0	0	359
	11:00	0	0	4	76	228	70	3	0	0	1	0	0	0	0	1	0	383
	12:00	0	0	2	57	282	97	8	0	0	0	0	0	1	0	0	0	447
	13:00	0	0	0	34	263	87	1	0	3	0	0	0	0	0	0	1	389
	14:00	0	0	2	55	323	118	4	0	1	0	0	0	0	0	0	0	503
	15:00	0	9	11	65	321	106	8	1	0	0	1	0	0	0	0	0	522
	16:00	0	0	0	53	396	165	8	0	1	0	0	0	1	0	0	0	624
	17:00	0	0	2	53	317	178	11	1	0	0	1	0	0	0	0	0	563
	18:00	0	1	1	34	180	146	18	0	1	0	0	0	0	0	0	0	381
	19:00	0	0	0	42	171	132	6	0	0	0	0	0	0	0	0	1	352
	20:00	0	0	2	21	137	83	4	0	0	0	0	0	0	0	0	1	248
	21:00	0	0	0	8	66	63	5	0	0	0	0	0	0	0	0	0	142
	22:00	0	0	0	3	29	36	7	2	0	0	0	0	0	0	0	0	77
	23:00	0	0	1	1	11	20	7	3	0	0	0	0	0	0	0	0	43
Daily Total :		2	16	49	658	3454	1693	131	10	8	3	5	0	2	1	2	4	6038
Percent :		0%	0%	1%	11%	57%	28%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	2	27	144	71	5	0	0	0	0	0	0	0	0	0	189

Speeds - Average: 57.1 50% : 56.7 67% : 59.7 85% : 65.7 20kph Pace: 50.1 - 70.0 (85.2%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/22/23	00:00	0	0	0	1	10	6	4	2	0	0	0	0	0	0	0	0	23
Tue	01:00	0	0	0	0	2	4	2	1	0	0	0	0	0	0	0	0	9
	02:00	0	0	1	0	3	6	1	0	0	0	0	0	0	0	0	0	11
	03:00	0	0	0	2	3	4	0	0	0	0	0	0	0	0	0	0	9
	04:00	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
	05:00	0	0	1	1	16	20	4	0	0	0	0	0	0	0	0	0	42
	06:00	0	0	1	6	48	65	13	2	0	0	0	0	0	0	0	0	135
	07:00	0	0	6	15	131	78	7	1	0	0	0	0	0	0	0	0	238
	08:00	0	0	1	21	167	68	8	2	0	1	0	0	0	0	1	0	269
	09:00	0	0	0	33	204	62	1	0	0	0	0	0	0	0	0	2	302
	10:00	0	0	2	43	226	74	2	0	1	0	0	1	0	0	0	0	349
	11:00	0	0	3	69	261	72	4	1	0	0	1	0	0	0	0	1	412
	12:00	1	0	8	88	295	60	2	1	0	0	2	0	1	0	0	0	458
	13:00	0	4	7	61	306	95	3	1	0	0	0	0	0	0	0	1	478
	14:00	0	0	4	60	298	107	6	0	0	0	0	1	0	0	0	0	476
	15:00	0	0	10	46	290	134	10	0	0	1	0	0	0	0	0	0	491
	16:00	0	2	14	59	307	182	6	1	0	1	1	0	0	1	0	0	574
	17:00	0	0	3	74	345	180	6	0	0	0	1	0	0	0	1	0	610
	18:00	0	0	2	27	201	139	12	1	0	0	0	0	0	0	0	1	383
	19:00	0	0	1	14	177	100	11	1	0	0	1	0	0	0	0	0	305
	20:00	0	0	4	18	147	85	7	1	0	0	0	0	0	0	0	0	262
	21:00	0	0	0	6	95	67	8	0	0	0	0	0	0	0	0	0	176
	22:00	0	0	0	6	31	34	13	1	0	0	0	0	0	0	0	0	85
	23:00	0	0	0	2	15	21	11	0	0	0	0	0	0	0	0	0	49
Daily Total :		1	6	68	652	3580	1663	143	16	1	3	6	2	1	1	2	5	6150
Percent :		0%	0%	1%	11%	58%	27%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	3	27	149	69	6	1	0	0	0	0	0	0	0	0	250

Speeds - Average: 57.0 50% : 56.6 67% : 59.5 85% : 65.6 20kph Pace: 50.1 - 70.0 (85.3%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/23/23	00:00	0	0	0	2	6	12	4	1	0	0	0	0	0	0	0	0	25
Wed	01:00	0	0	0	0	2	4	2	1	0	0	0	0	0	0	0	0	9
	02:00	0	0	0	1	4	4	5	0	0	0	0	0	0	0	0	0	14
	03:00	0	0	0	0	4	4	2	0	0	0	0	0	0	0	0	0	10
	04:00	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	0	4	17	21	9	0	1	0	1	0	0	0	0	0	53
	06:00	0	0	0	9	53	43	11	1	1	0	0	0	0	0	0	0	118
	07:00	0	0	0	15	138	73	6	1	0	1	0	0	0	0	0	0	234
	08:00	0	0	1	46	199	66	4	2	0	1	0	0	0	0	0	1	320
	09:00	0	1	1	38	177	62	8	0	0	1	0	0	1	0	0	0	289
	10:00	0	1	0	45	205	81	4	1	0	1	0	0	0	0	0	1	339
	11:00	3	3	7	43	266	86	5	1	0	0	0	0	1	0	0	0	415
	12:00	0	0	0	75	281	66	1	0	0	0	0	0	0	0	1	1	425
	13:00	0	0	3	88	257	109	3	3	0	0	0	0	0	0	0	0	463
	14:00	2	2	2	57	286	123	9	0	0	0	0	0	2	0	0	1	484
	15:00	0	0	1	43	308	124	8	2	0	0	0	0	0	0	0	1	487
	16:00	0	0	1	64	379	171	5	1	0	0	1	1	1	1	0	1	626
	17:00	4	7	5	47	301	188	8	0	0	0	0	0	0	0	0	0	560
	18:00	0	0	0	19	145	199	21	0	0	0	0	0	0	0	0	1	385
	19:00	0	0	1	12	131	130	21	0	0	0	0	1	0	1	0	0	297
	20:00	0	0	0	10	156	87	10	0	0	0	0	0	0	0	0	0	263
	21:00	0	0	0	17	77	66	13	0	0	0	0	0	0	0	0	0	173
	22:00	0	0	0	3	64	67	6	0	1	0	0	0	0	0	0	0	141
	23:00	0	0	0	0	15	35	8	2	1	0	0	0	0	0	0	0	61
Daily Total :		9	14	22	638	3472	1825	175	16	4	4	2	2	5	2	1	7	6198
Percent :		0%	0%	0%	10%	56%	29%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	1	27	145	76	7	1	0	0	0	0	0	0	0	0	255

Speeds - Average: 57.5 50% : 57.0 67% : 60.0 85% : 66.2 20kph Pace: 50.1 - 70.0 (85.5%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/24/23	00:00	0	0	0	0	7	13	4	1	0	0	0	0	0	0	0	0	25
Thu	01:00	0	0	0	0	1	4	2	3	0	0	0	0	0	0	0	0	10
	02:00	0	0	0	0	2	8	0	0	0	0	0	0	0	0	0	0	10
	03:00	0	0	0	1	3	2	0	1	0	0	0	0	0	0	0	0	7
	04:00	0	0	0	0	2	4	5	0	0	0	0	0	0	0	0	0	11
	05:00	0	0	0	5	15	18	4	1	0	0	0	0	0	0	0	0	43
	06:00	0	0	1	8	52	49	12	0	0	0	0	0	0	0	0	0	122
	07:00	0	0	0	19	96	83	11	0	0	0	0	0	0	0	0	0	209
	08:00	0	0	0	16	148	79	7	1	0	0	1	0	1	1	0	0	254
	09:00	0	0	4	36	190	97	10	3	0	0	1	0	0	0	0	1	342
	10:00	0	0	3	53	236	76	3	1	0	0	1	0	0	0	0	0	373
	11:00	0	0	7	103	235	61	0	0	0	1	2	0	0	0	0	0	409
	12:00	3	2	9	85	272	70	3	1	0	2	2	0	0	1	0	0	450
	13:00	0	3	9	80	296	84	5	0	1	1	2	0	0	0	0	0	481
	14:00	0	1	4	91	309	98	4	0	0	2	0	0	0	1	1	1	512
	15:00	2	1	33	168	334	67	1	0	0	2	2	0	1	0	0	0	611
	16:00	2	1	23	93	369	124	11	2	0	0	1	0	0	2	0	0	628
	17:00	0	0	1	64	409	131	6	0	2	0	2	0	0	0	0	1	616
	18:00	1	0	0	26	247	170	4	0	0	0	0	0	0	1	0	0	449
	19:00	0	1	2	20	195	147	11	1	0	0	0	0	0	1	0	0	378
	20:00	0	0	0	17	140	102	4	0	0	0	0	1	0	0	0	0	264
	21:00	0	0	0	8	75	56	10	1	0	0	0	0	0	0	1	0	151
	22:00	0	0	0	4	44	45	7	1	0	0	0	0	0	0	0	0	101
	23:00	0	0	0	2	18	24	5	1	0	0	0	0	0	0	0	0	50
Daily Total :		8	9	96	899	3695	1612	129	18	3	8	14	1	2	7	2	3	6506
Percent :		0%	0%	1%	14%	57%	25%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	4	37	154	67	5	1	0	0	1	0	0	0	0	0	258

Speeds - Average: 56.5 50% : 56.1 67% : 59.1 85% : 65.2 20kph Pace: 50.1 - 70.0 (81.6%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/25/23	00:00	0	0	0	0	8	10	6	0	0	0	0	0	0	0	0	0	24
Fri	01:00	0	0	0	0	3	5	4	0	0	0	0	0	0	0	0	0	12
	02:00	0	0	0	0	6	1	2	0	0	0	0	0	0	0	0	0	9
	03:00	0	0	0	1	6	3	1	0	0	0	0	0	0	0	0	0	11
	04:00	0	0	0	1	4	4	1	1	0	0	0	0	0	0	0	0	11
	05:00	0	0	0	1	17	27	2	0	0	0	0	0	0	0	0	0	47
	06:00	0	0	2	13	51	45	5	0	0	0	0	0	0	0	0	0	116
	07:00	0	3	6	18	110	78	10	2	0	0	0	0	0	0	0	0	227
	08:00	0	0	0	22	182	94	5	2	0	1	0	2	0	0	0	1	309
	09:00	0	0	1	21	202	85	5	0	1	0	0	0	1	0	0	2	318
	10:00	0	0	1	61	243	70	5	0	2	0	1	0	0	0	0	1	384
	11:00	0	0	7	83	302	66	3	1	0	1	0	0	1	0	1	0	465
	12:00	1	3	8	113	323	77	3	0	1	2	2	1	0	0	0	0	534
	13:00	0	0	5	96	326	101	5	1	1	0	0	1	0	0	0	0	536
	14:00	2	0	4	125	362	89	3	0	2	1	0	0	1	0	0	1	590
	15:00	0	0	5	76	359	135	7	3	0	0	1	2	1	1	0	0	590
	16:00	1	2	14	71	387	145	12	4	0	1	0	0	1	0	0	0	638
	17:00	0	0	1	92	366	172	6	2	0	0	0	0	0	0	0	1	640
	18:00	0	0	1	33	234	162	6	2	1	0	0	1	0	0	0	0	440
	19:00	0	0	1	26	197	142	11	0	0	0	0	0	0	0	0	0	377
	20:00	0	0	0	22	165	98	12	0	0	1	1	0	0	0	0	0	299
	21:00	0	0	2	18	104	67	6	0	0	0	0	0	0	0	0	0	197
	22:00	0	0	1	6	54	61	5	0	0	0	0	0	0	0	0	0	127
	23:00	0	0	0	2	27	42	10	1	0	0	0	0	0	0	0	0	82
Daily Total :		4	8	59	901	4038	1779	135	19	8	7	5	7	5	1	1	6	6983
Percent :		0%	0%	1%	13%	58%	25%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	38	168	74	6	1	0	0	0	0	0	0	0	0	269

Speeds - Average: 56.7 50% : 56.3 67% : 59.2 85% : 65.3 20kph Pace: 50.1 - 70.0 (83.3%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/26/23	00:00	0	0	0	2	13	13	8	0	0	0	0	0	0	0	0	0	36
Sat	01:00	0	0	0	0	5	16	7	0	1	0	0	0	0	0	0	0	29
	02:00	0	0	0	0	8	10	7	2	0	0	0	0	0	0	0	0	27
	03:00	0	0	0	2	4	3	4	0	0	0	0	0	0	0	0	0	13
	04:00	0	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	7
	05:00	0	0	0	6	8	3	1	0	0	0	0	0	0	0	0	0	18
	06:00	0	0	1	2	21	26	1	1	0	0	0	0	0	0	0	0	52
	07:00	0	0	0	6	67	50	5	3	0	0	0	0	0	0	0	0	131
	08:00	0	0	1	16	126	74	10	1	0	0	0	1	0	0	0	0	229
	09:00	0	0	2	33	160	82	8	0	1	0	0	0	0	0	0	0	286
	10:00	0	1	1	37	244	87	6	0	0	0	0	0	0	0	0	1	377
	11:00	0	6	4	90	329	87	3	0	1	1	1	2	0	1	0	0	525
	12:00	1	2	8	100	310	100	2	2	0	1	0	0	0	0	0	0	526
	13:00	0	0	12	96	274	119	4	0	0	0	1	1	0	0	1	1	509
	14:00	0	7	8	105	289	118	10	0	2	0	0	0	0	0	0	0	539
	15:00	0	0	0	39	280	138	19	1	0	0	0	0	0	0	0	1	478
	16:00	0	1	0	26	200	157	15	0	1	0	0	0	0	0	0	1	401
	17:00	0	0	0	16	184	132	11	2	0	1	0	0	0	0	0	1	347
	18:00	0	0	0	22	167	105	13	0	0	0	0	0	0	0	0	0	307
	19:00	0	0	0	14	103	109	10	1	1	0	0	0	0	0	0	0	238
	20:00	0	0	0	16	112	69	1	0	0	0	0	0	0	0	0	0	198
	21:00	0	0	0	5	82	50	9	1	0	0	0	0	0	0	0	0	147
	22:00	0	0	0	6	57	50	3	1	1	0	0	0	0	0	0	0	118
	23:00	0	0	0	6	40	27	5	0	0	0	0	0	0	0	0	0	78
Daily Total :		1	17	37	645	3085	1627	164	16	8	3	2	4	0	1	1	5	5616
Percent :		0%	0%	1%	11%	55%	29%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	2	27	129	68	7	1	0	0	0	0	0	0	0	0	289

Speeds - Average: 57.3 50% : 56.9 67% : 60.0 85% : 66.1 20kph Pace: 50.1 - 70.0 (83.9%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/27/23	00:00	0	0	0	2	18	22	4	0	0	0	0	0	0	0	0	0	46
Sun	01:00	0	0	0	1	9	18	2	2	0	0	0	0	0	0	0	0	32
	02:00	0	0	0	0	4	12	3	0	0	0	0	0	0	0	0	0	19
	03:00	0	0	0	1	2	6	3	0	0	1	0	0	0	0	0	0	13
	04:00	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	0	7	10	7	0	0	0	0	0	0	0	0	0	0	24
	06:00	0	0	1	6	18	20	2	2	0	0	0	0	0	0	0	0	49
	07:00	0	0	2	9	44	48	6	1	0	0	0	0	0	0	0	0	110
	08:00	0	0	1	9	86	68	10	0	0	0	0	0	0	0	0	0	174
	09:00	0	1	2	21	122	73	9	0	0	0	0	0	0	0	1	0	229
	10:00	0	1	0	39	200	65	6	1	0	0	1	0	1	0	0	1	315
	11:00	0	0	6	54	287	106	5	1	0	0	0	0	0	0	0	0	459
	12:00	0	2	1	49	252	151	4	0	0	0	0	0	0	1	0	0	460
	13:00	0	0	6	48	250	106	5	1	1	1	1	0	0	0	0	0	419
	14:00	0	0	0	48	238	115	11	0	0	0	0	0	0	2	0	1	415
	15:00	0	1	5	48	207	89	6	0	0	0	0	0	1	1	1	0	359
	16:00	0	0	0	15	147	145	16	1	0	0	1	0	1	0	0	0	326
	17:00	0	0	1	15	177	107	16	1	0	1	0	0	0	0	0	0	318
	18:00	0	0	1	17	110	97	9	1	0	0	0	0	0	1	0	0	236
	19:00	0	0	0	21	101	84	17	1	0	0	0	0	0	0	0	0	224
	20:00	0	0	0	18	98	55	3	0	1	0	0	0	0	0	0	0	175
	21:00	0	0	0	6	49	59	1	0	0	0	1	0	0	0	0	0	116
	22:00	0	0	0	3	24	31	7	0	1	0	0	0	0	0	0	0	66
	23:00	0	0	0	2	17	22	4	0	0	0	0	0	0	0	0	0	45
Daily Total :		0	5	26	439	2471	1511	150	12	3	3	4	0	3	5	2	2	4636
Percent :		0%	0%	1%	9%	53%	33%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	18	103	63	6	1	0	0	0	0	0	0	0	0	235

Speeds - Average: 58.1 50% : 57.5 67% : 61.2 85% : 66.6 20kph Pace: 50.1 - 70.0 (85.9%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/28/23	00:00	0	0	0	0	7	12	8	0	0	0	0	0	0	0	0	0	27
Mon	01:00	0	0	0	0	4	4	1	0	0	0	1	0	0	0	0	0	10
	02:00	0	0	0	1	1	3	2	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	0	5	2	0	0	1	0	0	0	0	0	0	0	8
	04:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	1	1	19	18	4	0	0	0	0	0	0	0	0	0	43
	06:00	0	0	1	7	38	43	13	0	0	0	0	0	0	0	0	0	102
	07:00	0	0	1	9	102	89	5	2	0	0	0	1	0	0	0	0	209
	08:00	0	0	1	16	157	87	8	0	0	0	0	0	0	0	0	0	269
	09:00	0	1	0	24	165	94	8	0	0	1	0	0	0	0	0	0	293
	10:00	0	0	0	43	211	75	5	0	0	0	1	0	0	1	1	0	337
	11:00	0	0	1	57	243	71	4	0	0	0	0	0	0	0	0	0	376
	12:00	0	0	2	70	288	90	7	1	0	1	1	0	1	0	0	0	461
	13:00	0	0	4	47	268	103	7	0	1	1	1	0	1	1	0	1	435
	14:00	0	0	2	68	289	131	2	1	0	0	0	0	0	0	0	0	493
	15:00	0	4	9	54	328	111	8	0	1	1	2	0	0	0	0	0	518
	16:00	0	2	7	55	378	171	6	0	0	0	0	0	1	0	0	3	623
	17:00	0	0	8	57	386	158	5	1	1	1	0	0	0	0	0	1	618
	18:00	0	0	0	26	173	149	9	0	1	1	0	0	0	0	0	0	359
	19:00	0	1	0	24	182	129	10	1	1	0	0	0	0	0	0	1	349
	20:00	0	0	0	13	139	100	9	0	1	0	0	0	0	1	0	0	263
	21:00	0	0	0	4	67	56	6	0	0	0	0	0	0	0	0	0	133
	22:00	0	0	0	3	20	40	5	1	0	0	0	0	0	0	0	0	69
	23:00	0	0	0	0	8	22	15	0	0	0	0	0	0	0	0	0	45
Daily Total :		0	8	37	579	3481	1760	147	7	7	6	6	1	3	3	1	6	6052
Percent :		0%	0%	1%	10%	58%	29%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	24	145	73	6	0	0	0	0	0	0	0	0	0	192

Speeds - Average: 57.5 50% : 57.0 67% : 59.9 85% : 66.0 20kph Pace: 50.1 - 70.0 (86.6%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/29/23	00:00	0	0	0	2	2	6	5	1	0	1	0	0	0	0	0	0	17
Tue	01:00	0	0	0	0	5	9	2	1	0	0	0	0	0	0	0	0	17
	02:00	0	0	0	1	7	4	1	0	0	0	0	0	0	0	0	0	13
	03:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	04:00	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	1	1	24	16	5	1	0	0	0	0	0	0	0	0	48
	06:00	0	0	1	9	42	57	10	0	0	0	0	0	0	0	0	0	119
	07:00	0	0	0	13	115	92	10	0	0	0	0	0	0	2	0	1	233
	08:00	0	0	0	7	164	98	5	3	0	0	0	0	1	0	1	0	279
	09:00	0	0	6	30	166	86	5	0	1	2	1	0	1	0	0	0	298
	10:00	2	2	9	77	207	51	2	0	0	1	0	0	0	1	0	0	352
	11:00	0	0	7	69	260	76	1	0	1	0	0	0	0	0	0	0	414
	12:00	0	1	5	75	294	91	4	2	1	0	1	0	0	1	0	1	476
	13:00	0	0	0	71	319	94	5	1	1	1	0	0	0	0	0	0	492
	14:00	0	0	7	73	305	123	6	1	0	0	1	0	0	0	0	0	516
	15:00	0	0	0	51	359	126	6	3	0	0	1	0	0	0	0	1	547
	16:00	0	0	4	57	385	140	14	2	0	0	0	0	0	1	1	0	604
	17:00	0	0	1	34	383	167	9	1	2	0	0	1	0	0	0	1	599
	18:00	0	0	0	24	171	149	9	0	0	0	0	0	0	0	0	0	353
	19:00	0	0	0	17	176	121	10	1	1	0	0	0	0	0	0	0	326
	20:00	0	0	2	11	139	93	4	0	0	1	0	0	0	1	0	0	251
	21:00	0	0	0	10	71	67	7	0	0	0	0	0	0	0	0	0	155
	22:00	0	0	0	2	26	40	11	1	0	0	0	0	0	0	0	0	80
	23:00	0	0	0	0	11	23	9	0	0	0	0	0	0	0	0	0	43
Daily Total :		2	3	44	635	3635	1732	141	18	7	6	4	1	2	6	2	4	6242
Percent :		0%	0%	1%	10%	58%	28%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	26	151	72	6	1	0	0	0	0	0	0	0	0	250

Speeds - Average: 57.3 50% : 56.8 67% : 59.7 85% : 65.8 20kph Pace: 50.1 - 70.0 (86.0%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/30/23	00:00	0	0	0	1	4	11	4	0	0	0	0	0	0	0	0	0	20
Wed	01:00	0	0	0	1	10	4	0	0	1	0	0	0	0	0	0	0	16
	02:00	0	0	0	0	3	4	3	1	0	0	0	0	0	0	0	0	11
	03:00	0	0	0	1	4	5	1	0	0	0	0	0	0	0	0	0	11
	04:00	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	6
	05:00	0	0	1	3	16	19	1	2	1	0	0	0	0	0	0	0	43
	06:00	0	0	1	7	39	62	14	2	0	0	0	0	0	0	0	0	125
	07:00	0	0	1	9	110	66	8	0	0	0	1	0	0	0	0	0	195
	08:00	0	1	1	21	174	93	3	0	0	1	0	0	0	1	0	2	297
	09:00	0	0	1	41	157	60	7	1	0	1	1	1	0	0	0	0	270
	10:00	3	4	4	40	197	83	3	0	0	0	0	0	0	0	0	0	334
	11:00	0	1	1	67	230	81	5	2	1	0	0	0	0	1	1	0	390
	12:00	0	0	4	55	298	85	2	2	0	1	2	0	0	0	1	0	450
	13:00	0	0	1	74	289	86	4	0	0	0	1	1	1	0	0	0	457
	14:00	0	0	5	81	361	82	2	0	1	0	0	0	0	0	0	1	533
	15:00	0	0	2	81	374	98	10	0	2	0	0	0	0	0	0	1	568
	16:00	0	0	9	67	394	176	5	2	0	0	0	0	0	0	0	0	653
	17:00	1	0	5	59	369	178	7	4	0	2	1	0	0	0	0	0	626
	18:00	0	0	0	29	257	154	7	1	0	0	0	0	1	0	0	0	449
	19:00	0	0	0	15	169	149	10	0	0	0	0	0	0	0	0	0	343
	20:00	0	0	1	15	144	74	9	0	0	0	0	0	1	0	0	0	244
	21:00	0	0	0	9	83	69	5	0	0	0	0	0	0	0	0	0	166
	22:00	0	0	1	3	39	34	5	2	1	0	0	0	0	0	0	0	85
	23:00	0	0	0	1	16	27	10	1	0	0	0	0	0	0	0	0	55
Daily Total :		4	6	38	680	3737	1705	126	20	7	5	6	2	3	2	2	4	6347
Percent :		0%	0%	1%	11%	59%	27%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	28	156	71	5	1	0	0	0	0	0	0	0	0	258

Speeds - Average: 57.1 50% : 56.6 67% : 59.5 85% : 65.5 20kph Pace: 50.1 - 70.0 (85.7%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/31/23	00:00	0	0	0	0	6	13	0	0	1	0	0	0	0	0	0	0	20
Thu	01:00	0	0	0	0	2	11	2	1	0	0	0	0	0	0	0	0	16
	02:00	0	0	0	1	4	8	1	0	0	0	0	0	0	0	0	0	14
	03:00	0	0	0	1	7	3	1	0	0	1	0	0	0	0	0	0	13
	04:00	0	0	1	1	2	6	5	0	0	0	0	0	0	0	0	0	15
	05:00	0	0	0	1	19	21	4	0	0	0	0	0	0	0	0	0	45
	06:00	0	0	0	12	64	51	12	1	1	0	0	0	0	0	0	0	141
	07:00	0	0	1	12	97	81	12	2	0	0	0	0	0	0	0	1	206
	08:00	1	0	0	14	164	99	6	1	1	0	2	0	0	0	0	0	288
	09:00	0	0	0	47	218	54	6	1	0	0	0	0	0	0	0	0	326
	10:00	0	0	0	54	236	83	2	0	0	0	0	0	1	0	0	1	377
	11:00	0	1	5	90	318	71	4	2	1	0	0	1	1	0	1	1	496
	12:00	0	2	7	109	310	83	4	0	0	0	3	0	0	2	0	0	520
	13:00	0	3	9	71	352	100	1	1	0	1	2	0	1	0	0	0	541
	14:00	0	0	1	75	324	115	5	1	0	1	0	0	0	0	0	0	522
	15:00	0	1	13	89	367	120	6	2	1	1	0	0	0	0	0	1	601
	16:00	0	1	7	52	377	155	6	3	0	2	0	0	1	0	0	2	606
	17:00	0	0	3	66	385	180	6	0	0	0	0	0	0	0	0	0	640
	18:00	0	0	0	30	279	151	2	0	0	0	1	0	0	0	0	0	463
	19:00	0	0	0	19	225	142	7	1	0	1	0	0	0	0	0	0	395
	20:00	0	0	0	21	182	122	5	1	0	1	0	0	0	0	0	0	332
	21:00	0	0	0	15	106	64	7	0	0	0	0	0	0	0	0	0	192
	22:00	0	0	0	8	54	55	11	1	0	0	0	0	0	0	0	0	129
	23:00	0	0	0	1	20	28	11	1	1	0	0	0	0	0	0	0	62
Daily Total :		1	8	47	789	4118	1816	126	19	6	8	8	1	4	2	1	6	6960
Percent :		0%	0%	1%	11%	59%	26%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	33	172	76	5	1	0	0	0	0	0	0	0	0	263

Speeds - Average: 56.9 50% : 56.5 67% : 59.3 85% : 65.3 20kph Pace: 50.1 - 70.0 (85.3%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/01/23	00:00	0	0	0	1	8	20	5	0	0	0	0	0	0	0	0	0	34
Fri	01:00	0	0	0	1	4	8	3	2	0	0	0	0	0	0	0	0	18
	02:00	0	0	0	1	1	5	1	0	0	0	0	0	0	0	0	0	8
	03:00	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0	12
	04:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	0	2	6	13	23	8	0	0	0	0	0	0	0	0	0	52
	06:00	0	0	0	11	51	48	7	0	0	0	0	0	0	0	0	0	117
	07:00	0	0	1	22	122	78	10	0	0	0	0	0	0	0	0	0	233
	08:00	0	0	0	17	212	75	6	0	0	0	0	0	0	0	0	0	310
	09:00	0	1	0	46	228	61	5	2	0	1	0	0	0	0	0	1	345
	10:00	0	1	2	59	301	74	6	0	1	0	0	0	0	0	0	0	444
	11:00	0	1	8	107	330	82	4	0	2	0	3	0	0	1	0	0	538
	12:00	2	9	24	113	354	78	4	0	1	0	0	1	0	1	1	1	589
	13:00	0	0	15	92	349	90	4	1	1	0	0	0	0	0	0	0	552
	14:00	1	6	10	128	372	101	7	1	0	1	0	0	1	1	0	0	629
	15:00	8	20	18	98	362	103	2	0	0	1	0	0	1	0	0	1	614
	16:00	0	1	11	116	361	137	7	1	1	0	0	0	0	0	0	0	635
	17:00	0	0	5	78	351	159	8	0	2	0	0	2	2	1	0	1	609
	18:00	0	0	0	39	250	163	16	0	0	0	0	0	0	0	0	0	468
	19:00	0	0	1	28	181	160	8	0	0	0	0	0	0	0	0	0	378
	20:00	0	0	1	16	149	107	10	0	0	0	0	0	0	0	0	0	283
	21:00	0	0	0	16	113	64	11	1	0	0	0	0	0	0	0	0	205
	22:00	0	0	0	5	57	51	6	0	1	0	0	0	0	0	0	0	120
	23:00	0	0	0	1	33	41	6	1	0	0	0	0	0	0	0	0	82
Daily Total :		11	39	98	1003	4206	1737	144	9	9	3	3	3	4	4	1	4	7278
Percent :		0%	1%	1%	14%	58%	24%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	2	4	42	175	72	6	0	0	0	0	0	0	0	0	0	289

Speeds - Average: 56.1 50% : 56.0 67% : 58.9 85% : 64.9 20kph Pace: 50.1 - 70.0 (81.7%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/02/23	00:00	0	0	0	0	12	32	6	1	0	0	0	0	0	0	0	0	51
Sat	01:00	0	0	0	1	10	20	4	1	0	0	0	0	0	0	0	0	36
	02:00	0	0	1	0	5	6	4	0	0	0	0	0	0	0	0	0	16
	03:00	0	0	0	0	5	5	2	0	1	0	0	0	0	0	0	0	13
	04:00	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	1	2	8	8	1	0	0	0	0	0	0	0	0	0	20
	06:00	0	0	1	7	26	33	6	0	0	0	0	0	0	0	0	0	73
	07:00	0	0	0	11	57	60	7	1	0	0	0	0	0	0	0	0	136
	08:00	0	0	0	22	135	52	12	0	0	1	0	0	0	0	0	1	223
	09:00	0	0	1	39	173	87	8	1	0	0	0	0	0	0	0	0	309
	10:00	0	1	1	69	271	92	5	1	1	1	0	0	0	0	0	1	443
	11:00	0	0	13	64	292	119	3	0	0	0	1	1	1	1	1	1	497
	12:00	0	0	10	111	333	95	2	0	1	0	1	0	0	0	0	1	554
	13:00	0	2	3	74	320	115	4	0	2	0	0	1	0	0	0	0	521
	14:00	0	1	3	55	319	153	8	0	0	0	0	0	0	0	0	0	539
	15:00	0	0	0	46	269	159	9	0	0	0	0	0	0	0	0	1	484
	16:00	0	0	1	21	218	145	9	2	0	0	0	0	0	0	0	0	396
	17:00	1	1	0	17	180	135	16	2	0	1	0	0	0	0	0	0	353
	18:00	0	0	0	10	117	104	26	1	0	0	0	0	0	0	1	0	259
	19:00	0	0	0	13	93	95	11	0	0	0	0	0	0	0	0	0	212
	20:00	0	0	1	10	84	69	6	0	0	0	0	0	0	0	0	0	170
	21:00	0	0	0	10	78	63	8	0	2	0	0	0	0	0	0	0	161
	22:00	0	0	0	4	40	36	10	0	0	0	0	0	0	0	0	0	90
	23:00	0	0	0	5	40	35	8	0	0	0	0	0	0	0	0	0	88
Daily Total :		1	5	36	591	3086	1721	176	10	7	3	2	2	1	1	2	5	5649
Percent :		0%	0%	1%	10%	55%	30%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	25	129	72	7	0	0	0	0	0	0	0	0	0	301

Speeds - Average: 57.6 50% : 57.2 67% : 60.5 85% : 66.3 20kph Pace: 50.1 - 70.0 (85.1%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/03/23	00:00	0	0	0	2	12	26	5	1	0	0	0	0	0	0	0	0	46
Sun	01:00	0	0	0	1	9	12	3	0	0	0	0	0	0	0	0	0	25
	02:00	0	0	0	1	1	6	2	0	0	0	0	0	0	0	0	0	10
	03:00	0	0	0	1	1	5	0	0	0	1	0	0	0	0	0	0	8
	04:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	0	0	2	11	10	2	2	0	0	0	0	0	0	0	0	27
	06:00	0	0	0	5	18	26	2	0	0	0	0	0	0	0	0	0	51
	07:00	0	0	0	10	26	40	8	1	0	0	0	0	0	0	0	0	85
	08:00	0	0	0	16	84	59	7	1	0	0	0	0	0	0	0	0	167
	09:00	0	0	3	20	149	77	14	0	0	0	0	0	0	0	0	0	263
	10:00	0	2	0	46	235	85	4	1	1	0	1	0	0	0	0	0	375
	11:00	0	1	3	63	289	111	3	1	0	0	0	1	1	0	0	0	473
	12:00	0	3	9	75	305	113	7	0	0	3	0	0	0	0	0	0	515
	13:00	0	0	3	54	328	121	10	0	0	0	0	0	1	0	0	2	519
	14:00	0	0	2	39	325	118	6	1	1	0	0	1	1	0	0	0	494
	15:00	0	0	7	25	213	170	15	2	0	0	0	0	0	0	1	0	433
	16:00	0	0	0	28	184	108	9	1	0	0	0	0	0	0	0	3	333
	17:00	0	0	0	26	132	116	6	0	0	0	0	1	0	0	0	0	281
	18:00	0	0	0	14	110	86	16	1	0	0	0	0	0	0	0	0	227
	19:00	0	0	0	19	86	92	14	2	0	0	0	0	0	0	1	0	214
	20:00	0	0	0	6	90	64	3	1	0	0	0	0	0	0	0	0	164
	21:00	0	0	0	4	65	54	4	0	0	0	0	0	0	0	0	0	127
	22:00	0	0	1	4	23	44	10	2	0	1	0	0	0	0	0	0	85
	23:00	0	0	0	2	9	25	6	1	0	0	0	0	0	0	0	0	43
Daily Total :		0	6	28	463	2707	1569	156	18	2	5	1	3	3	0	2	5	4968
Percent :		0%	0%	1%	9%	54%	32%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	19	113	65	7	1	0	0	0	0	0	0	0	0	235

Speeds - Average: 57.9 50% : 57.4 67% : 61.0 85% : 66.6 20kph Pace: 50.1 - 70.0 (86.1%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/04/23	00:00	0	0	0	0	7	21	2	1	0	0	0	0	0	0	0	0	31
Mon	01:00	0	0	0	0	3	6	6	0	0	0	0	0	0	0	0	0	15
	02:00	0	0	0	0	4	5	3	0	0	0	0	0	0	0	0	0	12
	03:00	0	0	0	0	4	7	3	0	0	0	0	0	0	0	0	0	14
	04:00	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	8
	05:00	0	0	0	3	5	4	0	1	0	0	0	0	0	0	0	0	13
	06:00	0	0	1	10	21	19	6	0	0	0	1	0	0	0	0	0	58
	07:00	0	0	0	10	51	39	9	1	0	0	0	0	0	0	0	0	110
	08:00	0	0	2	7	106	62	7	0	0	0	0	0	0	0	0	0	184
	09:00	0	0	3	29	156	79	4	0	0	0	0	0	0	0	0	0	271
	10:00	0	1	1	14	193	83	11	0	0	0	0	0	0	0	0	0	303
	11:00	0	0	0	48	205	99	4	0	0	0	1	0	0	0	0	0	357
	12:00	0	0	0	32	193	130	6	1	0	0	0	1	0	1	0	0	364
	13:00	0	0	2	47	202	98	9	0	1	2	0	1	0	0	0	1	363
	14:00	0	0	0	19	188	115	8	0	0	1	1	1	1	0	0	2	336
	15:00	0	0	0	7	139	115	11	1	1	0	0	0	0	0	0	0	274
	16:00	0	1	1	10	105	107	8	1	0	0	0	0	0	0	0	0	233
	17:00	0	0	0	23	67	84	14	2	0	0	0	0	0	0	1	0	191
	18:00	0	0	0	9	80	82	11	2	0	0	0	0	0	0	0	0	184
	19:00	0	0	0	7	88	97	11	0	0	0	0	0	0	0	0	0	203
	20:00	0	0	3	9	51	50	7	0	0	0	0	0	0	0	0	0	120
	21:00	0	0	0	1	35	48	6	0	0	0	0	0	0	0	0	0	90
	22:00	0	0	1	2	24	20	3	1	0	0	0	0	0	0	0	0	51
	23:00	0	0	0	1	10	14	3	0	1	0	0	0	0	0	0	0	29
Daily Total :		0	2	14	288	1939	1390	152	11	3	3	3	3	1	1	1	3	3814
Percent :		0%	0%	0%	8%	51%	36%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	12	81	58	6	0	0	0	0	0	0	0	0	0	206

Speeds - Average: 58.8 50% : 58.3 67% : 62.4 85% : 67.2 20kph Pace: 50.1 - 70.0 (87.3%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/05/23	00:00	0	0	0	0	2	3	4	1	0	0	0	0	0	0	0	0	10
Tue	01:00	0	0	0	0	2	4	1	1	0	0	0	0	0	0	0	0	8
	02:00	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	0	5	15	15	2	0	0	0	0	0	0	0	0	0	37
	06:00	0	0	2	3	53	49	7	1	0	0	0	0	0	0	0	0	115
	07:00	0	0	0	26	118	67	17	0	1	0	0	0	0	0	0	1	230
	08:00	0	1	3	48	159	87	2	2	1	0	0	1	0	0	0	0	304
	09:00	0	0	5	40	175	98	3	2	1	0	0	1	0	1	0	0	326
	10:00	0	0	3	51	251	73	5	0	0	0	0	0	0	0	0	0	383
	11:00	0	0	3	87	263	74	2	0	1	0	0	1	0	1	0	1	433
	12:00	0	3	6	61	294	97	5	0	0	0	0	0	0	0	0	1	467
	13:00	1	0	3	61	283	94	5	0	2	0	0	1	0	1	0	0	451
	14:00	0	0	0	63	305	106	2	2	0	0	1	0	1	1	0	0	481
	15:00	3	1	6	96	359	111	6	0	1	0	0	0	0	0	0	0	583
	16:00	1	10	11	83	356	147	5	0	0	0	0	0	0	0	0	0	613
	17:00	3	5	24	100	320	168	6	0	0	1	0	0	0	0	0	0	627
	18:00	0	0	1	15	195	151	15	0	0	0	0	0	0	0	1	0	378
	19:00	0	0	1	22	137	135	8	0	0	0	0	0	1	0	0	0	304
	20:00	0	0	0	12	124	77	6	0	0	0	1	0	0	0	0	0	220
	21:00	0	0	0	11	58	60	12	1	0	0	0	0	0	0	0	0	142
	22:00	0	0	0	1	32	28	3	1	0	0	0	0	0	0	0	0	65
	23:00	0	0	0	1	10	17	9	0	0	0	0	0	0	0	0	0	37
Daily Total :		8	20	68	787	3521	1665	126	11	7	1	2	4	2	4	1	3	6230
Percent :		0%	0%	1%	13%	57%	27%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	3	33	147	69	5	0	0	0	0	0	0	0	0	0	158

Speeds - Average: 56.6 50% : 56.4 67% : 59.4 85% : 65.4 20kph Pace: 50.1 - 70.0 (83.2%)

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	S	SB	Ax-Ax	150 cm	183 cm	

Lane #2 Basic Speed Classification Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/16/23	00:00	0	0	0	0	3	6	3	0	0	0	0	0	0	0	0	0	12
Wed	01:00	0	0	0	0	1	4	1	1	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	7
	04:00	0	0	0	1	10	19	8	2	0	0	0	0	0	0	0	0	40
	05:00	0	0	0	12	35	61	16	0	0	0	0	0	0	0	0	0	124
	06:00	0	0	3	9	93	162	32	1	0	1	0	0	0	0	0	1	302
	07:00	0	0	2	23	279	163	11	0	0	0	2	0	0	0	0	0	480
	08:00	0	0	0	44	349	145	4	0	0	0	0	1	0	0	1	0	544
	09:00	0	1	6	41	304	98	5	0	0	0	0	0	0	0	0	0	455
	10:00	2	1	2	73	278	75	1	1	0	0	1	0	0	0	0	0	434
	11:00	0	0	2	64	258	85	9	0	0	0	0	1	0	0	0	0	419
	12:00	0	0	2	78	237	70	5	0	0	0	0	0	1	0	0	0	393
	13:00	0	2	4	68	249	82	8	1	0	0	0	0	0	0	0	0	414
	14:00	0	0	6	56	239	79	7	0	0	0	0	1	1	0	1	1	391
	15:00	0	0	4	33	235	119	7	1	0	0	0	0	0	0	0	0	399
	16:00	0	0	3	34	205	144	14	2	3	0	0	3	1	0	0	2	411
	17:00	0	1	5	20	198	137	11	1	0	1	0	0	1	0	0	1	376
	18:00	0	0	1	17	167	121	16	0	1	0	0	0	0	0	0	0	323
	19:00	0	0	0	7	105	95	11	0	0	1	0	0	0	0	0	1	220
	20:00	0	0	1	8	91	77	9	1	2	0	0	0	0	0	0	0	189
	21:00	0	0	1	6	59	53	3	0	1	0	0	0	0	0	0	0	123
	22:00	0	0	0	6	25	27	8	1	0	0	0	0	0	0	0	0	67
	23:00	0	0	0	3	8	11	1	0	0	0	0	0	0	0	0	0	23
Daily Total :		2	5	42	603	3434	1838	193	12	7	3	3	6	4	0	2	6	6160
Percent :		0%	0%	1%	10%	56%	30%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	25	143	77	8	1	0	0	0	0	0	0	0	0	258

Speeds - Average: 57.7 50% : 57.1 67% : 60.4 85% : 66.3 20kph Pace: 50.1 - 70.0 (85.6%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/17/23	00:00	0	0	0	2	4	8	0	0	0	0	0	0	0	0	0	0	14
Thu	01:00	0	0	0	0	3	7	3	0	0	0	0	0	0	0	0	0	13
	02:00	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	8
	03:00	0	0	0	0	8	3	2	0	0	0	0	0	0	0	0	0	13
	04:00	0	0	0	0	7	23	4	1	0	0	0	0	0	0	0	0	35
	05:00	0	0	0	4	39	80	11	3	0	0	0	0	0	0	0	0	137
	06:00	0	1	1	11	87	161	23	0	0	0	0	0	0	0	0	0	284
	07:00	0	0	0	29	223	205	13	1	2	0	0	0	0	0	0	1	474
	08:00	0	0	0	46	335	143	3	0	0	0	0	1	0	0	0	0	528
	09:00	0	0	2	81	313	78	5	1	0	0	0	0	1	1	0	2	484
	10:00	0	0	10	85	326	72	6	0	0	2	1	0	1	0	0	0	503
	11:00	0	0	3	86	289	82	6	1	1	1	0	0	0	1	0	0	470
	12:00	0	1	2	100	288	64	4	0	0	1	1	0	0	0	1	3	465
	13:00	0	0	3	107	265	57	7	2	0	0	0	1	0	0	0	0	442
	14:00	0	0	7	75	218	97	6	0	0	0	0	1	0	0	0	2	406
	15:00	0	1	3	49	227	102	7	0	1	1	1	0	1	0	0	1	394
	16:00	0	0	3	49	237	94	8	2	0	0	1	1	0	0	0	1	396
	17:00	0	0	2	41	213	144	5	0	0	0	0	0	0	0	0	0	405
	18:00	0	0	0	23	210	99	7	4	0	0	0	0	0	0	1	0	344
	19:00	0	0	0	9	152	121	9	1	0	1	0	0	0	1	0	0	294
	20:00	0	0	0	7	100	85	10	0	0	1	0	0	0	0	0	0	203
	21:00	0	0	0	3	48	35	6	0	0	0	0	0	0	0	0	0	92
	22:00	0	0	0	2	24	21	1	0	0	0	0	0	0	0	0	0	48
	23:00	0	0	0	0	8	15	2	0	0	0	0	0	0	0	0	0	25
Daily Total :		0	3	36	809	3628	1800	148	16	4	7	4	4	3	3	2	10	6477
Percent :		0%	0%	1%	12%	56%	28%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	34	151	75	6	1	0	0	0	0	0	0	0	0	256

Speeds - Average: 57.1 50% : 56.7 67% : 59.7 85% : 65.8 20kph Pace: 50.1 - 70.0 (83.8%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/18/23	00:00	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	9
Fri	01:00	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	9
	02:00	0	0	1	0	3	7	4	0	0	0	0	0	0	0	0	0	15
	03:00	0	0	0	0	3	5	2	0	0	0	0	0	0	0	0	0	10
	04:00	0	0	0	1	13	10	4	1	0	0	0	0	0	0	0	0	29
	05:00	0	0	0	0	36	52	15	3	0	0	0	0	0	0	0	0	106
	06:00	0	0	1	4	84	126	20	0	0	0	0	0	0	0	0	0	235
	07:00	0	0	0	10	221	177	8	1	1	1	1	0	0	0	0	0	420
	08:00	0	0	1	43	295	170	4	1	0	0	1	0	0	0	0	0	515
	09:00	0	0	0	75	324	108	5	1	3	0	0	0	0	0	0	1	517
	10:00	0	0	6	136	320	52	4	1	1	0	1	0	0	0	0	0	521
	11:00	0	2	8	104	294	66	3	1	1	0	1	1	0	0	0	1	482
	12:00	0	1	5	70	307	95	6	0	0	1	0	0	0	0	0	1	486
	13:00	0	0	2	73	253	76	4	0	1	0	0	1	1	0	0	1	412
	14:00	0	0	1	54	238	75	5	0	0	0	0	0	0	0	0	1	374
	15:00	1	1	3	78	207	54	8	0	0	0	0	0	1	0	1	1	355
	16:00	0	0	1	45	192	108	13	0	0	0	2	0	0	0	0	0	361
	17:00	2	1	2	16	141	92	8	0	0	0	2	1	0	0	0	0	265
	18:00	0	0	1	22	128	91	12	1	0	0	0	0	1	0	0	1	257
	19:00	0	0	0	13	82	84	14	1	0	0	0	0	0	0	1	0	195
	20:00	0	0	1	14	100	70	5	0	0	0	0	0	0	0	0	1	191
	21:00	0	0	0	9	45	42	5	0	0	0	0	0	0	0	0	0	101
	22:00	0	0	0	6	34	32	4	0	0	0	0	0	0	0	0	0	76
	23:00	0	0	0	1	14	11	3	0	0	0	0	0	0	0	0	0	29
Daily Total :		3	5	33	776	3342	1609	158	11	7	2	8	3	3	0	2	8	5970
Percent :		0%	0%	1%	13%	56%	27%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	32	139	67	7	0	0	0	0	0	0	0	0	0	269

Speeds - Average: 57.0 50% : 56.6 67% : 59.6 85% : 65.7 20kph Pace: 50.1 - 70.0 (82.9%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/19/23	00:00	0	0	0	2	8	9	4	3	0	0	0	0	0	0	0	0	26
Sat	01:00	0	2	0	1	9	9	2	0	0	0	0	0	0	0	0	0	23
	02:00	0	0	0	1	4	7	3	0	0	0	0	0	0	0	0	0	15
	03:00	0	0	0	0	5	5	1	0	0	0	0	0	0	0	0	0	11
	04:00	0	0	0	0	5	3	3	0	0	0	0	0	0	0	0	0	11
	05:00	0	0	0	1	12	14	3	0	0	0	0	0	0	0	0	0	30
	06:00	0	0	1	3	41	53	14	0	0	0	0	0	0	0	0	0	112
	07:00	0	0	0	6	93	79	9	0	0	0	0	0	0	0	0	0	187
	08:00	0	0	0	12	150	149	12	0	0	0	0	0	1	0	0	0	324
	09:00	0	0	0	27	218	139	11	0	0	0	1	1	0	0	0	0	397
	10:00	0	0	4	33	240	138	8	1	1	1	1	0	0	0	0	0	427
	11:00	0	0	2	56	305	77	9	1	0	0	0	0	0	0	0	0	450
	12:00	0	0	1	35	206	103	10	1	0	0	1	0	0	1	0	0	358
	13:00	0	0	0	40	249	96	6	1	0	0	1	0	0	1	0	1	395
	14:00	0	0	1	42	212	102	8	2	0	2	0	0	0	0	0	1	370
	15:00	0	0	0	22	177	139	14	0	0	0	0	0	0	1	0	0	353
	16:00	0	0	6	32	200	115	11	3	1	0	0	0	0	0	0	2	370
	17:00	0	0	4	23	151	119	9	0	0	0	0	0	0	0	0	0	306
	18:00	0	0	0	16	162	137	11	0	0	0	1	0	0	0	0	1	328
	19:00	0	1	2	33	147	102	11	0	1	0	0	0	0	0	0	0	297
	20:00	0	1	2	21	139	73	7	1	0	0	0	0	0	0	0	1	245
	21:00	0	0	0	19	86	45	6	0	0	0	0	0	0	1	0	0	157
	22:00	0	0	0	14	53	29	6	3	0	0	0	0	0	0	0	0	105
	23:00	0	0	0	3	32	23	8	2	0	0	0	0	0	0	0	0	68
Daily Total :		0	4	23	442	2904	1765	186	18	3	3	5	1	1	4	0	6	5365
Percent :		0%	0%	0%	8%	54%	33%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	18	121	74	8	1	0	0	0	0	0	0	0	0	246

Speeds - Average: 58.2 50% : 57.7 67% : 61.4 85% : 66.8 20kph Pace: 50.1 - 70.0 (87.0%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/20/23	00:00	0	0	0	5	15	16	6	1	0	0	0	0	0	0	0	0	43
Sun	01:00	0	0	1	1	14	9	5	3	0	0	0	0	0	0	0	0	33
	02:00	0	0	0	1	5	5	3	0	0	0	1	0	0	0	0	0	15
	03:00	0	0	0	0	3	5	0	1	0	1	0	1	0	0	0	0	11
	04:00	0	0	0	0	6	4	2	0	0	0	0	0	0	0	0	0	12
	05:00	0	0	0	1	9	8	4	1	0	0	0	0	0	0	0	0	23
	06:00	0	0	1	5	29	38	12	0	0	0	0	0	0	0	0	0	85
	07:00	0	0	0	4	54	59	4	2	0	0	0	0	0	0	0	0	123
	08:00	0	0	0	9	115	81	4	0	1	0	0	0	0	0	1	0	211
	09:00	0	0	1	32	228	103	8	0	0	0	0	1	0	0	0	0	373
	10:00	0	0	1	45	298	81	5	0	0	0	0	0	0	0	0	0	430
	11:00	0	0	5	55	280	87	7	1	0	0	0	0	0	0	0	1	436
	12:00	0	0	3	72	284	73	6	0	0	3	3	0	0	1	0	0	445
	13:00	0	0	4	74	265	98	3	0	2	0	1	0	0	0	0	1	448
	14:00	0	0	1	65	260	86	5	0	0	1	0	0	0	0	0	0	418
	15:00	0	0	0	21	250	150	6	3	0	0	0	2	0	0	0	2	434
	16:00	1	37	65	74	187	53	9	0	1	1	0	0	0	0	0	0	428
	17:00	1	1	41	120	193	65	5	0	0	0	0	1	0	0	0	0	427
	18:00	0	0	1	19	179	132	10	0	0	0	1	0	0	0	0	0	342
	19:00	0	0	0	15	173	91	11	1	0	0	0	0	1	0	0	0	292
	20:00	0	2	0	17	115	86	9	1	0	0	0	0	0	0	0	0	230
	21:00	0	0	1	3	56	41	6	1	0	0	0	0	0	0	0	0	108
	22:00	0	0	2	5	28	20	1	2	0	0	0	0	0	0	0	0	58
	23:00	0	0	1	2	9	6	2	0	0	0	0	0	0	0	0	0	20
Daily Total :		2	40	128	645	3055	1397	133	17	4	6	6	5	1	1	1	4	5445
Percent :		0%	1%	2%	12%	56%	26%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	2	5	27	127	58	6	1	0	0	0	0	0	0	0	0	223

Speeds - Average: 56.4 50% : 56.3 67% : 59.3 85% : 65.5 20kph Pace: 50.1 - 70.0 (81.8%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/21/23	00:00	0	0	0	2	3	4	0	0	0	0	0	0	0	0	0	0	9
Mon	01:00	0	0	0	0	5	5	4	2	0	0	0	0	0	0	0	0	16
	02:00	0	0	0	0	3	4	0	2	0	0	0	0	0	0	0	0	9
	03:00	0	0	0	0	3	5	1	2	1	0	0	0	0	0	0	0	12
	04:00	0	0	1	0	18	16	4	0	0	0	0	0	0	0	0	0	39
	05:00	0	0	0	5	46	65	20	0	0	0	0	0	0	0	0	0	136
	06:00	0	1	0	3	108	139	23	1	0	0	0	0	0	0	0	0	275
	07:00	0	0	1	27	244	159	15	0	1	0	0	0	0	0	0	0	447
	08:00	0	3	6	60	325	121	1	1	0	0	0	1	0	0	1	1	520
	09:00	0	1	5	74	283	80	3	1	1	1	0	0	0	0	0	0	449
	10:00	0	0	15	79	267	79	1	1	0	0	0	0	0	0	0	0	442
	11:00	0	0	1	71	328	84	1	0	1	0	1	0	0	0	0	1	488
	12:00	0	0	3	83	245	78	4	1	0	0	1	0	0	0	0	1	416
	13:00	0	0	5	52	268	104	3	1	0	0	1	1	1	0	1	0	437
	14:00	0	0	2	60	196	95	10	0	0	0	0	1	0	0	0	0	364
	15:00	0	0	2	43	218	104	5	0	0	0	1	0	0	0	0	1	374
	16:00	0	0	6	48	216	86	7	0	1	0	0	0	0	1	0	1	366
	17:00	0	0	5	38	206	117	9	1	0	1	0	0	0	0	1	0	378
	18:00	0	0	1	23	139	109	13	3	1	0	0	0	0	0	0	0	289
	19:00	0	1	0	18	101	72	8	0	0	0	1	0	0	0	0	0	201
	20:00	0	0	1	12	102	56	4	0	0	0	0	0	0	0	0	0	175
	21:00	0	0	0	7	50	28	5	0	0	0	0	0	0	0	0	0	90
	22:00	0	0	0	5	29	20	3	0	0	0	0	0	0	0	0	0	57
	23:00	0	0	0	3	8	8	0	0	0	0	0	0	0	0	0	0	19
Daily Total :		0	6	54	713	3411	1638	144	16	6	2	5	3	1	1	3	5	6008
Percent :		0%	0%	1%	12%	57%	27%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	30	142	68	6	1	0	0	0	0	0	0	0	0	226

Speeds - Average: 57.0 50% : 56.6 67% : 59.6 85% : 65.7 20kph Pace: 50.1 - 70.0 (84.0%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/22/23	00:00	0	0	0	2	4	5	2	0	0	0	0	0	0	0	0	0	13
Tue	01:00	0	0	0	2	4	2	1	1	0	0	0	0	0	0	0	0	10
	02:00	0	0	1	3	3	4	0	0	0	0	0	0	0	0	0	0	11
	03:00	0	0	0	2	1	7	0	0	0	0	0	0	0	0	0	0	10
	04:00	0	0	0	1	13	19	9	1	0	0	0	0	0	0	0	0	43
	05:00	0	0	0	4	25	68	21	0	2	0	0	0	0	0	0	0	120
	06:00	0	0	2	13	89	177	15	1	0	0	0	0	0	0	0	0	297
	07:00	0	0	1	34	252	148	16	1	0	0	0	0	0	0	1	0	453
	08:00	0	0	2	60	318	146	6	1	0	0	0	0	1	1	0	0	535
	09:00	0	0	3	82	264	84	8	0	0	0	0	0	0	0	0	0	441
	10:00	0	0	0	65	308	86	7	0	0	0	0	0	0	0	0	0	466
	11:00	0	0	1	62	263	80	3	0	1	0	0	0	0	0	1	1	412
	12:00	0	1	9	83	241	80	6	0	1	0	0	0	0	1	0	2	424
	13:00	0	0	3	68	277	95	4	0	0	0	0	1	0	0	0	0	448
	14:00	0	1	11	51	221	93	5	2	0	2	0	0	0	0	0	0	386
	15:00	0	0	5	41	245	117	4	1	0	0	0	0	1	0	1	0	415
	16:00	0	0	1	30	203	116	9	1	0	0	1	0	0	0	0	1	362
	17:00	0	0	7	32	182	107	11	0	1	1	0	0	0	0	0	4	345
	18:00	0	0	1	19	147	109	7	1	0	1	0	0	0	0	0	0	285
	19:00	0	1	0	22	87	75	13	1	0	0	0	0	0	0	0	0	199
	20:00	0	0	0	13	96	56	3	0	0	0	0	0	0	0	0	0	168
	21:00	0	0	0	9	43	30	7	0	0	0	0	0	0	0	1	0	90
	22:00	0	0	0	5	23	18	8	0	0	0	0	0	0	0	0	0	54
	23:00	0	0	0	3	12	11	2	0	0	0	0	0	0	0	0	0	28
Daily Total :		0	3	47	706	3321	1733	167	11	5	4	1	1	2	2	4	8	6015
Percent :		0%	0%	1%	12%	55%	29%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	29	138	72	7	0	0	0	0	0	0	0	0	0	249

Speeds - Average: 57.2 50% : 56.8 67% : 59.9 85% : 66.0 20kph Pace: 50.1 - 70.0 (84.0%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/23/23	00:00	0	0	0	0	5	6	4	0	0	0	0	0	0	0	0	0	15
Wed	01:00	0	0	0	3	4	2	1	0	0	0	0	0	0	0	0	0	10
	02:00	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	1	4	6	2	1	0	0	0	0	0	0	0	0	14
	04:00	0	0	0	1	11	20	6	0	0	0	0	0	0	0	0	0	38
	05:00	0	0	0	4	30	72	15	1	0	0	0	0	0	0	0	0	122
	06:00	0	0	1	7	124	121	27	2	0	0	0	0	0	0	0	0	282
	07:00	0	0	1	31	255	165	10	0	0	1	0	0	0	1	0	1	465
	08:00	0	0	2	45	328	120	0	1	0	0	0	0	0	0	0	0	496
	09:00	0	0	5	90	256	75	4	1	0	1	0	1	1	1	0	0	435
	10:00	0	0	2	69	300	86	6	0	0	0	1	0	1	0	0	0	465
	11:00	0	1	1	86	266	80	8	0	0	1	1	0	0	0	0	1	445
	12:00	0	1	8	65	303	76	1	1	0	0	0	1	0	0	0	0	456
	13:00	0	0	14	82	211	85	3	0	1	0	0	0	0	0	0	2	398
	14:00	0	0	3	43	230	105	8	2	0	0	0	0	0	0	0	1	392
	15:00	0	0	8	47	195	99	3	0	0	0	0	0	0	0	0	2	354
	16:00	0	0	3	47	206	108	10	1	2	0	0	2	0	1	0	0	380
	17:00	0	0	0	31	183	105	24	0	0	2	0	0	0	1	0	1	347
	18:00	0	0	7	22	143	97	5	2	1	0	0	0	1	0	0	0	278
	19:00	0	0	0	9	105	91	10	1	0	0	0	0	0	0	0	0	216
	20:00	0	0	2	16	99	51	8	0	0	0	0	0	0	0	0	0	176
	21:00	0	0	0	7	49	37	8	0	1	0	0	0	0	0	0	0	102
	22:00	0	0	0	5	25	25	3	0	0	0	0	0	0	0	0	0	58
	23:00	0	0	0	1	3	10	4	0	0	1	0	0	0	0	0	0	19
Daily Total :		0	2	57	712	3338	1645	171	13	5	6	2	4	3	4	0	8	5970
Percent :		0%	0%	1%	12%	56%	28%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	30	139	69	7	1	0	0	0	0	0	0	0	0	248

Speeds - Average: 57.1 50% : 56.7 67% : 59.7 85% : 65.9 20kph Pace: 50.1 - 70.0 (83.5%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/24/23	00:00	0	0	1	0	9	6	1	1	0	1	0	0	0	0	0	0	19
Thu	01:00	0	0	0	1	6	2	2	0	0	0	0	0	0	0	0	0	11
	02:00	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	9
	03:00	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	0	9	9	7	0	0	0	0	0	0	0	0	0	25
	05:00	0	0	0	7	45	63	16	2	0	0	0	0	0	0	0	0	133
	06:00	0	0	2	3	100	145	20	0	0	0	0	0	0	0	0	0	270
	07:00	1	0	1	20	239	170	16	0	0	0	0	0	0	0	0	1	448
	08:00	0	0	1	73	348	124	11	0	0	0	1	0	0	0	1	0	559
	09:00	0	0	0	45	314	90	5	1	0	0	0	0	0	0	0	0	455
	10:00	0	0	5	126	291	53	6	1	0	0	0	0	0	0	1	1	484
	11:00	0	0	6	128	305	54	5	3	2	0	0	0	0	0	0	0	503
	12:00	0	0	3	102	298	79	5	0	1	0	0	0	0	0	0	2	490
	13:00	0	0	4	98	264	50	3	1	1	0	1	0	0	1	0	0	423
	14:00	0	0	4	77	234	75	2	1	2	1	0	1	0	0	0	0	397
	15:00	0	0	5	62	211	87	6	0	0	1	0	2	0	2	0	2	378
	16:00	0	1	3	44	237	87	11	1	1	0	1	0	0	1	0	0	387
	17:00	0	1	4	39	205	109	9	2	1	0	0	0	0	0	0	1	371
	18:00	0	0	2	12	149	104	4	2	1	0	0	0	1	0	0	0	275
	19:00	0	1	0	16	82	79	10	0	0	1	0	0	0	0	0	1	190
	20:00	0	0	0	9	91	67	8	3	1	0	0	0	0	0	0	0	179
	21:00	0	0	0	8	41	49	4	1	0	0	0	0	0	0	0	0	103
	22:00	0	0	0	3	22	29	6	1	0	0	0	0	0	0	0	0	61
	23:00	0	0	0	2	11	8	2	0	0	0	0	0	0	0	0	0	23
Daily Total :		1	3	41	875	3516	1548	160	20	10	4	3	3	1	4	2	8	6199
Percent :		0%	0%	1%	14%	57%	25%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	36	147	65	7	1	0	0	0	0	0	0	0	0	248

Speeds - Average: 56.7 50% : 56.3 67% : 59.2 85% : 65.5 20kph Pace: 50.1 - 70.0 (81.7%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/25/23	00:00	0	0	0	1	6	5	1	0	0	0	0	0	0	0	0	0	13
Fri	01:00	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	0	0	0	4	6	2	1	0	0	0	0	0	0	0	0	13
	03:00	0	0	0	1	3	6	3	0	0	0	0	0	0	0	0	0	13
	04:00	0	0	0	2	7	7	6	0	0	0	0	0	0	0	0	0	22
	05:00	0	0	0	2	43	52	12	2	0	0	0	0	0	0	0	0	111
	06:00	0	0	2	7	108	124	19	0	0	0	0	0	0	0	0	0	260
	07:00	0	0	1	47	253	126	8	0	2	0	0	0	0	1	2	1	441
	08:00	0	0	0	36	330	133	8	2	3	0	1	0	1	0	0	0	514
	09:00	0	0	8	56	265	104	7	1	1	0	0	0	1	1	0	0	444
	10:00	0	2	6	118	255	83	6	1	2	0	1	2	0	0	0	2	478
	11:00	0	1	3	108	272	70	4	2	0	0	1	0	0	0	0	1	462
	12:00	0	0	8	66	281	64	4	0	0	0	0	1	0	1	0	0	425
	13:00	0	3	4	72	247	86	6	0	0	0	0	1	0	1	1	0	421
	14:00	0	0	10	70	242	78	6	0	1	0	2	0	1	0	1	1	412
	15:00	0	0	3	55	231	88	7	1	1	1	1	1	0	0	0	0	389
	16:00	0	0	1	17	216	92	11	2	0	0	0	0	0	0	0	1	340
	17:00	0	0	3	32	144	114	14	0	1	0	0	0	0	0	0	1	309
	18:00	0	0	1	26	148	111	8	0	0	0	0	0	0	0	0	2	296
	19:00	0	0	1	8	81	73	10	1	1	0	0	0	0	0	0	1	176
	20:00	0	0	0	7	72	71	10	1	0	0	0	0	0	0	0	0	161
	21:00	0	0	0	9	75	45	7	2	1	0	0	0	0	0	0	0	139
	22:00	0	0	2	5	37	29	5	0	0	0	0	0	0	0	0	0	78
	23:00	0	0	0	2	14	27	5	0	0	0	0	0	0	0	0	0	48
Daily Total :		0	6	53	748	3338	1597	169	16	13	1	6	5	3	4	4	10	5973
Percent :		0%	0%	1%	13%	56%	27%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	31	139	67	7	1	1	0	0	0	0	0	0	0	258

Speeds - Average: 57.1 50% : 56.6 67% : 59.6 85% : 65.9 20kph Pace: 50.1 - 70.0 (82.6%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/26/23	00:00	0	0	0	4	8	14	2	0	0	0	0	0	0	0	0	0	28
Sat	01:00	0	0	0	1	5	7	3	0	0	0	0	0	0	0	0	0	16
	02:00	0	0	0	2	9	5	1	1	0	0	0	0	0	0	0	0	18
	03:00	0	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	8
	04:00	0	0	0	0	7	7	3	0	0	0	0	0	0	0	0	0	17
	05:00	0	0	0	1	17	20	6	0	0	0	0	0	0	0	0	0	44
	06:00	0	0	1	5	39	47	10	1	0	0	0	0	0	0	0	0	103
	07:00	0	0	3	12	82	67	8	0	1	0	0	0	0	0	0	2	175
	08:00	0	0	0	16	186	116	7	0	0	0	0	0	0	0	0	0	325
	09:00	0	0	0	46	257	91	6	1	0	1	1	0	0	0	0	0	403
	10:00	0	0	5	65	231	70	7	0	0	0	0	0	1	0	0	2	381
	11:00	0	0	2	86	268	72	3	0	0	0	0	1	0	0	1	2	435
	12:00	0	0	1	77	259	76	5	0	4	0	0	0	1	1	1	2	427
	13:00	0	0	0	40	254	93	6	0	3	0	0	0	2	0	0	0	398
	14:00	0	1	0	39	229	89	10	0	1	1	0	0	0	0	0	1	371
	15:00	0	0	2	36	157	116	11	3	0	0	0	0	0	0	0	1	326
	16:00	0	0	1	12	134	142	11	2	0	0	0	0	0	0	0	0	302
	17:00	0	1	1	22	132	112	16	1	0	0	1	0	0	0	0	0	286
	18:00	0	0	1	20	149	86	10	1	0	0	0	0	0	0	0	0	267
	19:00	0	0	2	12	124	73	9	0	0	0	0	1	0	0	0	0	221
	20:00	0	0	0	15	125	81	10	0	0	0	0	0	0	0	0	0	231
	21:00	0	0	2	11	59	60	1	0	0	0	0	0	0	0	0	0	133
	22:00	0	0	0	12	55	41	4	2	0	0	0	0	0	0	0	0	114
	23:00	0	0	1	6	30	17	4	1	0	0	0	0	0	0	0	0	59
Daily Total :		0	2	22	540	2818	1506	155	13	9	2	2	2	4	1	2	10	5088
Percent :		0%	0%	0%	11%	55%	30%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	23	117	63	6	1	0	0	0	0	0	0	0	0	248

Speeds - Average: 57.6 50% : 57.1 67% : 60.3 85% : 66.3 20kph Pace: 50.1 - 70.0 (85.0%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/27/23	00:00	0	0	0	2	22	16	9	1	0	0	0	0	0	0	0	0	50
Sun	01:00	0	0	0	0	11	18	6	1	0	0	0	0	0	0	0	0	36
	02:00	0	0	0	0	7	11	0	0	0	0	0	0	0	0	0	0	18
	03:00	0	0	0	2	2	6	2	0	0	0	0	0	0	0	0	0	12
	04:00	0	0	0	0	4	4	3	0	0	0	0	0	0	0	0	0	11
	05:00	0	0	0	3	8	15	0	0	0	0	0	0	0	0	0	0	26
	06:00	0	0	1	2	31	39	6	1	1	0	0	0	0	0	0	0	81
	07:00	0	0	0	2	46	49	7	0	0	0	0	0	0	0	0	0	104
	08:00	0	1	0	17	127	89	9	1	0	0	0	0	0	0	0	0	244
	09:00	0	5	5	17	253	124	4	0	0	1	0	0	1	0	0	0	410
	10:00	0	0	0	63	262	84	3	0	0	0	0	0	1	0	0	0	413
	11:00	1	0	1	64	296	89	9	2	0	2	0	0	1	0	0	0	465
	12:00	0	0	2	63	293	98	4	0	0	0	0	0	0	0	0	1	461
	13:00	0	0	1	83	290	92	5	1	1	0	1	1	0	2	0	0	477
	14:00	0	0	2	45	290	103	3	0	0	0	1	0	0	1	0	0	445
	15:00	0	1	5	59	229	108	7	0	2	0	0	1	0	0	0	0	412
	16:00	0	0	2	56	255	117	11	0	0	0	0	0	1	1	0	0	443
	17:00	0	0	0	35	201	142	8	2	0	0	0	0	0	0	0	0	388
	18:00	0	1	2	48	212	74	9	0	0	0	0	0	0	0	0	0	346
	19:00	0	0	1	39	173	88	9	2	0	0	0	0	0	0	0	0	312
	20:00	1	2	2	23	151	82	2	0	1	0	0	0	0	0	0	1	265
	21:00	0	0	2	11	63	39	3	0	1	0	0	0	0	0	0	0	119
	22:00	0	0	1	4	29	23	1	0	0	0	0	0	0	0	0	0	58
	23:00	0	0	0	2	11	7	3	2	0	0	0	0	0	0	0	0	25
Daily Total :		2	10	27	640	3266	1517	123	13	6	3	2	2	4	4	0	2	5621
Percent :		0%	0%	0%	11%	58%	27%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	27	136	63	5	1	0	0	0	0	0	0	0	0	211

Speeds - Average: 57.1 50% : 56.6 67% : 59.5 85% : 65.6 20kph Pace: 50.1 - 70.0 (85.1%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/28/23	00:00	0	0	0	0	6	5	5	0	0	0	0	0	0	0	0	0	16
Mon	01:00	0	0	0	0	5	2	3	0	0	0	0	0	0	0	0	0	10
	02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	1	3	6	2	0	0	0	0	0	0	0	0	0	12
	04:00	0	0	0	2	13	12	6	0	1	0	0	0	0	0	0	0	34
	05:00	0	0	0	3	43	53	20	1	0	0	0	0	0	0	0	0	120
	06:00	0	0	1	3	114	152	20	1	0	0	0	0	0	1	0	0	292
	07:00	0	0	0	30	279	137	7	2	0	0	0	0	0	0	0	0	455
	08:00	0	0	1	53	323	129	4	0	0	0	0	2	0	0	0	2	514
	09:00	0	1	7	66	311	97	6	0	0	0	0	0	0	0	0	0	488
	10:00	0	0	2	85	301	83	1	0	0	0	0	0	0	0	0	0	472
	11:00	0	1	6	74	264	98	11	1	0	2	0	0	0	0	1	1	459
	12:00	0	1	3	70	267	72	3	1	1	0	1	0	0	0	0	2	421
	13:00	0	0	4	48	260	100	4	0	0	1	0	0	0	0	0	1	418
	14:00	0	0	1	39	257	73	10	0	1	1	0	0	0	0	3	1	386
	15:00	0	1	4	32	225	119	6	0	0	0	0	1	1	0	2	0	391
	16:00	0	0	4	70	235	72	6	3	1	0	1	1	0	0	0	0	393
	17:00	0	1	4	36	185	98	15	0	0	1	0	0	0	0	0	0	340
	18:00	1	0	0	17	131	126	9	1	0	1	0	0	0	0	0	0	286
	19:00	0	0	0	14	125	64	9	1	0	0	1	0	0	0	0	0	214
	20:00	0	0	3	17	80	53	4	0	0	0	0	0	0	0	0	0	157
	21:00	0	0	0	13	50	33	3	0	0	0	0	0	0	0	1	0	100
	22:00	0	0	0	6	28	19	7	1	0	0	0	0	0	0	0	0	61
	23:00	0	0	0	1	7	12	1	0	0	0	0	0	0	0	0	0	21
Daily Total :		1	5	40	680	3513	1616	162	12	4	6	3	4	1	1	7	7	6062
Percent :		0%	0%	1%	11%	58%	27%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	28	146	67	7	1	0	0	0	0	0	0	0	0	233

Speeds - Average: 57.2 50% : 56.6 67% : 59.5 85% : 65.7 20kph Pace: 50.1 - 70.0 (84.6%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/29/23	00:00	0	0	0	0	6	6	2	0	0	0	0	0	0	0	0	0	14
Tue	01:00	0	0	0	2	4	5	1	0	0	0	0	0	0	0	0	0	12
	02:00	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	1	4	4	1	0	0	0	0	0	0	0	0	0	10
	04:00	0	0	1	0	7	13	5	2	0	0	0	0	0	0	0	0	28
	05:00	0	0	0	3	30	71	17	1	0	0	0	0	0	0	0	0	122
	06:00	0	0	2	4	113	159	16	2	0	0	0	0	1	0	0	0	297
	07:00	0	0	0	34	292	142	7	2	0	0	1	0	0	0	0	0	478
	08:00	0	0	1	81	316	125	5	0	0	0	0	0	2	0	1	0	531
	09:00	0	0	3	59	327	103	3	1	1	0	0	0	0	1	0	0	498
	10:00	0	0	6	98	336	60	3	2	0	0	0	0	0	1	0	0	506
	11:00	0	0	2	80	271	91	5	1	1	1	0	0	0	0	0	0	452
	12:00	0	2	16	90	234	83	6	2	1	1	0	0	1	0	2	1	439
	13:00	0	0	3	52	266	89	3	2	0	0	0	0	0	0	1	0	416
	14:00	0	1	1	42	240	95	13	0	2	0	0	1	0	0	0	0	395
	15:00	3	10	8	58	213	84	4	1	0	0	1	0	0	1	0	2	385
	16:00	0	0	0	38	232	90	3	1	1	0	2	0	0	0	0	2	369
	17:00	0	0	3	42	180	79	8	3	1	0	0	0	0	0	1	1	318
	18:00	0	0	0	20	160	108	9	2	0	0	0	0	0	0	0	1	300
	19:00	0	0	1	10	109	73	6	1	0	0	0	0	0	0	0	0	200
	20:00	0	0	1	16	88	70	3	1	0	0	0	0	0	0	0	0	179
	21:00	0	0	0	7	58	32	3	0	0	0	0	0	0	1	0	0	101
	22:00	0	0	0	2	15	17	6	0	0	0	0	0	0	0	0	0	40
	23:00	0	0	0	0	4	10	3	0	0	0	0	0	0	0	0	0	17
Daily Total :		3	13	48	740	3506	1611	132	24	7	2	4	1	4	4	5	7	6111
Percent :		0%	0%	1%	12%	57%	26%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	2	31	146	67	6	1	0	0	0	0	0	0	0	0	251

Speeds - Average: 56.9 50% : 56.5 67% : 59.4 85% : 65.6 20kph Pace: 50.1 - 70.0 (83.7%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/30/23	00:00	0	0	0	0	9	6	1	0	0	0	0	0	0	0	0	0	16
Wed	01:00	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	0	2	3	4	1	0	0	0	0	0	0	0	0	0	10
	03:00	0	0	0	0	8	7	2	0	0	0	0	0	0	0	0	0	17
	04:00	0	0	0	1	11	13	6	2	0	0	0	0	0	0	0	0	33
	05:00	0	0	0	4	52	56	14	1	0	0	0	0	0	0	0	0	127
	06:00	1	1	4	8	104	146	14	0	0	0	0	0	0	0	1	0	279
	07:00	0	0	0	32	273	169	4	1	0	0	0	0	0	0	0	0	479
	08:00	0	0	7	72	362	124	5	0	1	0	1	0	0	0	0	0	572
	09:00	0	0	3	66	355	83	4	0	0	0	0	0	0	0	1	1	513
	10:00	2	0	3	65	333	87	0	0	0	0	0	0	0	0	0	1	491
	11:00	0	1	7	113	279	69	7	3	0	1	1	0	0	0	1	0	482
	12:00	0	0	2	72	274	71	5	0	1	1	0	1	0	0	0	0	427
	13:00	0	0	2	77	256	86	5	0	0	1	0	0	0	1	0	0	428
	14:00	0	1	0	57	218	95	4	0	0	0	1	0	0	0	0	0	376
	15:00	0	0	4	42	187	99	10	0	0	0	0	1	0	0	0	0	343
	16:00	0	0	2	35	191	112	12	2	0	1	1	0	0	0	0	1	357
	17:00	0	0	0	20	190	110	5	3	2	0	0	0	0	0	0	0	330
	18:00	0	0	1	27	127	123	9	0	0	0	1	0	0	0	0	0	288
	19:00	0	0	0	4	97	79	14	0	0	0	1	0	0	0	0	0	195
	20:00	0	0	0	12	98	70	4	1	0	0	0	0	0	0	0	0	185
	21:00	0	0	0	8	44	49	4	0	0	0	0	0	0	0	0	0	105
	22:00	0	0	0	7	17	28	4	0	0	0	0	0	0	0	0	0	56
	23:00	0	0	0	0	6	17	2	0	0	0	0	0	0	0	0	0	25
Daily Total :		3	3	35	724	3499	1703	136	13	4	4	6	2	0	1	3	3	6139
Percent :		0%	0%	1%	12%	57%	28%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	30	146	71	6	1	0	0	0	0	0	0	0	0	254

Speeds - Average: 57.1 50% : 56.6 67% : 59.6 85% : 65.7 20kph Pace: 50.1 - 70.0 (84.7%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/31/23	00:00	0	0	0	0	7	7	3	0	0	0	0	0	0	0	0	0	17
Thu	01:00	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	0	0	4	8	2	0	0	0	0	0	0	0	0	0	14
	04:00	0	0	0	1	9	16	8	0	1	0	0	0	0	0	0	0	35
	05:00	0	0	1	4	49	69	14	3	1	0	0	0	0	0	0	0	141
	06:00	0	1	0	8	84	164	16	0	1	0	0	0	0	0	0	0	274
	07:00	0	2	2	27	281	169	14	0	0	0	0	1	0	0	0	0	496
	08:00	0	0	1	40	383	153	5	0	1	0	1	0	0	1	0	0	585
	09:00	0	0	4	79	311	71	2	0	2	0	0	0	0	0	0	1	470
	10:00	0	0	6	107	324	76	5	1	1	0	0	0	0	0	0	1	521
	11:00	0	0	4	87	292	70	5	3	0	0	1	0	0	0	0	1	463
	12:00	0	0	4	77	232	97	9	0	0	0	0	0	1	0	0	0	420
	13:00	0	0	4	48	221	115	7	0	0	0	0	0	0	0	0	0	395
	14:00	0	0	0	46	232	104	6	1	0	2	2	0	0	0	0	0	393
	15:00	0	0	4	74	245	62	3	0	2	0	0	0	0	0	0	0	390
	16:00	0	0	0	51	245	117	9	1	0	0	0	2	0	1	0	1	427
	17:00	0	0	3	36	242	109	5	2	1	0	0	0	0	1	0	1	400
	18:00	0	0	0	45	150	115	10	0	0	1	1	0	1	0	0	0	323
	19:00	0	0	0	21	123	62	3	1	0	0	0	0	0	0	0	1	211
	20:00	0	0	0	20	77	81	3	0	0	0	0	0	0	0	0	0	181
	21:00	0	0	0	6	56	55	5	1	0	0	0	0	0	0	0	0	123
	22:00	0	0	0	3	23	28	5	1	0	0	0	0	0	0	0	0	60
	23:00	0	0	0	6	15	18	3	1	0	0	0	0	0	0	0	0	43
Daily Total :		0	3	33	786	3610	1771	144	15	10	3	5	3	2	3	0	6	6394
Percent :		0%	0%	1%	12%	56%	28%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	33	150	74	6	1	0	0	0	0	0	0	0	0	255

Speeds - Average: 57.1 50% : 56.6 67% : 59.6 85% : 65.7 20kph Pace: 50.1 - 70.0 (84.2%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/01/23	00:00	0	0	0	0	10	9	4	0	0	0	0	0	0	0	0	0	23
Fri	01:00	0	0	0	0	4	2	0	1	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	0	4	3	1	0	1	0	0	0	0	0	0	0	9
	03:00	0	0	0	2	3	7	1	0	0	0	0	0	0	0	0	0	13
	04:00	0	0	0	2	8	12	5	2	0	0	0	0	0	0	0	0	29
	05:00	0	0	0	4	35	55	10	2	0	0	0	0	0	0	0	0	106
	06:00	1	0	1	5	85	121	18	0	0	0	0	0	0	0	0	1	232
	07:00	0	0	0	12	245	162	13	0	0	0	0	0	0	0	0	0	432
	08:00	0	0	2	64	295	139	4	0	1	0	0	0	0	0	0	0	505
	09:00	0	0	10	93	284	101	5	0	0	1	1	0	1	0	0	0	496
	10:00	0	0	5	109	294	92	2	0	0	0	0	0	1	0	0	0	503
	11:00	5	5	8	110	285	58	4	0	1	0	0	1	0	0	0	1	478
	12:00	0	0	3	82	238	89	6	1	2	0	2	0	0	0	0	0	423
	13:00	0	0	5	51	246	91	7	0	0	2	0	0	1	0	0	0	403
	14:00	1	1	3	46	213	102	5	3	1	0	0	1	1	0	1	1	379
	15:00	1	1	1	54	208	79	6	3	0	0	1	0	1	0	0	1	356
	16:00	0	1	1	37	219	82	4	2	1	1	3	1	1	0	0	1	354
	17:00	0	0	1	24	179	95	9	2	0	1	0	0	1	1	0	0	313
	18:00	0	0	1	22	153	90	11	0	1	0	0	1	0	0	0	0	279
	19:00	0	0	1	10	112	79	11	0	0	0	0	0	0	0	0	0	213
	20:00	0	0	1	13	88	62	6	0	0	0	0	0	0	1	0	0	171
	21:00	0	0	0	11	68	39	7	1	1	0	0	0	0	0	0	0	127
	22:00	0	0	1	5	32	27	10	0	1	0	0	0	0	0	0	0	76
	23:00	0	0	0	1	19	17	0	1	0	0	0	0	0	0	0	0	38
Daily Total :		8	8	44	757	3327	1613	149	18	10	5	7	4	7	2	1	5	5965
Percent :		0%	0%	1%	13%	56%	27%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	32	139	67	6	1	0	0	0	0	0	0	0	0	265

Speeds - Average: 57.1 50% : 56.6 67% : 59.6 85% : 65.8 20kph Pace: 50.1 - 70.0 (82.8%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/02/23	00:00	0	0	0	2	14	12	3	0	0	0	0	0	0	0	0	0	31
Sat	01:00	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	10
	02:00	0	0	0	1	5	10	0	0	1	0	0	0	0	0	0	0	17
	03:00	0	0	0	0	5	8	1	1	0	0	0	0	0	0	0	0	15
	04:00	0	0	0	1	3	2	3	0	0	0	0	0	0	0	0	0	9
	05:00	0	0	0	2	14	18	1	0	0	0	0	0	0	0	0	0	35
	06:00	0	0	1	2	33	42	8	1	0	0	0	0	0	0	0	0	87
	07:00	0	3	0	7	81	81	6	0	0	0	0	0	0	0	0	0	178
	08:00	0	0	3	15	158	86	10	0	0	0	0	1	0	0	0	0	273
	09:00	0	0	1	25	276	113	5	1	0	0	0	0	0	0	0	0	421
	10:00	0	0	0	74	264	79	5	1	0	0	1	0	0	0	0	1	425
	11:00	0	1	9	81	254	67	7	1	0	0	0	0	1	1	0	1	423
	12:00	0	0	2	47	248	91	8	2	0	0	0	0	1	0	0	0	399
	13:00	0	0	2	56	228	86	10	1	0	1	0	0	0	0	0	0	384
	14:00	0	0	5	27	232	90	8	0	0	0	0	0	0	0	0	0	362
	15:00	0	0	1	34	199	102	3	1	0	0	0	1	0	0	1	0	342
	16:00	0	0	6	30	200	89	8	1	1	0	0	0	0	0	0	0	335
	17:00	0	0	0	24	148	95	5	1	2	0	0	0	0	0	0	1	276
	18:00	0	0	3	14	115	88	6	0	0	0	0	0	0	0	0	0	226
	19:00	0	0	2	13	124	79	10	1	0	0	1	0	0	1	0	0	231
	20:00	0	0	2	22	150	58	4	0	0	0	0	0	0	0	0	0	236
	21:00	0	0	1	12	73	42	7	0	0	0	1	0	0	0	0	0	136
	22:00	0	0	0	11	51	32	5	1	0	0	0	0	0	0	0	0	100
	23:00	0	0	0	3	29	19	5	0	0	0	0	0	0	0	0	0	56
Daily Total :		0	4	38	504	2908	1394	128	13	4	1	3	2	2	2	1	3	5007
Percent :		0%	0%	1%	10%	58%	28%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	21	121	58	5	1	0	0	0	0	0	0	0	0	247

Speeds - Average: 57.3 50% : 56.8 67% : 59.7 85% : 65.8 20kph Pace: 50.1 - 70.0 (85.9%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/03/23	00:00	1	0	0	1	10	24	6	1	0	0	0	0	0	0	0	0	43
Sun	01:00	0	0	0	1	8	10	5	0	0	0	0	0	0	0	0	0	24
	02:00	0	0	0	0	7	7	1	0	0	0	0	0	0	0	0	0	15
	03:00	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	1	2	4	2	0	0	0	0	0	0	0	0	0	9
	05:00	0	0	0	2	12	17	3	0	0	0	0	0	0	0	0	0	34
	06:00	0	0	0	4	21	32	6	1	0	0	0	0	0	0	0	0	64
	07:00	0	0	1	6	45	51	6	1	0	0	0	0	0	0	0	0	110
	08:00	2	0	0	12	123	103	6	0	0	0	0	0	1	0	0	0	247
	09:00	0	0	2	29	249	95	4	0	1	0	0	0	1	1	0	0	382
	10:00	0	0	1	37	299	98	7	0	0	0	0	0	0	1	0	3	446
	11:00	0	0	4	60	270	78	7	1	1	0	0	0	1	0	1	1	424
	12:00	1	0	5	52	234	109	6	1	2	0	0	0	0	1	0	1	412
	13:00	0	0	4	36	259	70	13	1	0	0	2	0	0	0	0	0	385
	14:00	0	0	2	45	205	99	4	0	1	0	1	0	1	0	1	1	360
	15:00	0	0	2	50	221	105	3	1	0	0	0	1	0	0	0	0	383
	16:00	1	0	5	41	178	127	13	1	1	0	0	0	0	0	0	0	367
	17:00	0	0	0	39	205	119	5	0	0	1	0	0	0	0	0	0	369
	18:00	0	1	0	37	174	123	12	1	0	0	0	0	0	0	0	0	348
	19:00	0	0	0	32	174	78	3	0	0	0	0	0	0	1	0	0	288
	20:00	0	0	0	43	179	67	2	0	0	0	0	0	0	0	0	0	291
	21:00	0	0	1	16	86	63	5	0	0	0	1	0	0	0	0	0	172
	22:00	0	0	1	10	45	20	8	0	0	0	0	0	0	0	0	0	84
	23:00	0	0	0	3	19	20	4	1	0	0	0	0	0	0	0	0	47
Daily Total :		5	1	28	557	3026	1523	132	10	6	1	4	1	4	4	2	6	5310
Percent :		0%	0%	1%	10%	57%	29%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	23	126	63	6	0	0	0	0	0	0	0	0	0	208

Speeds - Average: 57.4 50% : 56.9 67% : 59.8 85% : 65.9 20kph Pace: 50.1 - 70.0 (85.7%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/04/23	00:00	0	0	0	0	7	14	1	2	0	0	0	0	0	0	0	0	24
Mon	01:00	0	0	0	0	4	7	4	0	0	0	0	0	0	0	0	0	15
	02:00	0	0	0	0	3	2	3	0	0	0	0	0	0	0	0	0	8
	03:00	0	0	0	0	5	2	0	0	1	0	0	0	0	0	0	0	8
	04:00	0	0	1	2	5	8	1	0	0	0	0	0	0	0	0	0	17
	05:00	0	0	0	3	7	6	6	1	0	0	0	0	0	0	0	0	23
	06:00	0	0	0	5	32	36	5	2	1	0	0	0	0	0	0	0	81
	07:00	0	1	1	6	61	38	11	1	0	0	0	0	0	0	0	0	119
	08:00	0	0	0	15	97	64	14	0	0	0	0	0	0	0	0	0	190
	09:00	0	0	7	31	145	74	6	0	0	0	0	0	0	0	0	0	263
	10:00	0	0	2	62	235	87	1	0	1	0	0	0	0	0	0	0	388
	11:00	0	1	3	79	285	83	7	0	0	1	0	0	1	0	0	0	460
	12:00	0	0	2	45	243	137	4	1	0	1	0	0	0	0	2	1	436
	13:00	0	0	1	80	280	114	10	0	0	0	1	0	0	0	0	1	487
	14:00	0	0	4	88	232	120	4	1	3	0	0	0	0	0	0	0	452
	15:00	0	0	9	53	312	96	3	1	0	0	0	1	0	0	0	1	476
	16:00	1	0	1	43	304	118	7	0	0	0	0	0	0	0	0	0	474
	17:00	0	0	8	97	231	100	8	1	0	0	0	0	0	0	0	1	446
	18:00	0	0	2	24	200	118	5	0	0	0	0	0	0	0	0	0	349
	19:00	0	1	0	24	166	92	9	1	1	0	0	0	0	0	0	0	294
	20:00	0	0	1	32	122	73	7	0	0	0	0	0	0	0	0	0	235
	21:00	0	0	0	6	35	35	5	0	0	0	0	0	0	0	0	0	81
	22:00	0	1	0	8	20	11	4	2	0	0	0	0	0	0	0	0	46
	23:00	0	0	0	1	9	8	1	0	0	0	0	0	0	0	0	0	19
Daily Total :		1	4	42	704	3040	1443	126	13	7	2	1	1	1	0	2	4	5391
Percent :		0%	0%	1%	13%	56%	27%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	29	127	60	5	1	0	0	0	0	0	0	0	0	219

Speeds - Average: 56.8 50% : 56.5 67% : 59.4 85% : 65.6 20kph Pace: 50.1 - 70.0 (83.2%)

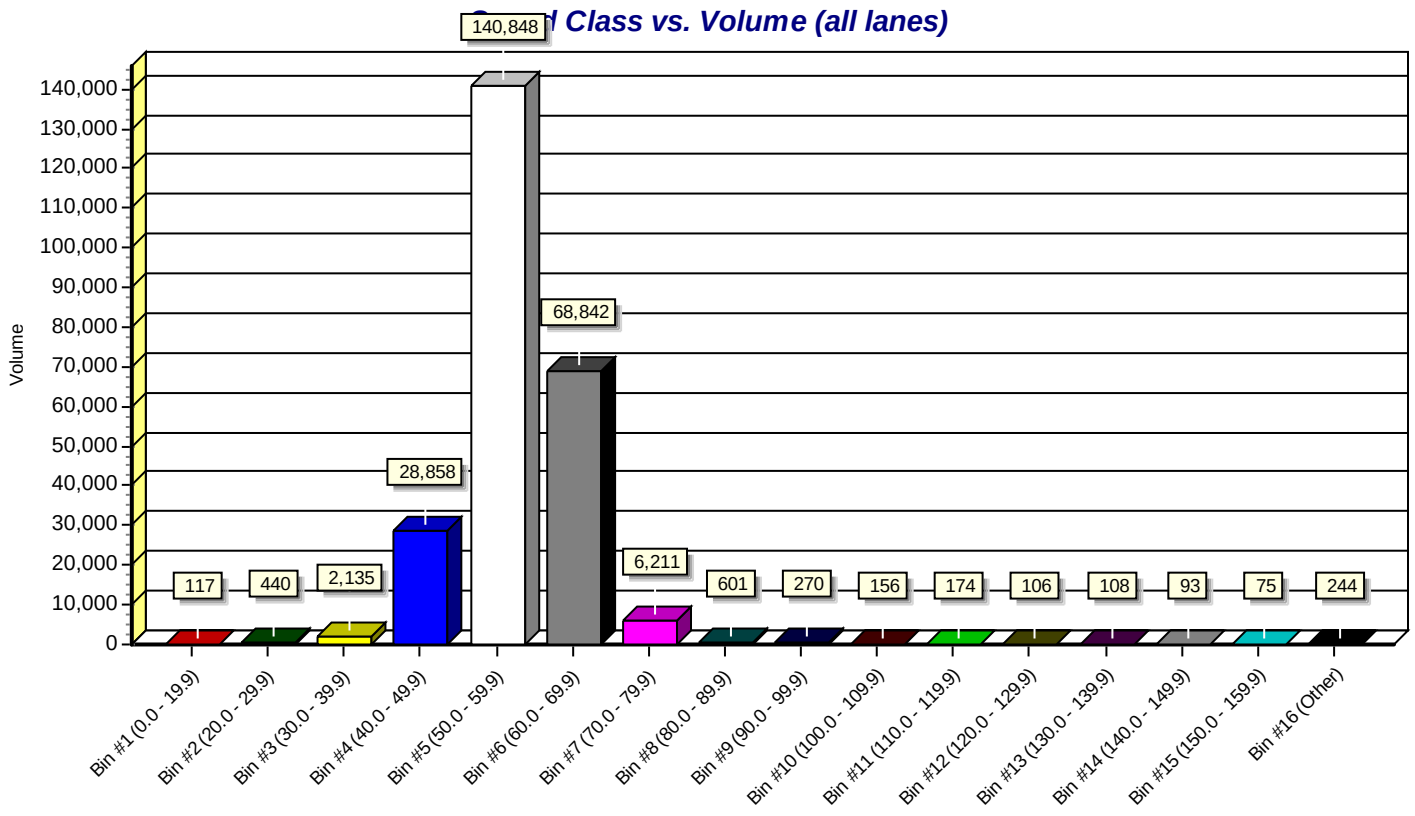
(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/05/23	00:00	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	7
Tue	01:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
	02:00	0	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	8
	03:00	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	3	11	11	12	2	0	0	0	0	0	0	0	0	39
	05:00	0	0	0	6	47	51	22	1	0	0	0	0	0	0	0	0	127
	06:00	0	0	5	4	105	152	19	3	0	0	0	0	0	0	0	0	288
	07:00	0	0	1	56	312	165	6	0	0	0	0	0	1	1	0	0	542
	08:00	0	0	3	128	399	115	11	0	0	0	0	0	0	0	0	1	657
	09:00	0	3	11	64	318	88	8	1	1	0	0	0	1	0	0	1	496
	10:00	0	0	1	150	308	56	3	0	0	0	1	1	1	0	0	0	521
	11:00	0	0	2	62	324	72	2	2	0	0	0	0	0	0	0	1	465
	12:00	0	0	1	66	303	90	6	0	0	1	0	1	1	0	0	0	469
	13:00	0	0	5	85	241	89	3	0	0	0	1	0	0	0	0	1	425
	14:00	0	0	4	47	243	90	6	0	1	1	0	0	0	0	0	0	392
	15:00	0	0	7	41	184	102	16	4	0	0	0	0	0	1	0	1	356
	16:00	1	0	1	24	228	103	11	0	0	1	1	0	1	0	1	1	373
	17:00	1	1	2	18	183	107	7	1	1	0	0	0	0	0	0	0	321
	18:00	0	0	2	24	139	103	13	0	0	0	0	0	0	0	0	1	282
	19:00	1	0	2	19	104	75	6	1	1	1	0	0	0	0	0	0	210
	20:00	0	0	0	9	85	65	6	0	1	0	0	0	0	0	0	1	167
	21:00	0	0	0	6	48	43	4	0	0	0	0	0	0	0	0	0	101
	22:00	0	1	0	2	14	17	4	0	1	0	0	0	0	0	0	0	39
	23:00	0	0	0	0	8	9	0	0	0	0	0	0	0	0	0	0	17
Daily Total :		3	5	47	815	3618	1609	168	15	6	4	3	2	5	2	1	8	6311
Percent :		0%	0%	1%	13%	57%	25%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	34	151	67	7	1	0	0	0	0	0	0	0	0	224

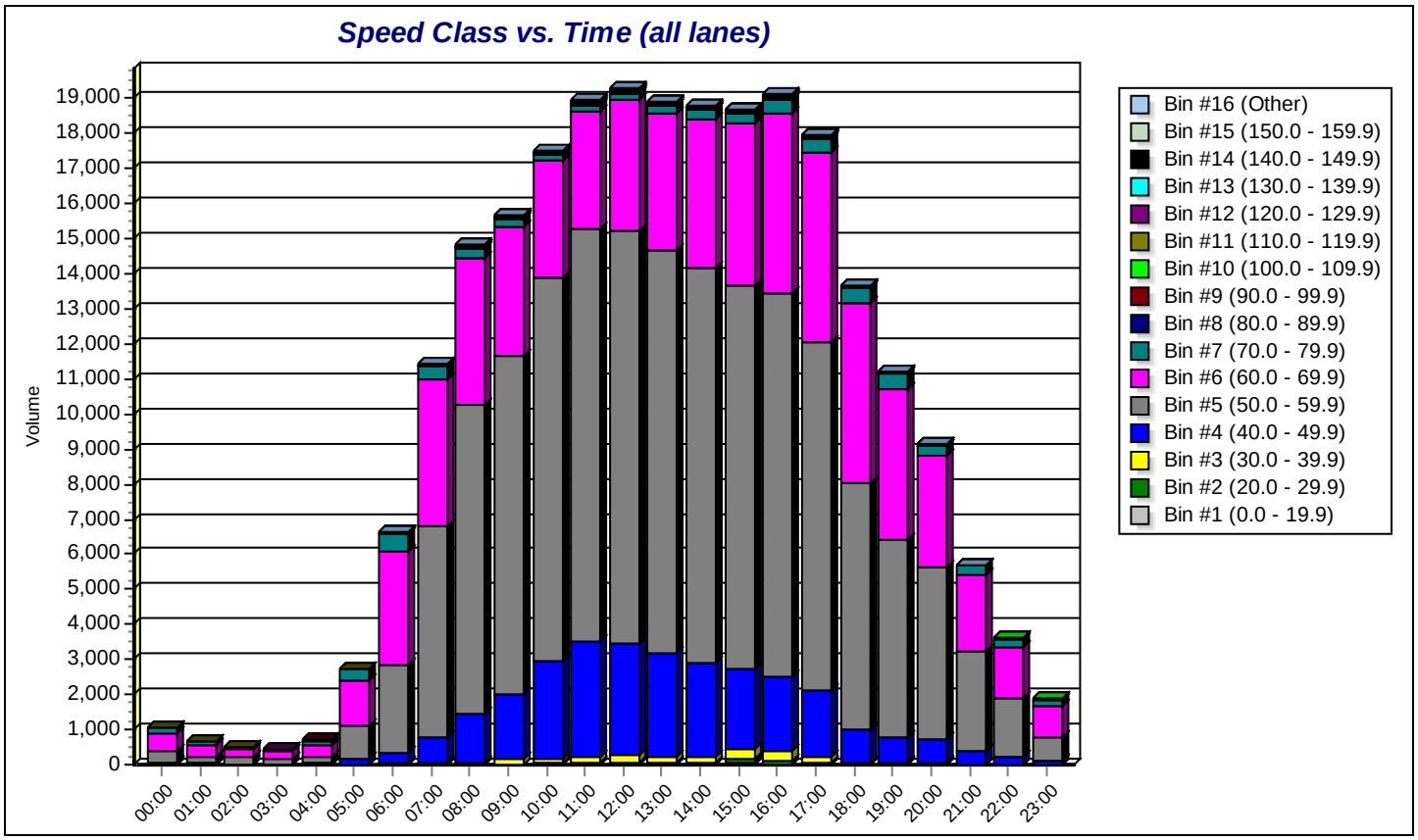
Speeds - Average: 56.8 50% : 56.4 67% : 59.3 85% : 65.5 20kph Pace: 50.1 - 70.0 (82.8%)

Basic Speed Class Summary: P2320002

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Description	Lane	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
TOTAL COUNT :	#1.	83	305	1217	14382	71430	34966	3027	292	133	85	91	47	52	46	31	110	126297
	#2.	34	135	918	14476	69418	33876	3184	309	137	71	83	59	56	47	44	134	122981
		117	440	2135	28858	140848	68842	6211	601	270	156	174	106	108	93	75	244	249278
Percents :	#1.	0%	0%	1%	11%	57%	28%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	51%
	#2.	0%	0%	1%	12%	56%	28%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	49%
		0%	0%	1%	12%	57%	28%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :	#1.	0	1	2	29	142	69	6	1	0	0	0	0	0	0	0	0	250
	#2.	0	0	2	29	138	67	6	1	0	0	0	0	0	0	0	0	243
		0	1	4	58	280	136	12	2	0	0	0	0	0	0	0	0	493
Days & ADT :	#1.	21.0	6014															
	#2.	21.0	5856															
		21.0	11870															
Avg,50,67,85%:	#1.	57.0	56.7	59.7	65.8	50.1	- 70.0	84%										
Pace (pace %)	#2.	57.1	56.7	59.7	65.9	50.1	- 70.0	84%										
		57.1	56.7	59.7	65.8	50.1	- 70.0	84%										

P2320002 Speed Class Charts For Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023





Basic Volume Report: P2320002

Station ID : P2320002
Info Line 1 : Ward Street (CR 18) 70m S
Info Line 2 : of Maitland Street
GPS Lat/Lon :
DB File : P2320002.DB

Last Connected Device Type : Phoenix
Version Number : 3.15
Serial Number : 10524

Number of Lanes : 2
Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	N	NB	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
081623	W	31	15	10	10	5	50	136	245	284	342	376	456	494	465	458	525	582	581	377	328	262	180	176	61	6449
081723	T	27	15	17	7	13	58	130	222	297	358	338	460	453	459	537	538	660	599	396	369	280	183	243	76	6735
081823	F	26	24	15	8	14	48	125	206	266	316	429	469	503	579	592	605	655	693	426	325	294	219	117	80	7034
081923	S	48	28	30	10	7	26	83	177	261	357	451	509	569	545	523	490	396	317	238	236	174	152	131	78	5836
082023	S	46	37	14	12	6	25	56	81	178	253	347	446	497	418	403	395	328	267	202	209	157	106	66	27	4576
082123	M	24	9	12	4	11	47	128	204	275	291	359	383	447	389	503	522	624	563	381	352	248	142	77	43	6038
082223	T	23	9	11	9	4	42	135	238	269	302	349	412	458	478	476	491	574	610	383	305	262	176	85	49	6150
082323	W	25	9	14	10	7	53	118	234	320	289	339	415	425	463	484	487	626	560	385	297	263	173	141	61	6198
082423	T	25	10	10	7	11	43	122	209	254	342	373	409	450	481	512	611	628	616	449	378	264	151	101	50	6506
082523	F	24	12	9	11	11	47	116	227	309	318	384	465	534	536	590	590	638	640	440	377	299	197	127	82	6983
082623	S	36	29	27	13	7	18	52	131	229	286	377	525	526	509	539	478	401	347	307	238	198	147	118	78	5616
082723	S	46	32	19	13	7	24	49	110	174	229	315	459	460	419	415	359	326	318	236	224	175	116	66	45	4636
082823	M	27	10	7	8	5	43	102	209	269	293	337	376	461	435	493	518	623	618	359	349	263	133	69	45	6052
082923	T	17	17	13	5	5	48	119	233	279	298	352	414	476	492	516	547	604	599	353	326	251	155	80	43	6242
083023	W	20	16	11	11	6	43	125	195	297	270	334	390	450	457	533	568	653	626	449	343	244	166	85	55	6347
083123	T	20	16	14	13	15	45	141	206	288	326	377	496	520	541	522	601	606	640	463	395	332	192	129	62	6960
Month Total :		465	288	233	151	134	660	1737	3127	4249	4870	5837	7084	7723	7666	8096	8325	8924	8594	5844	5051	3966	2588	1811	935	98358
Percent :		0%	0%	0%	0%	0%	1%	2%	3%	4%	5%	6%	7%	8%	8%	8%	8%	9%	9%	6%	5%	4%	3%	2%	1%	
ADT :		29	18	15	9	8	41	109	195	266	304	365	443	483	479	506	520	558	537	365	316	248	162	113	58	6147

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	9212	12090	12392	18994	20201	14017	11452
# Days :	2.0	2.0	2.0	3.0	3.0	2.0	2.0
ADT :	4606	6045	6196	6331	6734	7009	5726
Percent :	9%	12%	13%	19%	21%	14%	12%

	Total	Percent
Weekday (Mon-Fri) :	77694	79%
ADT :	6475	
Weekend (Sat-Sun) :	20664	21%
ADT :	5166	

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
090123	F	34	18	8	12	3	52	117	233	310	345	444	538	589	552	629	614	635	609	468	378	283	205	120	82	7278
090223	S	51	36	16	13	5	20	73	136	223	309	443	497	554	521	539	484	396	353	259	212	170	161	90	88	5649
090323	S	46	25	10	8	3	27	51	85	167	263	375	473	515	519	494	433	333	281	227	214	164	127	85	43	4968
090423	M	31	15	12	14	8	13	58	110	184	271	303	357	364	363	336	274	233	191	184	203	120	90	51	29	3814
090523	T	10	8	5	6	5	37	115	230	304	326	383	433	467	451	481	583	613	627	378	304	220	142	65	37	6230
Month Total :		172	102	51	53	24	149	414	794	1188	1514	1948	2298	2489	2406	2479	2388	2210	2061	1516	1311	957	725	411	279	27939
Percent :		1%	0%	0%	0%	0%	1%	1%	3%	4%	5%	7%	8%	9%	9%	9%	9%	8%	7%	5%	5%	3%	3%	1%	1%	
ADT :		34	20	10	11	5	30	83	159	238	303	390	460	498	481	496	478	442	412	303	262	191	145	82	56	5589

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	4968	3814	6230	0	0	7278	5649	Weekday (Mon-Fri) :	17322	62%
# Days :	1.0	1.0	1.0	0.0	0.0	1.0	1.0	ADT :	5774	
ADT :	4968	3814	6230	0	0	7278	5649	Weekend (Sat-Sun) :	10617	38%
Percent :	18%	14%	22%	0%	0%	26%	20%	ADT :	5309	

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.	S	SB	Normal	Veh.	No	

Lane #2 Basic Volume Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
081623	W	12	7	7	7	40	124	302	480	544	455	434	419	393	414	391	399	411	376	323	220	189	123	67	23	6160
081723	T	14	13	8	13	35	137	284	474	528	484	503	470	465	442	406	394	396	405	344	294	203	92	48	25	6477
081823	F	9	9	15	10	29	106	235	420	515	517	521	482	486	412	374	355	361	265	257	195	191	101	76	29	5970
081923	S	26	23	15	11	11	30	112	187	324	397	427	450	358	395	370	353	370	306	328	297	245	157	105	68	5365
082023	S	43	33	15	11	12	23	85	123	211	373	430	436	445	448	418	434	428	427	342	292	230	108	58	20	5445
082123	M	9	16	9	12	39	136	275	447	520	449	442	488	416	437	364	374	366	378	289	201	175	90	57	19	6008
082223	T	13	10	11	10	43	120	297	453	535	441	466	412	424	448	386	415	362	345	285	199	168	90	54	28	6015
082323	W	15	10	7	14	38	122	282	465	496	435	465	445	456	398	392	354	380	347	278	216	176	102	58	19	5970
082423	T	19	11	9	6	25	133	270	448	559	455	484	503	490	423	397	378	387	371	275	190	179	103	61	23	6199
082523	F	13	8	13	13	22	111	260	441	514	444	478	462	425	421	412	389	340	309	296	176	161	139	78	48	5973
082623	S	28	16	18	8	17	44	103	175	325	403	381	435	427	398	371	326	302	286	267	221	231	133	114	59	5088
082723	S	50	36	18	12	11	26	81	104	244	410	413	465	461	477	445	412	443	388	346	312	265	119	58	25	5621
082823	M	16	10	2	12	34	120	292	455	514	488	472	459	421	418	386	391	393	340	286	214	157	100	61	21	6062
082923	T	14	12	4	10	28	122	297	478	531	498	506	452	439	416	395	385	369	318	300	200	179	101	40	17	6111
083023	W	16	5	10	17	33	127	279	479	572	513	491	482	427	428	376	343	357	330	288	195	185	105	56	25	6139
083123	T	17	7	5	14	35	141	274	496	585	470	521	463	420	395	393	390	427	400	323	211	181	123	60	43	6394
Month Total :		314	226	166	180	452	1622	3728	6125	7517	7232	7434	7323	6953	6770	6276	6092	6092	5591	4827	3633	3115	1786	1051	492	94997
Percent :		0%	0%	0%	0%	0%	2%	4%	6%	8%	8%	8%	8%	7%	7%	7%	6%	6%	6%	5%	4%	3%	2%	1%	1%	
ADT :		20	14	10	11	28	101	233	383	470	452	465	458	435	423	392	381	381	349	302	227	195	112	66	31	5939

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	11066	12070	12126	18269	19070	11943	10453
# Days :	2.0	2.0	2.0	3.0	3.0	2.0	2.0
ADT :	5533	6035	6063	6090	6357	5972	5227
Percent :	12%	13%	13%	19%	20%	13%	11%

	Total	Percent
Weekday (Mon-Fri) :	73478	77%
ADT :	6123	
Weekend (Sat-Sun) :	21519	23%
ADT :	5380	

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
090123	F	23	7	9	13	29	106	232	432	505	496	503	478	423	403	379	356	354	313	279	213	171	127	76	38	5965
090223	S	31	10	17	15	9	35	87	178	273	421	425	423	399	384	362	342	335	276	226	231	236	136	100	56	5007
090323	S	43	24	15	6	9	34	64	110	247	382	446	424	412	385	360	383	367	369	348	288	291	172	84	47	5310
090423	M	24	15	8	8	17	23	81	119	190	263	388	460	436	487	452	476	474	446	349	294	235	81	46	19	5391
090523	T	7	3	8	6	39	127	288	542	657	496	521	465	469	425	392	356	373	321	282	210	167	101	39	17	6311
Month Total :		128	59	57	48	103	325	752	1381	1872	2058	2283	2250	2139	2084	1945	1913	1903	1725	1484	1236	1100	617	345	177	27984
Percent :		0%	0%	0%	0%	0%	1%	3%	5%	7%	7%	8%	8%	8%	7%	7%	7%	7%	6%	5%	4%	4%	2%	1%	1%	
ADT :		26	12	11	10	21	65	150	276	374	412	457	450	428	417	389	383	381	345	297	247	220	123	69	35	5598

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	5310	5391	6311	0	0	5965	5007	Weekday (Mon-Fri) :	17667	63%
# Days :	1.0	1.0	1.0	0.0	0.0	1.0	1.0	ADT :	5889	
ADT :	5310	5391	6311	0	0	5965	5007	Weekend (Sat-Sun) :	10317	37%
Percent :	19%	19%	23%	0%	0%	21%	18%	ADT :	5159	

Basic Volume Summary: P2320002

Grand Total For Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	637	390	284	204	158	809	2151	3921	5437	6384	7785	9382	10212	10072	10575	10713	11134	10655	7360	6362	4923	3313	2222	1214	126297
Lane #2	442	285	223	228	555	1947	4480	7506	9389	9290	9717	9573	9092	8854	8221	8005	7995	7316	6311	4869	4215	2403	1396	669	122981
TOTAL	1079	675	507	432	713	2756	6631	11427	14826	15674	17502	18955	19304	18926	18796	18718	19129	17971	13671	11231	9138	5716	3618	1883	249278

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	1%	0%	0%	0%	0%	1%	2%	3%	4%	5%	6%	7%	8%	8%	8%	8%	9%	8%	6%	5%	4%	3%	2%	1%
Lane #2	0%	0%	0%	0%	0%	2%	4%	6%	8%	8%	8%	8%	7%	7%	7%	7%	7%	6%	5%	4%	3%	2%	1%	1%
TOTAL	0%	0%	0%	0%	0%	1%	3%	5%	6%	6%	7%	8%	8%	8%	8%	8%	8%	7%	5%	5%	4%	2%	1%	1%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	30	19	14	10	8	39	102	187	259	304	371	447	486	480	504	510	530	507	350	303	234	158	106	58	6016
Lane #2	21	14	11	11	26	93	213	357	447	442	463	456	433	422	391	381	381	348	301	232	201	114	66	32	5856
TOTAL	51	33	25	21	34	132	315	544	706	746	834	903	919	902	895	891	911	855	651	535	435	272	172	90	11872

LANE #1

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	14180	15904	18622	18994	20201	21295	17101	Weekday (Mon-Fri) :	95016	75%
# Days :	3.0	3.0	3.0	3.0	3.0	3.0	3.0	ADT :	6334	
ADT :	4727	5301	6207	6331	6734	7098	5700	Weekend (Sat-Sun) :	31281	25%
Percent :	11%	13%	15%	15%	16%	17%	14%	ADT :	5214	

LANE #2

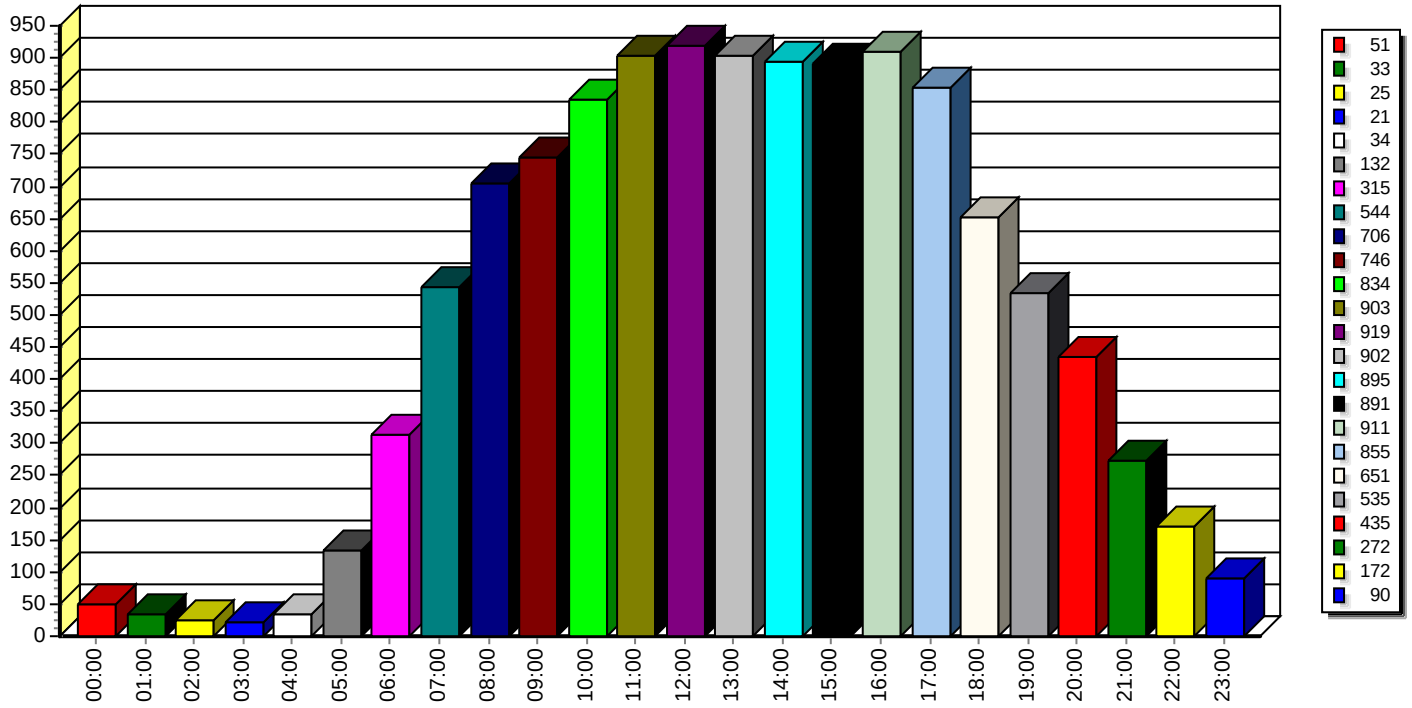
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	16376	17461	18437	18269	19070	17908	15460	Weekday (Mon-Fri) :	91145	74%
# Days :	3.0	3.0	3.0	3.0	3.0	3.0	3.0	ADT :	6076	
ADT :	5459	5820	6146	6090	6357	5969	5153	Weekend (Sat-Sun) :	31836	26%
Percent :	13%	14%	15%	15%	16%	15%	13%	ADT :	5306	

ALL LANES

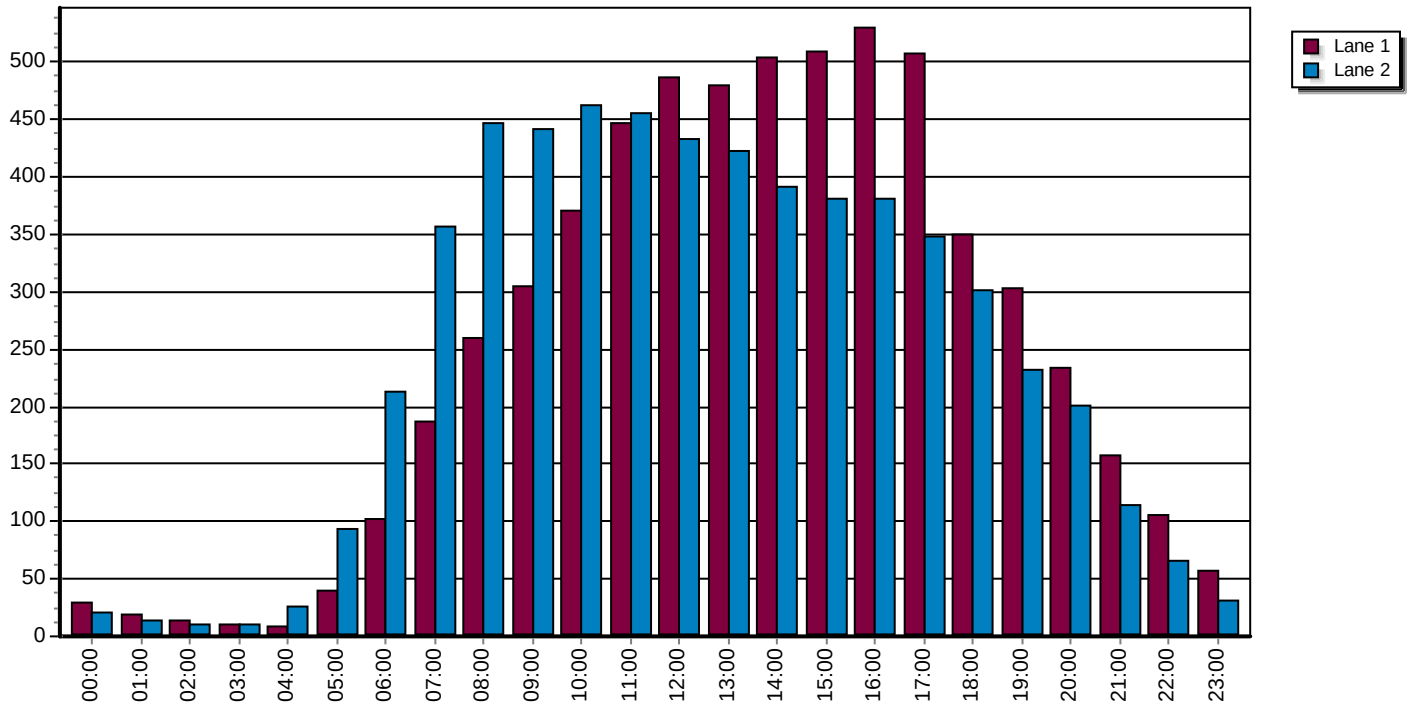
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	30556	33365	37059	37263	39271	39203	32561	Weekday (Mon-Fri) :	186161	75%
# Days :	3.0	3.0	3.0	3.0	3.0	3.0	3.0	ADT :	12411	
ADT :	10185	11122	12353	12421	13090	13068	10854	Weekend (Sat-Sun) :	63117	25%
Percent :	12%	13%	15%	15%	16%	16%	13%	ADT :	10520	

P2320002 Charts For Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

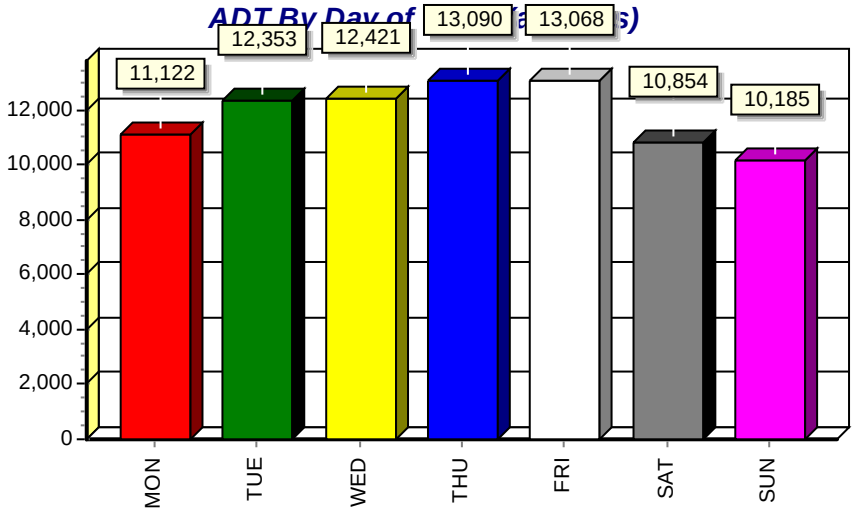
ADT Volume vs. Time (all lanes combined)



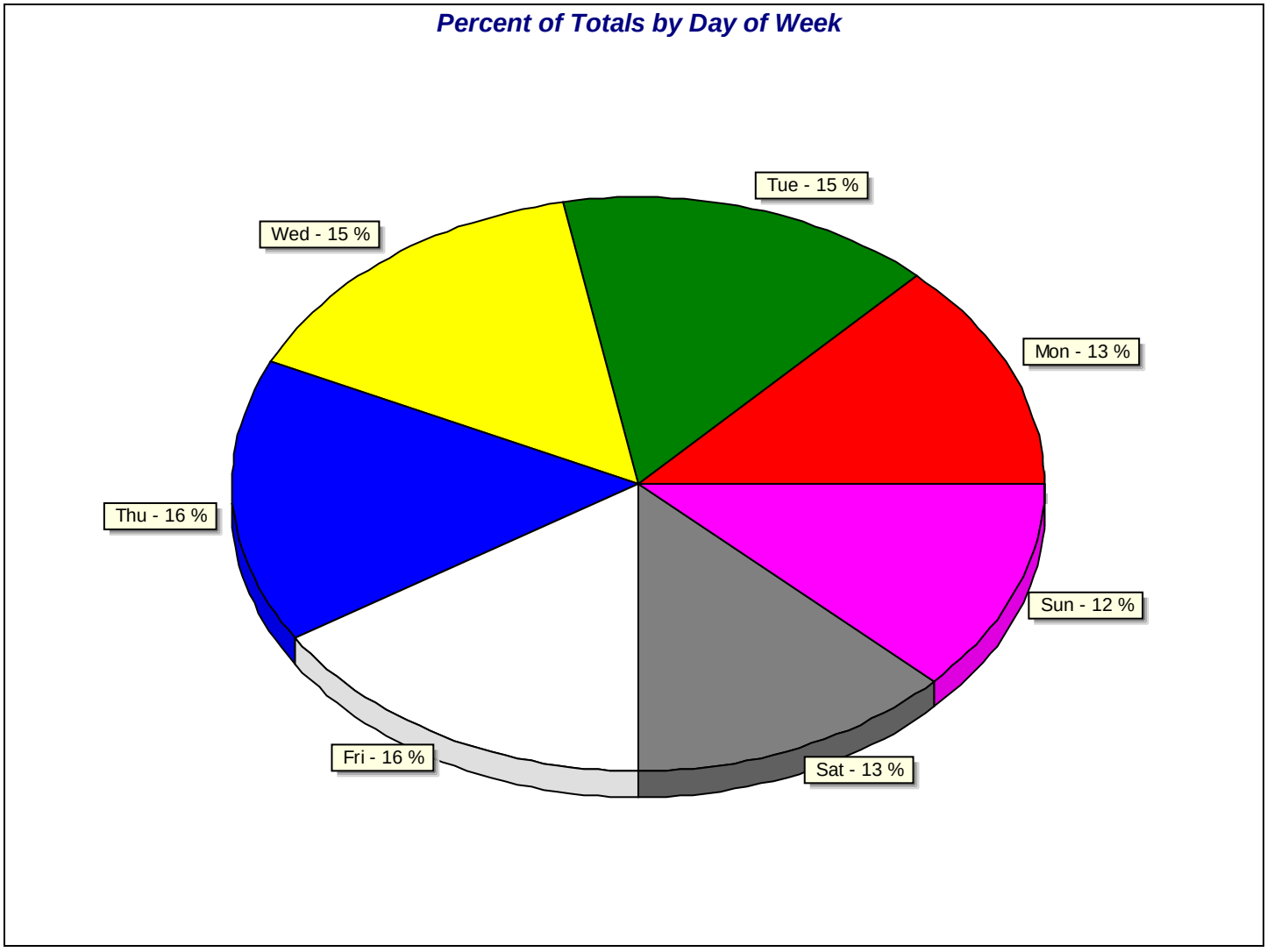
ADT Volume vs. Time (lane comparison)



P2320002 Charts For Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023



DAY	ADT	TOTAL	# DAYS
Mon	11122	33365	3.0
Tue	12353	37059	3.0
Wed	12421	37263	3.0
Thu	13090	39271	3.0
Fri	13068	39203	3.0
Sat	10854	32561	3.0
Sun	10185	30556	3.0



ATR Counts

August 16 – September 12, 2023

Basic Volume Report: P2320002

Station ID : P2320002

Info Line 1 : Ward Street (CR 18) 70m S
Info Line 2 : of Maitland Street
GPS Lat/Lon :
DB File : DBFILE 091623 - 11.DB

Last Connected Device Type : Phoenix
Version Number : 3.15
Serial Number : 10524

Number of Lanes : 2
Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	N	NB	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 09/06/2023 To: 23:59 - 09/12/2023

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
090623	W	19	13	4	10	7	47	120	221	294	305	357	362	444	435	449	549	634	635	371	306	241	154	77	51	6105
090723	T	18	8	8	12	10	48	112	223	288	338	353	390	457	466	555	575	641	622	399	348	307	157	84	39	6458
090823	F	21	16	10	10	10	49	124	239	328	350	372	497	478	583	570	625	626	660	444	391	291	203	119	68	7084
090923	S	48	32	17	21	21	20	54	146	262	276	423	497	575	512	455	458	375	308	286	276	206	153	103	73	5597
091023	S	56	27	12	9	8	27	60	112	177	286	347	388	431	485	439	362	285	242	211	200	148	77	48	29	4466
091123	M	12	7	7	9	7	49	116	227	313	315	339	347	416	443	499	484	549	613	355	316	213	122	59	44	5861
091223	T	19	11	10	5	8	56	116	225	305	278	311	385	411	415	518	542	619	608	386	276	213	113	73	52	5955
Month Total :		193	114	68	76	71	296	702	1393	1967	2148	2502	2866	3212	3339	3485	3595	3729	3688	2452	2113	1619	979	563	356	41526
Percent :		0%	0%	0%	0%	0%	1%	2%	3%	5%	5%	6%	7%	8%	8%	8%	9%	9%	9%	6%	5%	4%	2%	1%	1%	
ADT :		28	16	10	11	10	42	100	199	281	307	357	409	459	477	498	514	533	527	350	302	231	140	80	51	5932

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	4466	5861	5955	6105	6458	7084	5597
# Days :	1.0	1.0	1.0	1.0	1.0	1.0	1.0
ADT :	4466	5861	5955	6105	6458	7084	5597
Percent :	11%	14%	14%	15%	16%	17%	13%

	Total	Percent
Weekday (Mon-Fri) :	31463	76%
ADT :	6293	
Weekend (Sat-Sun) :	10063	24%
ADT :	5032	

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.	S	SB	Normal	Veh.	No	

Lane #2 Basic Volume Data From: 00:00 - 09/06/2023 To: 23:59 - 09/12/2023

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
090623	W	8	8	8	13	40	135	319	493	636	439	447	431	372	413	358	360	326	325	257	215	134	85	49	21	5892
090723	T	9	7	5	11	32	126	318	555	613	467	446	432	445	412	368	394	353	343	266	189	140	88	38	20	6077
090823	F	6	3	10	11	40	121	278	468	570	482	507	412	454	408	400	392	386	349	261	195	149	97	67	30	6096
090923	S	20	25	12	14	12	38	95	184	346	449	476	463	370	363	413	345	326	316	265	235	196	119	93	47	5222
091023	S	50	17	11	9	9	25	77	129	336	522	490	501	469	391	365	383	390	310	276	245	181	77	40	16	5319
091123	M	9	8	7	11	32	143	281	518	596	460	437	397	399	383	395	392	404	322	263	221	132	71	47	9	5937
091223	T	11	4	7	8	35	141	289	505	597	439	447	384	409	396	363	345	338	280	214	169	120	84	53	21	5659
Month Total :		113	72	60	77	200	729	1657	2852	3694	3258	3250	3020	2918	2766	2662	2611	2523	2245	1802	1469	1052	621	387	164	40202
Percent :		0%	0%	0%	0%	0%	2%	4%	7%	9%	8%	8%	8%	7%	7%	7%	6%	6%	6%	4%	4%	3%	2%	1%	0%	
ADT :		16	10	9	11	29	104	237	407	528	465	464	431	417	395	380	373	360	321	257	210	150	89	55	23	5741

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	5319	5937	5659	5892	6077	6096	5222
# Days :	1.0	1.0	1.0	1.0	1.0	1.0	1.0
ADT :	5319	5937	5659	5892	6077	6096	5222
Percent :	13%	15%	14%	15%	15%	15%	13%

	Total	Percent
Weekday (Mon-Fri) :	29661	74%
ADT :	5932	
Weekend (Sat-Sun) :	10541	26%
ADT :	5271	

Basic Volume Summary: P2320002

Grand Total For Data From: 00:00 - 09/06/2023 To: 23:59 - 09/12/2023

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	193	114	68	76	71	296	702	1393	1967	2148	2502	2866	3212	3339	3485	3595	3729	3688	2452	2113	1619	979	563	356	41526
Lane #2	113	72	60	77	200	729	1657	2852	3694	3258	3250	3020	2918	2766	2662	2611	2523	2245	1802	1469	1052	621	387	164	40202
TOTAL	306	186	128	153	271	1025	2359	4245	5661	5406	5752	5886	6130	6105	6147	6206	6252	5933	4254	3582	2671	1600	950	520	81728

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	0%	0%	0%	0%	0%	1%	2%	3%	5%	5%	6%	7%	8%	8%	8%	9%	9%	9%	6%	5%	4%	2%	1%	1%
Lane #2	0%	0%	0%	0%	0%	2%	4%	7%	9%	8%	8%	8%	7%	7%	7%	6%	6%	6%	4%	4%	3%	2%	1%	0%
TOTAL	0%	0%	0%	0%	0%	1%	3%	5%	7%	7%	7%	7%	8%	7%	8%	8%	8%	7%	5%	4%	3%	2%	1%	1%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	28	16	10	11	10	42	100	199	281	307	357	409	459	477	498	514	533	527	350	302	231	140	80	51	5932
Lane #2	16	10	9	11	29	104	237	407	528	465	464	431	417	395	380	373	360	321	257	210	150	89	55	23	5741
TOTAL	44	26	19	22	39	146	337	606	809	772	821	840	876	872	878	887	893	848	607	512	381	229	135	74	11673

LANE #1

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	4466	5861	5955	6105	6458	7084	5597	Weekday (Mon-Fri) :	31463	76%
# Days :	1.0	1.0	1.0	1.0	1.0	1.0	1.0	ADT :	6293	
ADT :	4466	5861	5955	6105	6458	7084	5597	Weekend (Sat-Sun) :	10063	24%
Percent :	11%	14%	14%	15%	16%	17%	13%	ADT :	5032	

LANE #2

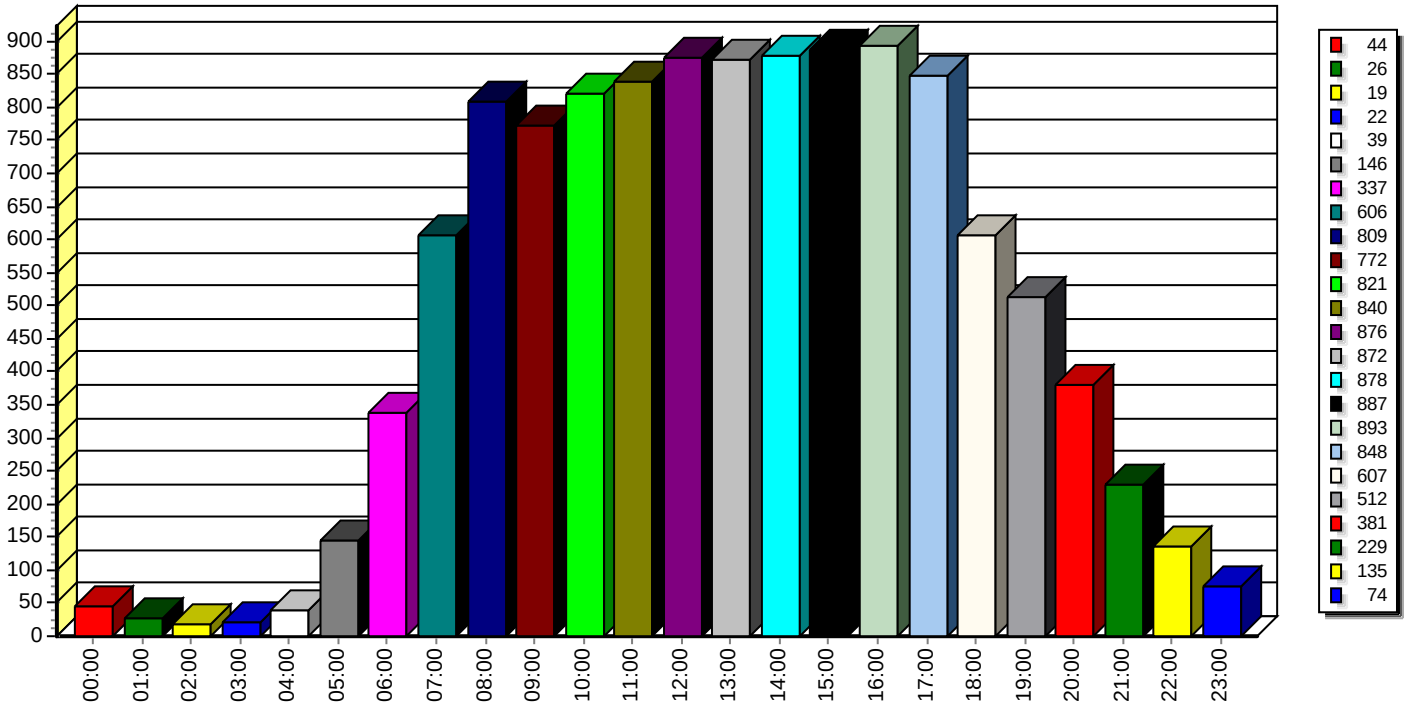
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	5319	5937	5659	5892	6077	6096	5222	Weekday (Mon-Fri) :	29661	74%
# Days :	1.0	1.0	1.0	1.0	1.0	1.0	1.0	ADT :	5932	
ADT :	5319	5937	5659	5892	6077	6096	5222	Weekend (Sat-Sun) :	10541	26%
Percent :	13%	15%	14%	15%	15%	15%	13%	ADT :	5271	

ALL LANES

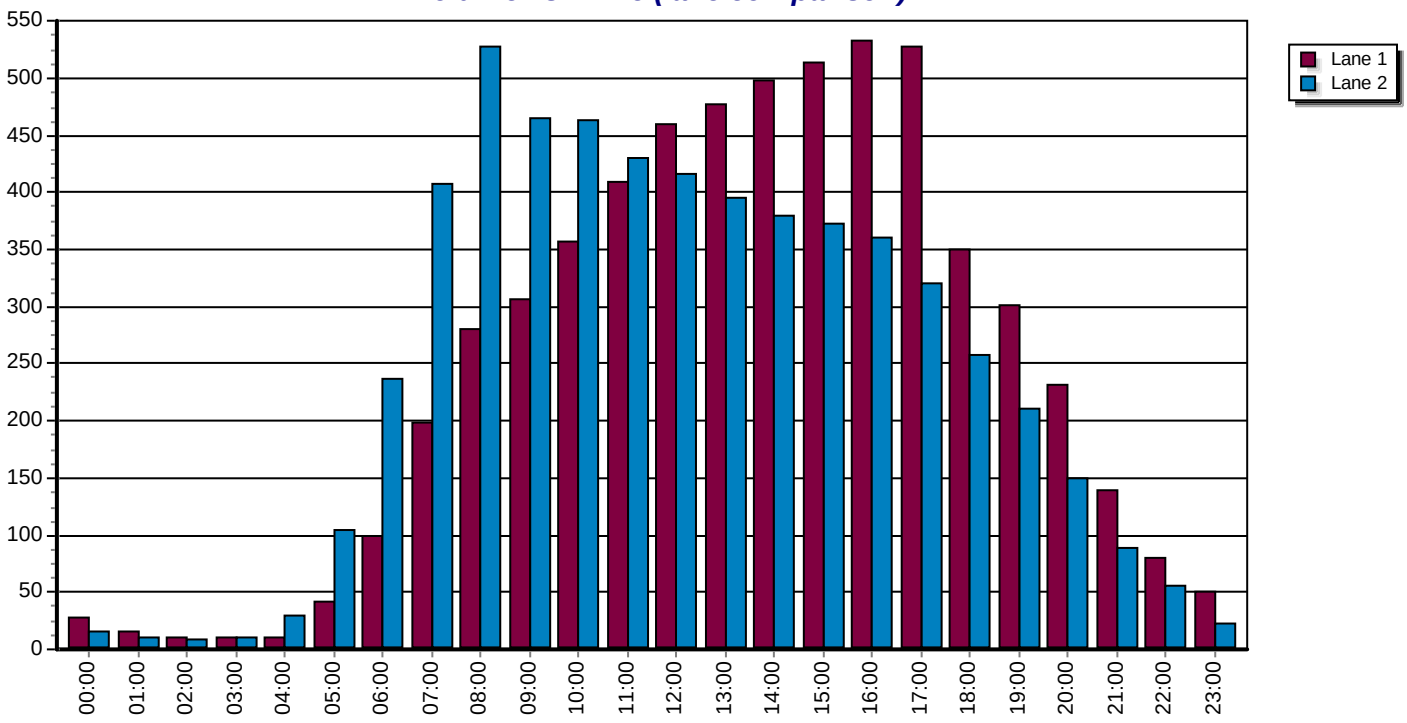
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	9785	11798	11614	11997	12535	13180	10819	Weekday (Mon-Fri) :	61124	75%
# Days :	1.0	1.0	1.0	1.0	1.0	1.0	1.0	ADT :	12225	
ADT :	9785	11798	11614	11997	12535	13180	10819	Weekend (Sat-Sun) :	20604	25%
Percent :	12%	14%	14%	15%	15%	16%	13%	ADT :	10302	

P2320002 Charts For Data From: 00:00 - 09/06/2023 To: 23:59 - 09/12/2023

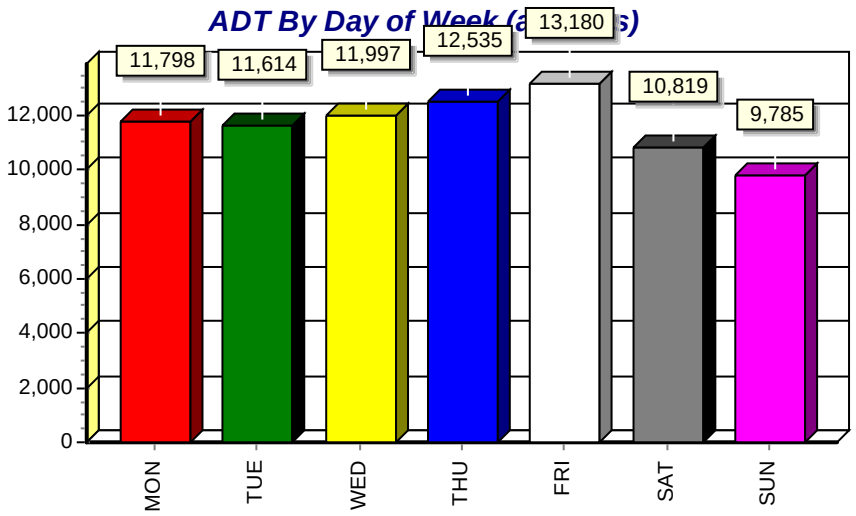
ADT Volume vs. Time (all lanes combined)



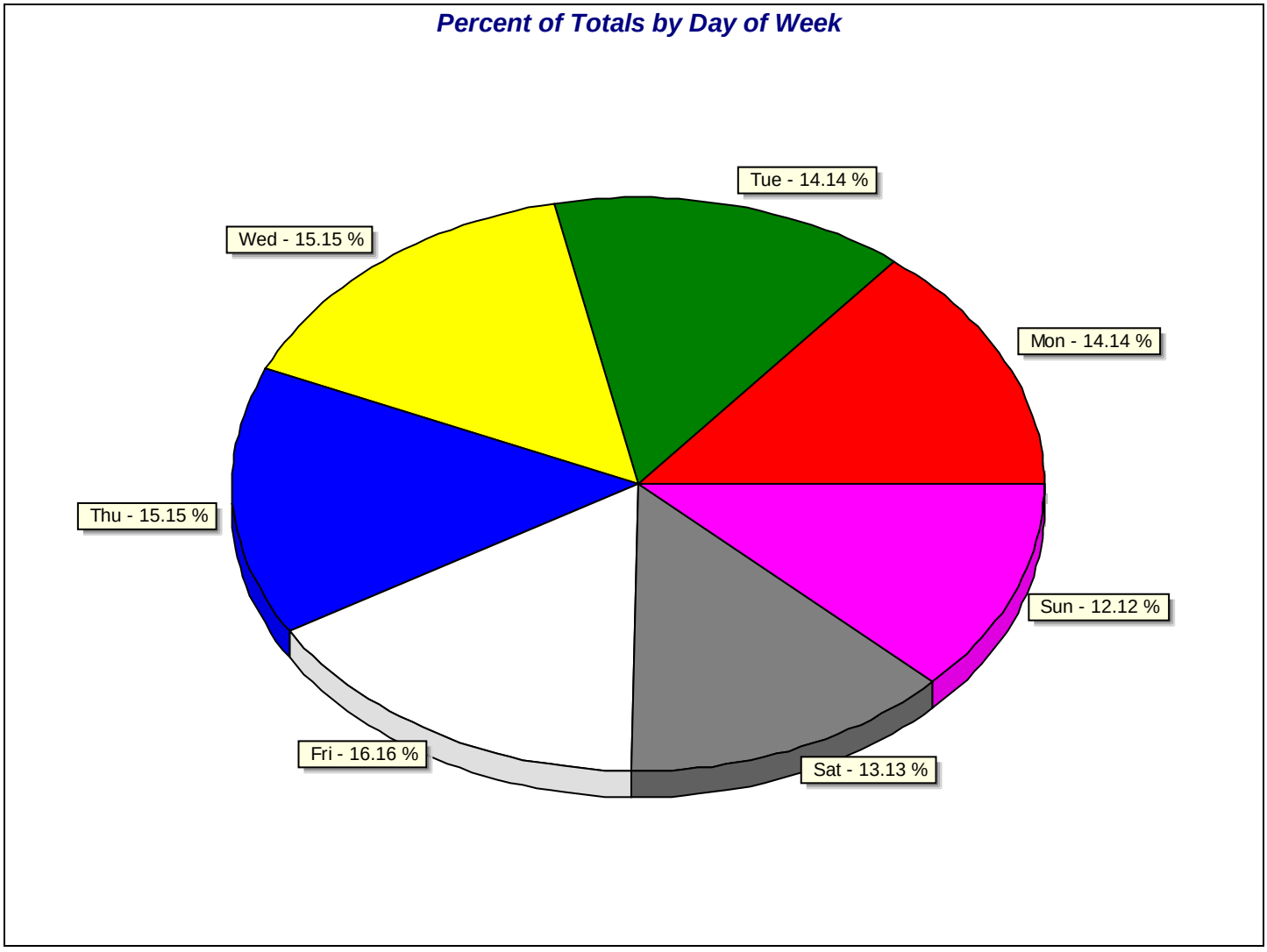
ADT Volume vs. Time (lane comparison)



P2320002 Charts For Data From: 00:00 - 09/06/2023 To: 23:59 - 09/12/2023



DAY	ADT	TOTAL	# DAYS
Mon	11798	11798	1.0
Tue	11614	11614	1.0
Wed	11997	11997	1.0
Thu	12535	12535	1.0
Fri	13180	13180	1.0
Sat	10819	10819	1.0
Sun	9785	9785	1.0



Basic Volume Report: P2320002

Station ID : P2320002
Info Line 1 : Ward Street (CR 18) 70m S
Info Line 2 : of Maitland Street
GPS Lat/Lon :
DB File : P2320002.DB

Last Connected Device Type : Phoenix
Version Number : 3.15
Serial Number : 10524

Number of Lanes : 2
Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	N	NB	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
081623	W	31	15	10	10	5	50	136	245	284	342	376	456	494	465	458	525	582	581	377	328	262	180	176	61	6449
081723	T	27	15	17	7	13	58	130	222	297	358	338	460	453	459	537	538	660	599	396	369	280	183	243	76	6735
081823	F	26	24	15	8	14	48	125	206	266	316	429	469	503	579	592	605	655	693	426	325	294	219	117	80	7034
081923	S	48	28	30	10	7	26	83	177	261	357	451	509	569	545	523	490	396	317	238	236	174	152	131	78	5836
082023	S	46	37	14	12	6	25	56	81	178	253	347	446	497	418	403	395	328	267	202	209	157	106	66	27	4576
082123	M	24	9	12	4	11	47	128	204	275	291	359	383	447	389	503	522	624	563	381	352	248	142	77	43	6038
082223	T	23	9	11	9	4	42	135	238	269	302	349	412	458	478	476	491	574	610	383	305	262	176	85	49	6150
082323	W	25	9	14	10	7	53	118	234	320	289	339	415	425	463	484	487	626	560	385	297	263	173	141	61	6198
082423	T	25	10	10	7	11	43	122	209	254	342	373	409	450	481	512	611	628	616	449	378	264	151	101	50	6506
082523	F	24	12	9	11	11	47	116	227	309	318	384	465	534	536	590	590	638	640	440	377	299	197	127	82	6983
082623	S	36	29	27	13	7	18	52	131	229	286	377	525	526	509	539	478	401	347	307	238	198	147	118	78	5616
082723	S	46	32	19	13	7	24	49	110	174	229	315	459	460	419	415	359	326	318	236	224	175	116	66	45	4636
082823	M	27	10	7	8	5	43	102	209	269	293	337	376	461	435	493	518	623	618	359	349	263	133	69	45	6052
082923	T	17	17	13	5	5	48	119	233	279	298	352	414	476	492	516	547	604	599	353	326	251	155	80	43	6242
083023	W	20	16	11	11	6	43	125	195	297	270	334	390	450	457	533	568	653	626	449	343	244	166	85	55	6347
083123	T	20	16	14	13	15	45	141	206	288	326	377	496	520	541	522	601	606	640	463	395	332	192	129	62	6960
Month Total :		465	288	233	151	134	660	1737	3127	4249	4870	5837	7084	7723	7666	8096	8325	8924	8594	5844	5051	3966	2588	1811	935	98358
Percent :		0%	0%	0%	0%	0%	1%	2%	3%	4%	5%	6%	7%	8%	8%	8%	8%	9%	9%	6%	5%	4%	3%	2%	1%	
ADT :		29	18	15	9	8	41	109	195	266	304	365	443	483	479	506	520	558	537	365	316	248	162	113	58	6147

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	9212	12090	12392	18994	20201	14017	11452
# Days :	2.0	2.0	2.0	3.0	3.0	2.0	2.0
ADT :	4606	6045	6196	6331	6734	7009	5726
Percent :	9%	12%	13%	19%	21%	14%	12%

	Total	Percent
Weekday (Mon-Fri) :	77694	79%
ADT :	6475	
Weekend (Sat-Sun) :	20664	21%
ADT :	5166	

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
090123	F	34	18	8	12	3	52	117	233	310	345	444	538	589	552	629	614	635	609	468	378	283	205	120	82	7278
090223	S	51	36	16	13	5	20	73	136	223	309	443	497	554	521	539	484	396	353	259	212	170	161	90	88	5649
090323	S	46	25	10	8	3	27	51	85	167	263	375	473	515	519	494	433	333	281	227	214	164	127	85	43	4968
090423	M	31	15	12	14	8	13	58	110	184	271	303	357	364	363	336	274	233	191	184	203	120	90	51	29	3814
090523	T	10	8	5	6	5	37	115	230	304	326	383	433	467	451	481	583	613	627	378	304	220	142	65	37	6230
Month Total :		172	102	51	53	24	149	414	794	1188	1514	1948	2298	2489	2406	2479	2388	2210	2061	1516	1311	957	725	411	279	27939
Percent :		1%	0%	0%	0%	0%	1%	1%	3%	4%	5%	7%	8%	9%	9%	9%	9%	8%	7%	5%	5%	3%	3%	1%	1%	
ADT :		34	20	10	11	5	30	83	159	238	303	390	460	498	481	496	478	442	412	303	262	191	145	82	56	5589

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	4968	3814	6230	0	0	7278	5649	Weekday (Mon-Fri) :	17322	62%
# Days :	1.0	1.0	1.0	0.0	0.0	1.0	1.0	ADT :	5774	
ADT :	4968	3814	6230	0	0	7278	5649	Weekend (Sat-Sun) :	10617	38%
Percent :	18%	14%	22%	0%	0%	26%	20%	ADT :	5309	

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.	S	SB	Normal	Veh.	No	

Lane #2 Basic Volume Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
081623	W	12	7	7	7	40	124	302	480	544	455	434	419	393	414	391	399	411	376	323	220	189	123	67	23	6160
081723	T	14	13	8	13	35	137	284	474	528	484	503	470	465	442	406	394	396	405	344	294	203	92	48	25	6477
081823	F	9	9	15	10	29	106	235	420	515	517	521	482	486	412	374	355	361	265	257	195	191	101	76	29	5970
081923	S	26	23	15	11	11	30	112	187	324	397	427	450	358	395	370	353	370	306	328	297	245	157	105	68	5365
082023	S	43	33	15	11	12	23	85	123	211	373	430	436	445	448	418	434	428	427	342	292	230	108	58	20	5445
082123	M	9	16	9	12	39	136	275	447	520	449	442	488	416	437	364	374	366	378	289	201	175	90	57	19	6008
082223	T	13	10	11	10	43	120	297	453	535	441	466	412	424	448	386	415	362	345	285	199	168	90	54	28	6015
082323	W	15	10	7	14	38	122	282	465	496	435	465	445	456	398	392	354	380	347	278	216	176	102	58	19	5970
082423	T	19	11	9	6	25	133	270	448	559	455	484	503	490	423	397	378	387	371	275	190	179	103	61	23	6199
082523	F	13	8	13	13	22	111	260	441	514	444	478	462	425	421	412	389	340	309	296	176	161	139	78	48	5973
082623	S	28	16	18	8	17	44	103	175	325	403	381	435	427	398	371	326	302	286	267	221	231	133	114	59	5088
082723	S	50	36	18	12	11	26	81	104	244	410	413	465	461	477	445	412	443	388	346	312	265	119	58	25	5621
082823	M	16	10	2	12	34	120	292	455	514	488	472	459	421	418	386	391	393	340	286	214	157	100	61	21	6062
082923	T	14	12	4	10	28	122	297	478	531	498	506	452	439	416	395	385	369	318	300	200	179	101	40	17	6111
083023	W	16	5	10	17	33	127	279	479	572	513	491	482	427	428	376	343	357	330	288	195	185	105	56	25	6139
083123	T	17	7	5	14	35	141	274	496	585	470	521	463	420	395	393	390	427	400	323	211	181	123	60	43	6394
Month Total :		314	226	166	180	452	1622	3728	6125	7517	7232	7434	7323	6953	6770	6276	6092	6092	5591	4827	3633	3115	1786	1051	492	94997
Percent :		0%	0%	0%	0%	0%	2%	4%	6%	8%	8%	8%	8%	7%	7%	7%	6%	6%	6%	5%	4%	3%	2%	1%	1%	
ADT :		20	14	10	11	28	101	233	383	470	452	465	458	435	423	392	381	381	349	302	227	195	112	66	31	5939

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	11066	12070	12126	18269	19070	11943	10453
# Days :	2.0	2.0	2.0	3.0	3.0	2.0	2.0
ADT :	5533	6035	6063	6090	6357	5972	5227
Percent :	12%	13%	13%	19%	20%	13%	11%

	Total	Percent
Weekday (Mon-Fri) :	73478	77%
ADT :	6123	
Weekend (Sat-Sun) :	21519	23%
ADT :	5380	

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
090123	F	23	7	9	13	29	106	232	432	505	496	503	478	423	403	379	356	354	313	279	213	171	127	76	38	5965
090223	S	31	10	17	15	9	35	87	178	273	421	425	423	399	384	362	342	335	276	226	231	236	136	100	56	5007
090323	S	43	24	15	6	9	34	64	110	247	382	446	424	412	385	360	383	367	369	348	288	291	172	84	47	5310
090423	M	24	15	8	8	17	23	81	119	190	263	388	460	436	487	452	476	474	446	349	294	235	81	46	19	5391
090523	T	7	3	8	6	39	127	288	542	657	496	521	465	469	425	392	356	373	321	282	210	167	101	39	17	6311
Month Total :		128	59	57	48	103	325	752	1381	1872	2058	2283	2250	2139	2084	1945	1913	1903	1725	1484	1236	1100	617	345	177	27984
Percent :		0%	0%	0%	0%	0%	1%	3%	5%	7%	7%	8%	8%	8%	7%	7%	7%	7%	6%	5%	4%	4%	2%	1%	1%	
ADT :		26	12	11	10	21	65	150	276	374	412	457	450	428	417	389	383	381	345	297	247	220	123	69	35	5598

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	5310	5391	6311	0	0	5965	5007	Weekday (Mon-Fri) :	17667	63%
# Days :	1.0	1.0	1.0	0.0	0.0	1.0	1.0	ADT :	5889	
ADT :	5310	5391	6311	0	0	5965	5007	Weekend (Sat-Sun) :	10317	37%
Percent :	19%	19%	23%	0%	0%	21%	18%	ADT :	5159	

Basic Volume Summary: P2320002

Grand Total For Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	637	390	284	204	158	809	2151	3921	5437	6384	7785	9382	10212	10072	10575	10713	11134	10655	7360	6362	4923	3313	2222	1214	126297
Lane #2	442	285	223	228	555	1947	4480	7506	9389	9290	9717	9573	9092	8854	8221	8005	7995	7316	6311	4869	4215	2403	1396	669	122981
TOTAL	1079	675	507	432	713	2756	6631	11427	14826	15674	17502	18955	19304	18926	18796	18718	19129	17971	13671	11231	9138	5716	3618	1883	249278

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	1%	0%	0%	0%	0%	1%	2%	3%	4%	5%	6%	7%	8%	8%	8%	8%	9%	8%	6%	5%	4%	3%	2%	1%
Lane #2	0%	0%	0%	0%	0%	2%	4%	6%	8%	8%	8%	8%	7%	7%	7%	7%	7%	6%	5%	4%	3%	2%	1%	1%
TOTAL	0%	0%	0%	0%	0%	1%	3%	5%	6%	6%	7%	8%	8%	8%	8%	8%	8%	7%	5%	5%	4%	2%	1%	1%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	30	19	14	10	8	39	102	187	259	304	371	447	486	480	504	510	530	507	350	303	234	158	106	58	6016
Lane #2	21	14	11	11	26	93	213	357	447	442	463	456	433	422	391	381	381	348	301	232	201	114	66	32	5856
TOTAL	51	33	25	21	34	132	315	544	706	746	834	903	919	902	895	891	911	855	651	535	435	272	172	90	11872

LANE #1

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	14180	15904	18622	18994	20201	21295	17101	Weekday (Mon-Fri) :	95016	75%
# Days :	3.0	3.0	3.0	3.0	3.0	3.0	3.0	ADT :	6334	
ADT :	4727	5301	6207	6331	6734	7098	5700	Weekend (Sat-Sun) :	31281	25%
Percent :	11%	13%	15%	15%	16%	17%	14%	ADT :	5214	

LANE #2

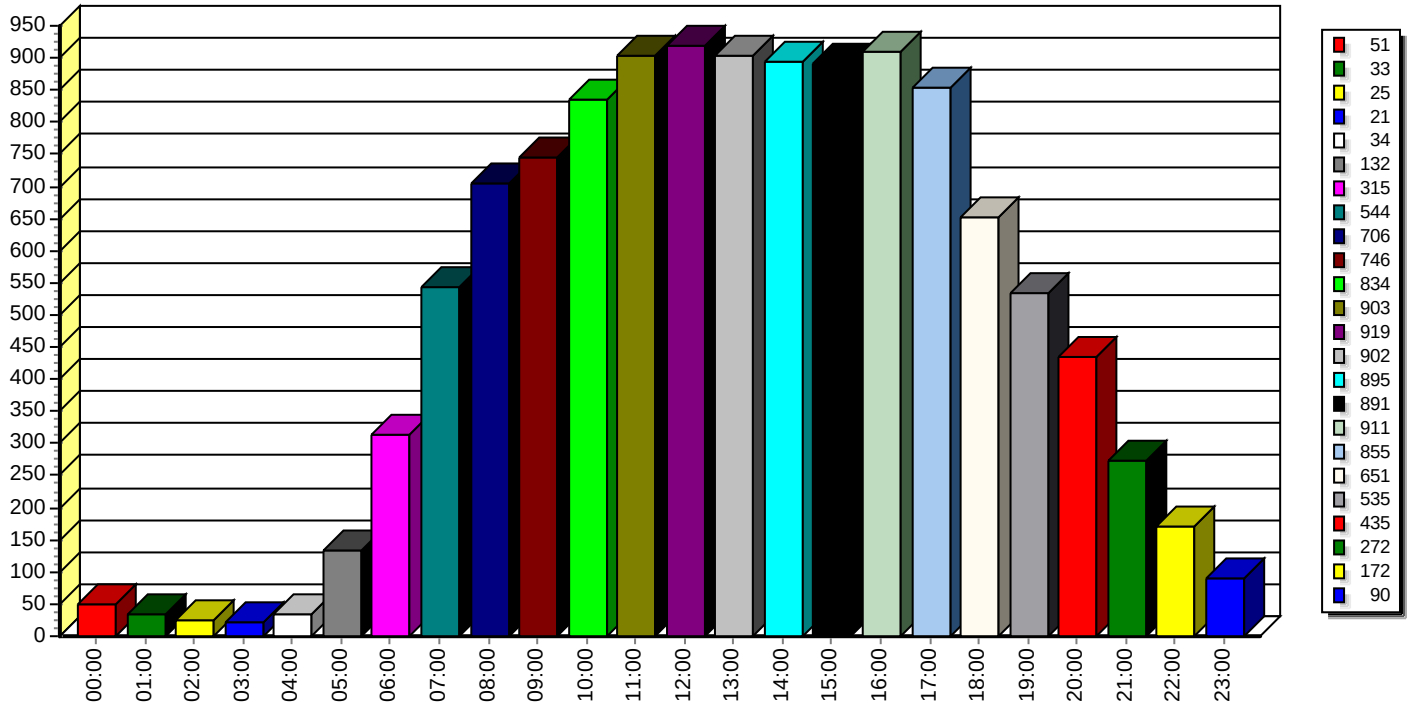
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	16376	17461	18437	18269	19070	17908	15460	Weekday (Mon-Fri) :	91145	74%
# Days :	3.0	3.0	3.0	3.0	3.0	3.0	3.0	ADT :	6076	
ADT :	5459	5820	6146	6090	6357	5969	5153	Weekend (Sat-Sun) :	31836	26%
Percent :	13%	14%	15%	15%	16%	15%	13%	ADT :	5306	

ALL LANES

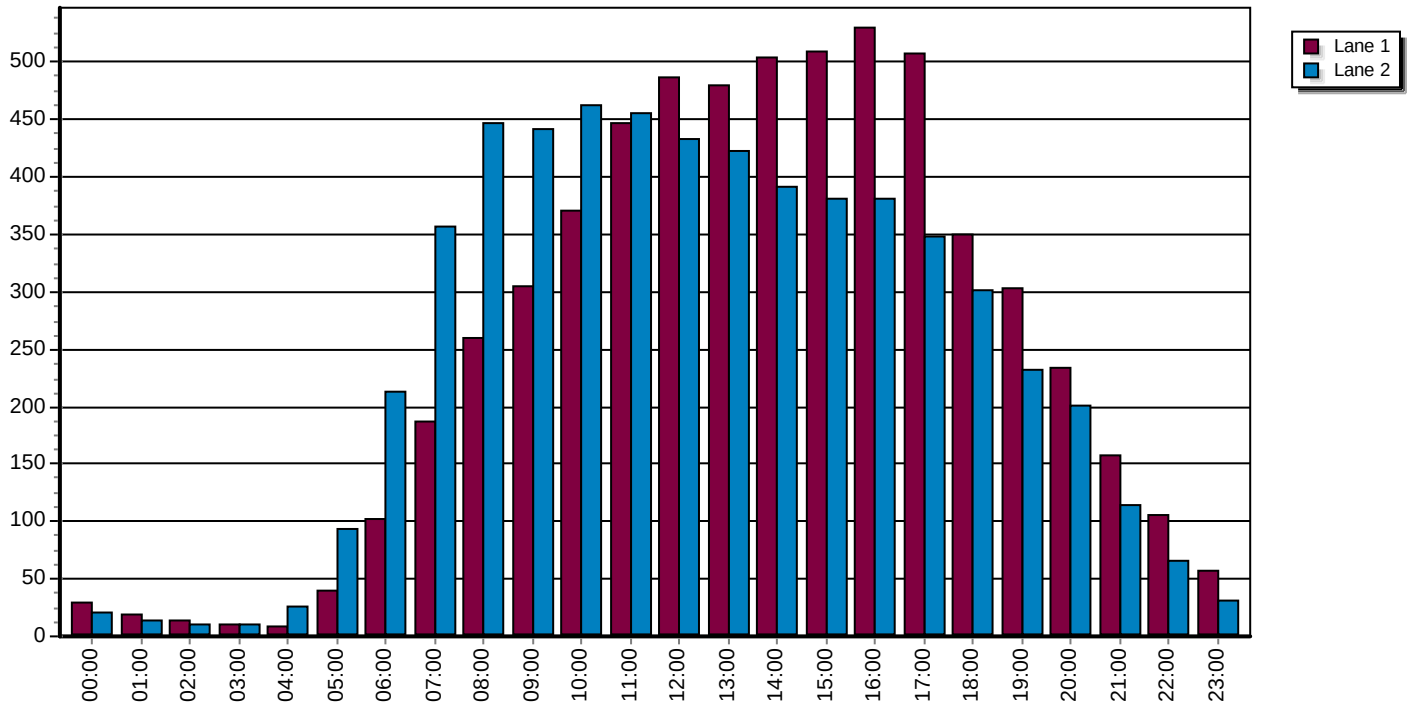
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	30556	33365	37059	37263	39271	39203	32561	Weekday (Mon-Fri) :	186161	75%
# Days :	3.0	3.0	3.0	3.0	3.0	3.0	3.0	ADT :	12411	
ADT :	10185	11122	12353	12421	13090	13068	10854	Weekend (Sat-Sun) :	63117	25%
Percent :	12%	13%	15%	15%	16%	16%	13%	ADT :	10520	

P2320002 Charts For Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

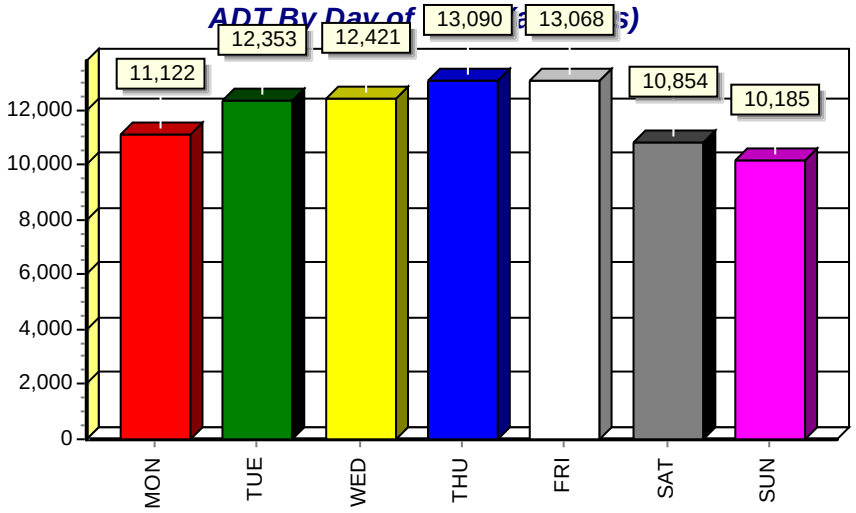
ADT Volume vs. Time (all lanes combined)



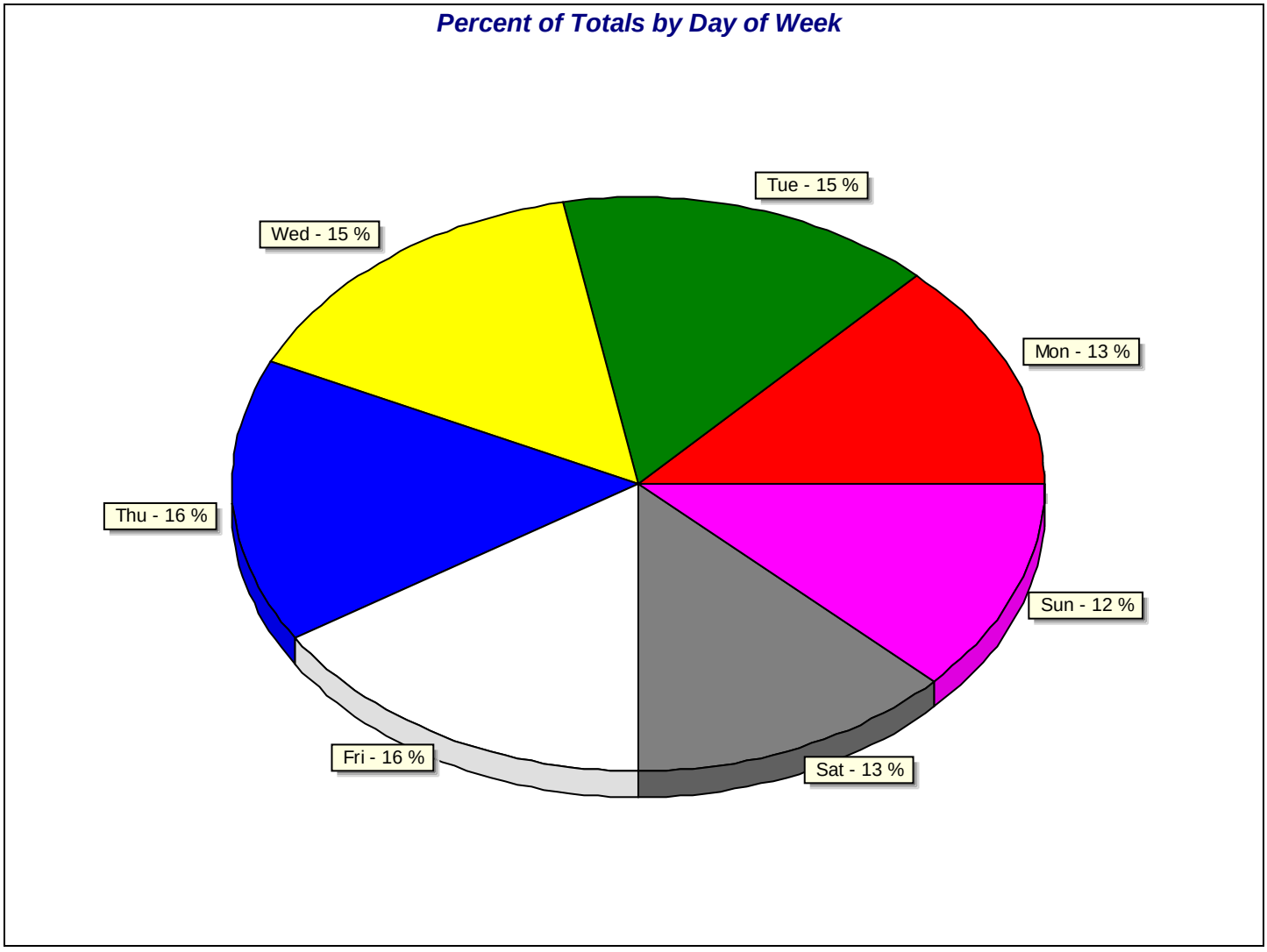
ADT Volume vs. Time (lane comparison)



P2320002 Charts For Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023



DAY	ADT	TOTAL	# DAYS
Mon	11122	33365	3.0
Tue	12353	37059	3.0
Wed	12421	37263	3.0
Thu	13090	39271	3.0
Fri	13068	39203	3.0
Sat	10854	32561	3.0
Sun	10185	30556	3.0



Basic Axle Classification Report: P2320002

Station ID : P2320002

Info Line 1 : Ward Street (CR 18) 70m S
Info Line 2 : of Maitland Street
GPS Lat/Lon :
DB File : DBFILE 091623 - 11.DB

Last Connected Device Type : Phoenix
Version Number : 3.15
Serial Number : 10524
Number of Lanes : 2
Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	N	NB	Ax-Ax	150 cm	183 cm	

Lane #1 Basic Axle Classification Data From: 00:00 - 09/06/2023 To: 23:59 - 09/12/2023

(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
09/06/23	00:00	0	15	4	0	0	0	0	0	0	0	0	0	0	19
Wed	01:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	02:00	0	3	0	0	0	0	0	1	0	0	0	0	0	4
	03:00	0	8	1	0	0	1	0	0	0	0	0	0	0	10
	04:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	05:00	0	22	17	0	0	2	0	0	1	4	1	0	0	47
	06:00	0	50	39	0	4	3	2	4	2	1	11	0	4	120
	07:00	0	96	76	0	2	9	1	4	3	3	20	1	6	221
	08:00	1	161	71	0	5	7	3	7	10	2	22	1	4	294
	09:00	3	147	87	0	4	5	4	13	9	1	24	2	6	305
	10:00	1	193	99	0	6	4	0	6	5	2	33	0	8	357
	11:00	3	195	109	1	5	5	1	4	8	0	16	0	15	362
	12:00	2	253	127	0	2	4	2	9	3	2	27	2	11	444
	13:00	1	246	133	0	0	5	1	7	9	2	26	0	5	435
	14:00	2	254	127	2	4	3	1	8	5	2	15	2	24	449
	15:00	2	300	164	0	4	4	5	6	9	4	35	1	15	549
	16:00	3	361	191	0	3	3	1	8	14	0	29	5	16	634
	17:00	4	371	193	0	3	2	3	8	9	0	33	3	6	635
	18:00	1	225	107	0	1	1	0	4	5	0	16	2	9	371
	19:00	8	186	94	0	0	0	0	1	1	0	11	2	3	306
	20:00	0	161	68	0	1	3	0	0	1	1	6	0	0	241
	21:00	1	109	40	0	0	1	0	1	0	0	2	0	0	154
	22:00	0	51	23	0	1	1	0	0	0	0	1	0	0	77
	23:00	1	41	9	0	0	0	0	0	0	0	0	0	0	51
Daily Total :		33	3462	1785	3	45	63	24	91	94	24	328	21	132	6105
Percent :		1%	57%	29%	0%	1%	1%	0%	1%	2%	0%	5%	0%	2%	
Average :		1	144	74	0	2	3	1	4	4	1	14	1	6	255

(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
09/07/23	00:00	0	11	7	0	0	0	0	0	0	0	0	0	0	18
Thu	01:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	7	0	0	0	0	0	1	0	0	0	0	0	8
	03:00	0	9	1	0	1	1	0	0	0	0	0	0	0	12
	04:00	0	5	4	0	1	0	0	0	0	0	0	0	0	10
	05:00	0	18	21	0	1	2	0	0	2	2	1	0	1	48
	06:00	0	57	40	0	5	3	0	0	0	0	4	1	2	112
	07:00	0	111	75	0	3	4	2	7	4	1	13	1	2	223
	08:00	3	127	81	1	6	3	3	6	5	3	39	0	11	288
	09:00	0	162	102	0	6	7	5	12	8	1	28	1	6	338
	10:00	2	180	101	0	5	4	3	5	7	3	32	0	11	353
	11:00	0	215	102	0	2	2	2	6	9	3	31	3	15	390
	12:00	1	251	129	0	2	8	4	6	6	1	36	0	13	457
	13:00	1	242	126	0	3	7	3	14	11	2	41	2	14	466
	14:00	5	325	147	2	6	3	3	8	8	2	31	1	14	555
	15:00	2	331	169	1	4	5	5	5	9	2	28	1	13	575
	16:00	3	375	172	0	6	2	3	12	9	0	42	2	15	641
	17:00	0	362	177	0	4	3	7	10	9	2	28	2	18	622
	18:00	2	254	111	0	0	0	2	3	7	0	18	0	2	399
	19:00	1	233	94	0	1	0	0	4	2	1	10	0	2	348
	20:00	0	206	84	0	1	1	1	2	2	0	9	0	1	307
	21:00	0	101	47	0	1	0	0	1	2	1	3	0	1	157
	22:00	0	56	25	0	2	0	0	0	0	0	1	0	0	84
	23:00	0	25	14	0	0	0	0	0	0	0	0	0	0	39
Daily Total :		20	3671	1829	4	60	55	43	102	100	24	395	14	141	6458
Percent :		0%	57%	28%	0%	1%	1%	1%	2%	2%	0%	6%	0%	2%	
Average :		1	153	76	0	3	2	2	4	4	1	16	1	6	269

(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
09/08/23	00:00	0	16	5	0	0	0	0	0	0	0	0	0	0	21
Fri	01:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
	02:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	03:00	0	7	1	0	1	1	0	0	0	0	0	0	0	10
	04:00	0	5	5	0	0	0	0	0	0	0	0	0	0	10
	05:00	0	26	18	0	0	1	0	0	0	2	1	0	1	49
	06:00	0	53	57	0	2	3	0	0	3	0	6	0	0	124
	07:00	0	111	80	1	8	1	2	3	5	3	19	2	4	239
	08:00	1	163	89	1	6	6	4	3	4	1	35	2	13	328
	09:00	2	184	103	0	7	4	4	2	11	3	26	1	3	350
	10:00	0	195	112	0	6	6	1	5	6	1	35	1	4	372
	11:00	1	242	137	0	4	7	3	14	12	1	59	3	14	497
	12:00	1	240	153	0	1	5	7	10	7	0	38	2	14	478
	13:00	3	343	146	0	5	4	4	9	5	2	48	3	11	583
	14:00	2	309	163	0	4	5	3	11	11	6	36	4	16	570
	15:00	3	329	170	2	7	2	6	15	4	3	49	0	35	625
	16:00	1	363	175	0	2	3	2	9	9	2	45	4	11	626
	17:00	6	369	191	0	4	3	7	14	7	3	34	2	20	660
	18:00	3	287	113	0	3	1	3	3	6	0	17	3	5	444
	19:00	1	250	117	0	0	0	0	5	3	0	13	0	2	391
	20:00	1	189	84	0	0	0	1	2	3	0	7	2	2	291
	21:00	2	139	48	0	2	0	0	4	0	0	7	0	1	203
	22:00	0	80	37	0	1	0	0	0	0	0	1	0	0	119
	23:00	0	52	15	0	0	0	0	0	0	0	1	0	0	68
Daily Total :		27	3973	2024	4	63	52	47	109	96	27	477	29	156	7084
Percent :		0%	56%	29%	0%	1%	1%	1%	2%	1%	0%	7%	0%	2%	
Average :		1	166	84	0	3	2	2	5	4	1	20	1	7	296

(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
09/09/23	00:00	0	35	12	0	0	0	0	0	0	0	0	1	0	48
Sat	01:00	0	21	11	0	0	0	0	0	0	0	0	0	0	32
	02:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
	03:00	0	14	6	0	1	0	0	0	0	0	0	0	0	21
	04:00	0	10	11	0	0	0	0	0	0	0	0	0	0	21
	05:00	0	6	10	0	1	0	0	3	0	0	0	0	0	20
	06:00	0	34	17	0	0	0	0	2	1	0	0	0	0	54
	07:00	1	81	51	0	1	0	0	4	1	0	7	0	0	146
	08:00	4	152	73	0	1	2	3	3	2	0	15	1	6	262
	09:00	0	154	87	0	0	0	2	10	1	0	19	0	3	276
	10:00	4	228	125	0	2	2	3	6	9	2	30	1	11	423
	11:00	5	263	157	0	1	1	5	9	10	1	36	5	4	497
	12:00	5	341	159	0	0	3	3	10	12	2	26	2	12	575
	13:00	3	316	132	0	0	0	1	7	5	1	35	1	11	512
	14:00	3	252	136	0	2	2	1	8	8	3	30	0	10	455
	15:00	6	281	109	0	1	2	2	12	8	2	28	3	4	458
	16:00	2	229	108	0	1	0	0	7	5	0	18	0	5	375
	17:00	1	213	65	0	0	0	0	7	2	0	16	0	4	308
	18:00	2	183	81	0	2	0	1	2	2	0	12	1	0	286
	19:00	2	164	87	0	0	0	0	5	2	0	14	1	1	276
	20:00	0	153	47	0	0	0	1	0	1	0	3	1	0	206
	21:00	0	94	52	0	2	1	0	0	1	0	3	0	0	153
	22:00	0	76	26	0	0	0	0	0	0	0	1	0	0	103
	23:00	2	51	18	0	0	0	0	1	1	0	0	0	0	73
Daily Total :		40	3363	1585	0	15	13	22	96	71	11	293	17	71	5597
Percent :		1%	60%	28%	0%	0%	0%	0%	2%	1%	0%	5%	0%	1%	
Average :		2	140	66	0	1	1	1	4	3	0	12	1	3	234

(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
09/10/23	00:00	0	33	21	0	1	0	0	1	0	0	0	0	0	56
Sun	01:00	0	25	2	0	0	0	0	0	0	0	0	0	0	27
	02:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	03:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	04:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	05:00	0	12	13	0	0	0	0	2	0	0	0	0	0	27
	06:00	0	34	17	0	3	0	0	6	0	0	0	0	0	60
	07:00	0	74	32	0	0	1	0	3	0	0	2	0	0	112
	08:00	1	99	55	0	0	0	0	6	2	0	12	0	2	177
	09:00	1	135	108	0	0	1	2	4	5	0	22	3	5	286
	10:00	1	197	95	0	0	1	1	1	9	1	29	2	10	347
	11:00	5	223	108	0	0	2	2	7	7	0	29	0	5	388
	12:00	3	255	107	0	0	1	0	10	5	0	40	2	8	431
	13:00	4	301	115	1	0	0	2	8	7	1	31	6	9	485
	14:00	9	267	109	0	1	1	1	9	6	1	30	2	3	439
	15:00	5	219	90	0	0	2	2	6	8	0	20	4	6	362
	16:00	1	185	69	0	2	0	1	5	6	0	12	0	4	285
	17:00	5	153	63	0	1	0	0	2	1	0	13	2	2	242
	18:00	6	130	63	0	3	0	0	1	0	0	7	1	0	211
	19:00	0	125	69	0	0	0	0	1	1	0	3	1	0	200
	20:00	0	91	44	0	0	0	0	0	2	1	9	0	1	148
	21:00	3	52	17	0	0	0	0	1	0	0	2	1	1	77
	22:00	0	34	12	0	0	2	0	0	0	0	0	0	0	48
	23:00	0	25	4	0	0	0	0	0	0	0	0	0	0	29
Daily Total :		44	2689	1222	1	11	11	11	73	59	4	261	24	56	4466
Percent :		1%	60%	27%	0%	0%	0%	0%	2%	1%	0%	6%	1%	1%	
Average :		2	112	51	0	0	0	0	3	2	0	11	1	2	184

(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
09/11/23	00:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
Mon	01:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	7	0	0	0	1	0	0	0	0	1	0	0	9
	04:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
	05:00	1	28	16	0	0	2	0	1	0	0	1	0	0	49
	06:00	0	57	44	0	2	3	1	0	0	2	6	1	0	116
	07:00	0	105	76	0	8	4	1	2	4	0	26	0	1	227
	08:00	1	123	96	1	11	7	2	8	6	2	38	3	15	313
	09:00	0	149	124	0	3	3	1	6	5	2	17	1	4	315
	10:00	1	178	101	0	3	4	2	8	6	0	31	0	5	339
	11:00	0	195	107	0	2	6	1	1	6	1	18	2	8	347
	12:00	1	227	126	0	4	2	3	13	7	1	26	0	6	416
	13:00	2	252	118	0	2	2	2	14	12	4	26	2	7	443
	14:00	5	302	125	1	7	2	1	11	3	2	30	1	9	499
	15:00	2	258	127	0	6	5	4	11	8	2	39	3	19	484
	16:00	1	306	156	0	5	5	3	9	9	1	38	4	12	549
	17:00	5	333	206	0	0	0	4	7	11	1	28	2	16	613
	18:00	3	230	96	0	3	1	0	2	3	0	13	1	3	355
	19:00	3	204	92	0	0	1	0	4	5	0	5	1	1	316
	20:00	0	137	59	0	2	1	0	1	0	1	8	2	2	213
	21:00	1	85	35	0	0	0	0	1	0	0	0	0	0	122
	22:00	1	41	14	0	1	0	0	1	0	0	1	0	0	59
	23:00	0	29	14	0	1	0	0	0	0	0	0	0	0	44
Daily Total :		27	3269	1742	2	60	49	25	100	85	19	352	23	108	5861
Percent :		0%	56%	30%	0%	1%	1%	0%	2%	1%	0%	6%	0%	2%	
Average :		1	136	73	0	3	2	1	4	4	1	15	1	5	246

(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
09/12/23	00:00	0	14	5	0	0	0	0	0	0	0	0	0	0	19
Tue	01:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
	02:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	03:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
	04:00	0	5	2	0	0	0	0	0	1	0	0	0	0	8
	05:00	0	26	22	0	1	1	0	0	2	3	1	0	0	56
	06:00	0	52	39	0	3	2	1	2	5	1	10	0	1	116
	07:00	1	112	71	0	3	7	0	4	5	0	15	3	4	225
	08:00	0	142	87	0	11	2	1	5	7	2	35	3	10	305
	09:00	0	122	101	0	6	4	2	4	7	4	23	2	3	278
	10:00	0	170	100	0	4	3	2	2	4	1	18	1	6	311
	11:00	1	219	108	0	5	3	1	3	7	3	27	0	8	385
	12:00	0	214	132	2	6	4	2	4	6	4	26	5	6	411
	13:00	0	240	112	1	7	5	2	5	7	3	24	3	6	415
	14:00	0	293	155	1	6	6	4	4	5	0	32	3	9	518
	15:00	3	301	152	1	8	5	1	7	13	1	36	1	13	542
	16:00	0	380	159	0	1	3	3	9	9	1	42	0	12	619
	17:00	0	371	183	1	0	1	2	6	3	0	26	0	15	608
	18:00	1	244	106	0	4	1	2	3	4	1	14	0	6	386
	19:00	0	169	95	0	0	0	0	3	1	0	6	0	2	276
	20:00	0	133	68	0	1	1	1	1	2	0	6	0	0	213
	21:00	0	75	37	0	0	0	0	0	0	0	1	0	0	113
	22:00	1	51	17	0	1	1	0	0	0	0	2	0	0	73
	23:00	0	38	14	0	0	0	0	0	0	0	0	0	0	52
Daily Total :		7	3392	1769	6	68	49	24	62	88	24	344	21	101	5955
Percent :		0%	57%	30%	0%	1%	1%	0%	1%	1%	0%	6%	0%	2%	
Average :		0	141	74	0	3	2	1	3	4	1	14	1	4	248

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	S	SB	Ax-Ax	150 cm	183 cm	

Lane #2 Basic Axle Classification Data From: 00:00 - 09/06/2023 To: 23:59 - 09/12/2023

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
09/06/23	00:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Wed	01:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	5	2	0	0	0	0	0	1	0	0	0	0	8
	03:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	04:00	0	15	25	0	0	0	0	0	0	0	0	0	0	40
	05:00	3	67	61	0	2	1	0	1	0	0	0	0	0	135
	06:00	5	167	121	0	3	1	0	1	1	1	12	1	6	319
	07:00	1	262	181	0	5	4	2	7	6	2	14	2	7	493
	08:00	2	382	165	0	6	4	4	11	7	2	33	4	16	636
	09:00	1	256	124	0	3	0	0	6	7	2	23	3	14	439
	10:00	3	270	103	1	2	4	2	10	8	3	32	2	7	447
	11:00	1	243	103	0	3	6	1	7	6	2	42	0	17	431
	12:00	5	200	103	0	3	4	0	9	11	1	23	2	11	372
	13:00	1	227	107	0	5	10	0	14	5	3	25	3	13	413
	14:00	2	195	98	1	3	6	3	5	7	4	24	1	9	358
	15:00	1	195	96	0	4	4	1	8	9	1	28	2	11	360
	16:00	2	182	73	0	3	4	1	5	3	1	37	4	11	326
	17:00	2	184	72	0	2	1	2	5	9	1	40	2	5	325
	18:00	6	152	74	0	0	1	0	3	2	0	13	0	6	257
	19:00	5	141	53	0	0	1	0	0	3	0	7	0	5	215
	20:00	0	90	31	1	0	0	0	2	1	0	7	1	1	134
	21:00	1	58	18	0	1	2	0	2	0	0	3	0	0	85
	22:00	0	31	14	0	1	0	0	1	1	0	1	0	0	49
	23:00	1	15	5	0	0	0	0	0	0	0	0	0	0	21
Daily Total :		42	3358	1637	3	46	53	16	97	87	23	364	27	139	5892
Percent :		1%	57%	28%	0%	1%	1%	0%	2%	1%	0%	6%	0%	2%	
Average :		2	140	68	0	2	2	1	4	4	1	15	1	6	246

(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
09/07/23	00:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
Thu	01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	4	0	0	0	0	0	0	1	0	0	0	0	5
	03:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11
	04:00	0	16	16	0	0	0	0	0	0	0	0	0	0	32
	05:00	0	60	59	0	2	1	0	0	1	1	1	0	1	126
	06:00	0	165	138	0	2	0	0	3	3	1	6	0	0	318
	07:00	0	320	189	0	6	3	1	4	3	1	20	0	8	555
	08:00	0	374	154	0	8	3	1	7	12	3	32	0	19	613
	09:00	1	278	117	0	7	4	5	7	7	1	26	3	11	467
	10:00	3	276	116	0	3	3	1	8	2	1	23	1	9	446
	11:00	0	257	108	0	8	3	0	4	6	4	25	0	17	432
	12:00	2	261	114	0	3	2	2	9	9	0	31	2	10	445
	13:00	1	245	97	0	7	5	3	6	6	0	32	2	8	412
	14:00	1	180	101	0	7	7	2	8	6	2	34	1	19	368
	15:00	5	205	103	0	4	4	2	5	12	0	39	1	14	394
	16:00	2	171	88	0	4	4	2	8	15	0	40	4	15	353
	17:00	1	179	104	0	1	0	2	10	7	0	30	1	8	343
	18:00	0	171	65	0	1	1	0	5	5	0	15	0	3	266
	19:00	3	129	40	0	2	0	1	2	0	0	11	0	1	189
	20:00	0	91	34	1	0	1	0	0	2	0	11	0	0	140
	21:00	1	62	21	0	1	0	0	0	0	0	3	0	0	88
	22:00	0	28	9	0	1	0	0	0	0	0	0	0	0	38
	23:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20
Daily Total :		20	3505	1687	1	67	41	22	86	97	14	379	15	143	6077
Percent :		0%	58%	28%	0%	1%	1%	0%	1%	2%	0%	6%	0%	2%	
Average :		1	146	70	0	3	2	1	4	4	1	16	1	6	255

(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
09/08/23	00:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Fri	01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	03:00	0	5	4	0	0	1	0	0	1	0	0	0	0	11
	04:00	0	22	18	0	0	0	0	0	0	0	0	0	0	40
	05:00	1	53	61	0	4	0	0	1	0	0	1	0	0	121
	06:00	2	131	129	0	4	1	0	1	1	0	8	0	1	278
	07:00	1	257	168	0	6	2	0	4	4	0	18	1	7	468
	08:00	1	351	148	1	5	3	1	7	4	5	35	2	7	570
	09:00	1	300	125	0	4	4	0	10	5	2	27	0	4	482
	10:00	1	281	147	0	3	7	5	5	10	1	34	2	11	507
	11:00	2	221	100	0	3	7	2	13	10	1	34	4	15	412
	12:00	2	242	110	0	8	7	4	11	11	5	40	2	12	454
	13:00	2	216	98	0	6	3	3	9	12	3	39	2	15	408
	14:00	2	200	103	1	6	3	3	8	13	4	34	3	20	400
	15:00	1	202	99	0	2	4	2	12	8	4	39	2	17	392
	16:00	1	188	94	0	6	2	1	14	14	2	51	1	12	386
	17:00	3	194	85	0	5	1	2	5	3	1	38	2	10	349
	18:00	0	147	76	0	1	1	0	2	3	3	24	1	3	261
	19:00	1	133	40	0	0	0	1	3	1	0	14	1	1	195
	20:00	0	95	41	0	0	1	0	4	0	0	6	1	1	149
	21:00	0	69	26	0	1	0	0	0	0	0	1	0	0	97
	22:00	0	51	13	0	0	1	0	0	0	0	2	0	0	67
	23:00	0	22	8	0	0	0	0	0	0	0	0	0	0	30
Daily Total :		21	3396	1696	2	64	48	24	109	100	31	445	24	136	6096
Percent :		0%	56%	28%	0%	1%	1%	0%	2%	2%	1%	7%	0%	2%	
Average :		1	142	71	0	3	2	1	5	4	1	19	1	6	256

(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
09/09/23	00:00	0	11	8	1	0	0	0	0	0	0	0	0	0	20
Sat	01:00	0	19	5	0	1	0	0	0	0	0	0	0	0	25
	02:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	03:00	0	9	4	0	0	0	0	0	1	0	0	0	0	14
	04:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
	05:00	1	20	17	0	0	0	0	0	0	0	0	0	0	38
	06:00	0	58	35	0	0	0	0	1	0	0	1	0	0	95
	07:00	1	104	68	0	1	0	1	1	0	0	5	2	1	184
	08:00	1	217	108	0	0	1	0	3	0	1	12	1	2	346
	09:00	2	261	148	0	0	1	0	5	4	0	21	1	6	449
	10:00	4	274	146	0	1	0	2	6	5	1	24	2	11	476
	11:00	6	252	124	0	0	2	0	10	12	0	41	2	14	463
	12:00	2	211	83	0	2	1	3	7	7	0	41	3	10	370
	13:00	5	223	73	0	0	0	1	4	9	0	36	3	9	363
	14:00	2	224	97	0	0	2	1	13	13	1	50	2	8	413
	15:00	1	207	95	0	0	0	2	5	5	1	25	0	4	345
	16:00	5	207	79	0	0	0	2	4	5	0	15	1	8	326
	17:00	3	190	84	0	0	0	2	4	5	1	22	2	3	316
	18:00	1	173	69	0	2	0	0	5	5	0	8	1	1	265
	19:00	1	172	47	0	0	2	0	2	2	0	6	0	3	235
	20:00	0	138	42	0	0	0	0	8	1	0	5	0	2	196
	21:00	1	89	25	0	1	0	0	1	0	0	1	0	1	119
	22:00	0	66	22	0	0	0	1	0	1	0	3	0	0	93
	23:00	0	37	9	0	0	0	0	0	0	0	1	0	0	47
Daily Total :		36	3179	1395	1	8	9	15	79	75	5	317	20	83	5222
Percent :		1%	61%	27%	0%	0%	0%	0%	2%	1%	0%	6%	0%	2%	
Average :		2	132	58	0	0	0	1	3	3	0	13	1	3	216

(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
09/10/23	00:00	0	33	16	0	0	0	0	1	0	0	0	0	0	50
Sun	01:00	0	10	7	0	0	0	0	0	0	0	0	0	0	17
	02:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	03:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	04:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	05:00	0	10	14	0	1	0	0	0	0	0	0	0	0	25
	06:00	0	49	27	0	0	0	1	0	0	0	0	0	0	77
	07:00	0	75	48	0	1	0	0	3	0	0	2	0	0	129
	08:00	3	197	113	0	1	1	0	2	4	1	12	0	2	336
	09:00	0	311	148	0	0	1	1	11	4	0	30	1	15	522
	10:00	2	272	148	0	0	1	3	5	3	0	39	3	14	490
	11:00	1	283	145	0	2	0	0	4	9	1	40	1	15	501
	12:00	7	264	126	0	0	1	4	9	2	1	41	2	12	469
	13:00	2	240	98	0	0	3	0	2	11	2	21	0	12	391
	14:00	4	195	106	0	0	2	1	7	2	3	30	6	9	365
	15:00	5	232	87	0	2	1	4	8	6	1	25	3	9	383
	16:00	6	222	117	0	1	1	2	7	6	0	21	1	6	390
	17:00	0	207	82	0	0	0	0	4	2	0	12	0	3	310
	18:00	1	192	63	0	0	0	0	3	4	0	9	0	4	276
	19:00	1	169	59	0	1	0	0	3	1	0	7	2	2	245
	20:00	0	123	45	0	1	0	0	5	0	0	6	1	0	181
	21:00	0	54	20	0	0	1	0	1	0	1	0	0	0	77
	22:00	1	30	7	0	0	0	0	0	0	0	2	0	0	40
	23:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
Daily Total :		33	3203	1486	0	10	12	16	75	54	10	297	20	103	5319
Percent :		1%	60%	28%	0%	0%	0%	0%	1%	1%	0%	6%	0%	2%	
Average :		1	133	62	0	0	1	1	3	2	0	12	1	4	220

(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
09/11/23	00:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Mon	01:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	6	0	0	0	0	0	1	0	0	0	0	0	7
	03:00	0	4	6	0	1	0	0	0	0	0	0	0	0	11
	04:00	0	15	17	0	0	0	0	0	0	0	0	0	0	32
	05:00	3	74	63	0	1	0	0	1	0	0	0	0	1	143
	06:00	1	145	120	0	2	0	0	4	3	0	6	0	0	281
	07:00	0	290	181	0	3	4	2	6	2	0	19	1	10	518
	08:00	3	328	177	0	4	3	2	15	9	2	36	3	14	596
	09:00	1	252	155	0	4	4	1	6	4	1	18	3	11	460
	10:00	1	251	115	0	5	10	2	5	4	0	33	1	10	437
	11:00	1	239	96	0	0	4	1	5	7	1	33	1	9	397
	12:00	3	243	86	0	5	3	4	6	13	1	26	1	8	399
	13:00	1	222	102	0	4	1	1	6	4	4	30	1	7	383
	14:00	2	207	110	0	4	5	1	11	14	1	30	1	9	395
	15:00	2	202	114	0	4	11	2	7	5	2	28	5	10	392
	16:00	1	205	94	0	8	4	4	5	11	1	54	2	15	404
	17:00	2	160	81	0	4	2	1	6	10	0	53	1	2	322
	18:00	3	151	75	0	0	1	0	4	5	0	22	1	1	263
	19:00	2	144	56	0	0	1	1	3	1	0	12	0	1	221
	20:00	1	84	38	1	0	0	0	1	1	0	5	1	0	132
	21:00	1	51	18	0	0	0	0	0	1	0	0	0	0	71
	22:00	0	34	11	0	1	1	0	0	0	0	0	0	0	47
	23:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
Daily Total :		28	3327	1721	1	50	54	22	92	94	13	405	22	108	5937
Percent :		0%	56%	29%	0%	1%	1%	0%	2%	2%	0%	7%	0%	2%	
Average :		1	139	72	0	2	2	1	4	4	1	17	1	5	249

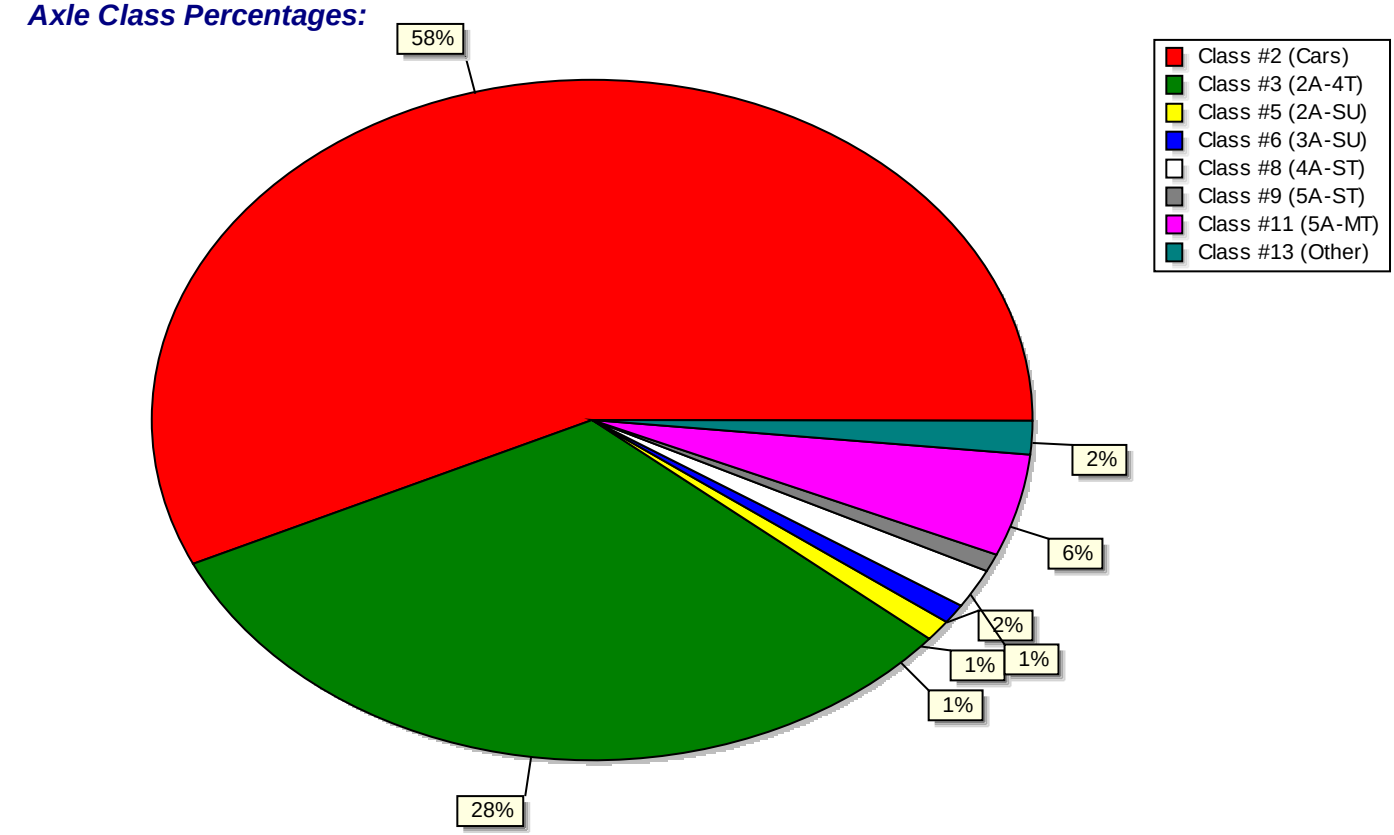
(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
09/12/23	00:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
Tue	01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	6	0	0	0	0	0	0	1	0	0	0	0	7
	03:00	0	3	5	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	21	14	0	0	0	0	0	0	0	0	0	0	35
	05:00	1	67	69	0	1	0	0	1	0	1	1	0	0	141
	06:00	0	151	127	0	3	0	1	0	1	1	3	0	2	289
	07:00	0	275	184	0	4	2	0	5	5	3	22	0	5	505
	08:00	0	358	158	0	12	3	0	7	11	1	38	2	7	597
	09:00	0	262	130	0	3	3	1	8	7	2	19	1	3	439
	10:00	0	258	134	0	4	2	2	8	5	0	29	0	5	447
	11:00	0	224	111	0	3	3	2	6	6	2	24	0	3	384
	12:00	0	237	113	0	6	3	1	4	6	2	26	3	8	409
	13:00	0	234	99	1	6	4	1	8	6	1	30	1	5	396
	14:00	0	199	104	0	5	1	2	7	4	0	25	1	15	363
	15:00	0	189	83	0	4	6	2	8	7	0	37	0	9	345
	16:00	0	143	96	0	4	1	0	13	15	5	50	0	11	338
	17:00	0	144	74	0	2	1	3	4	9	0	37	1	5	280
	18:00	0	130	61	0	5	0	0	2	2	0	10	1	3	214
	19:00	0	111	47	0	1	0	0	1	1	0	7	0	1	169
	20:00	1	77	38	0	0	0	0	0	2	0	1	0	1	120
	21:00	0	57	24	0	1	0	0	0	0	0	2	0	0	84
	22:00	0	37	12	0	1	0	0	0	0	0	2	1	0	53
	23:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21
Daily Total :		2	3212	1690	1	65	29	15	82	88	18	363	11	83	5659
Percent :		0%	57%	30%	0%	1%	1%	0%	1%	2%	0%	6%	0%	1%	
Average :		0	134	70	0	3	1	1	3	4	1	15	0	3	235

Basic Axle Class Summary: P2320002

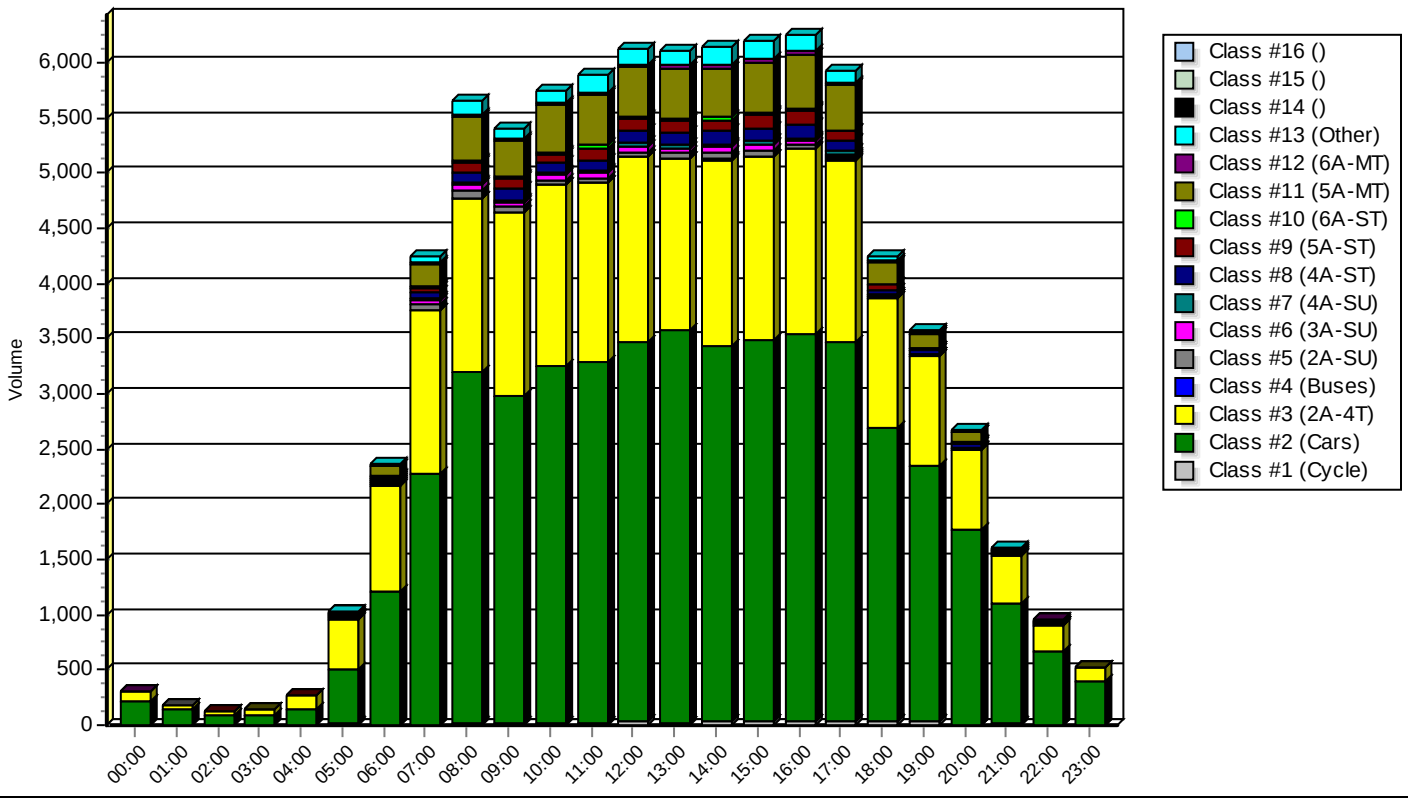
(DEFAULTC) Description	Lane	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
TOTAL COUNT :	#1.	198	23819	11956	20	322	292	196	633	593	133	2450	149	765	41526
	#2.	182	23180	11312	9	310	246	130	620	595	114	2570	139	795	40202
		380	46999	23268	29	632	538	326	1253	1188	247	5020	288	1560	81728
Percents :	#1.	0%	57%	29%	0%	1%	1%	0%	2%	1%	0%	6%	0%	2%	51%
	#2.	0%	58%	28%	0%	1%	1%	0%	2%	1%	0%	6%	0%	2%	49%
		0%	58%	28%	0%	1%	1%	0%	2%	1%	0%	6%	0%	2%	
Average :	#1.	1	142	71	0	2	2	1	4	4	1	15	1	5	249
	#2.	1	138	67	0	2	1	1	4	4	1	15	1	5	240
		2	280	138	0	4	3	2	8	8	2	30	2	10	489
Days & ADT :	#1.	7.0	5932												
	#2.	7.0	5743												
		7.0	11675												

P2320002 Axle Class Charts For Data From: 00:00 - 09/06/2023 To: 23:59 - 09/12/2023

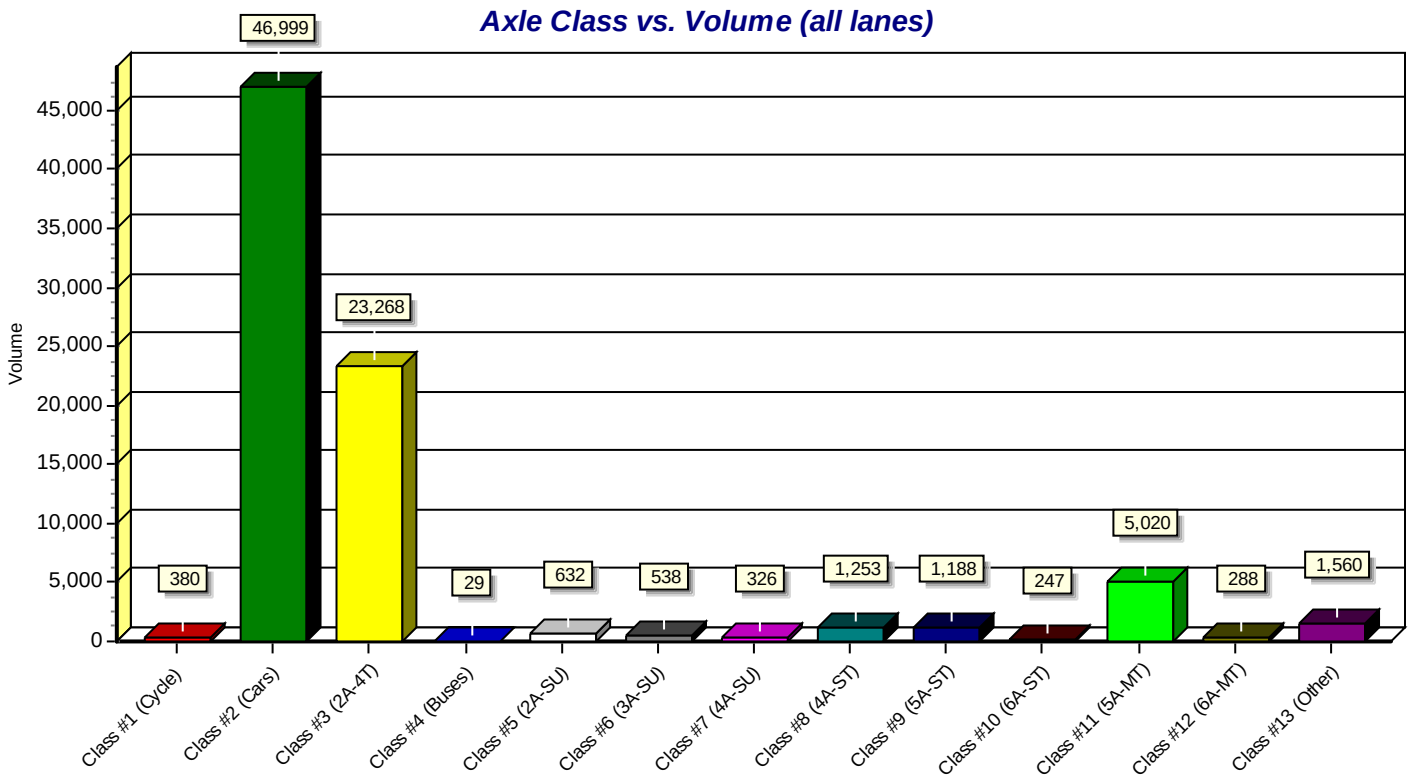
Axle Class Percentages:



Axle Class vs. Time (all lanes)



P2320002 Axle Class Charts For Data From: 00:00 - 09/06/2023 To: 23:59 - 09/12/2023



Basic Speed Classification Report: P2320002

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	N	NB	Ax-Ax	150 cm	183 cm	

Lane #1 Basic Speed Classification Data From: 00:00 - 09/06/2023 To: 23:59 - 09/12/2023

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/06/23	00:00	0	0	0	1	1	10	5	2	0	0	0	0	0	0	0	0	19
Wed	01:00	0	0	0	2	4	4	2	1	0	0	0	0	0	0	0	0	13
	02:00	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	1	2	6	1	0	0	0	0	0	0	0	0	0	10
	04:00	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	0	3	18	21	5	0	0	0	0	0	0	0	0	0	47
	06:00	0	0	0	11	62	37	9	0	0	0	0	0	0	0	0	1	120
	07:00	0	0	2	17	121	73	5	1	0	0	1	0	1	0	0	0	221
	08:00	0	1	0	26	185	72	5	2	0	0	0	2	0	0	0	1	294
	09:00	0	4	11	43	180	62	4	0	0	0	0	1	0	0	0	0	305
	10:00	0	0	1	48	243	56	5	1	1	1	1	0	0	0	0	0	357
	11:00	1	0	2	69	218	69	2	0	0	1	0	0	0	0	0	0	362
	12:00	1	0	12	95	273	60	0	0	1	1	0	0	0	0	0	1	444
	13:00	0	0	1	53	285	89	3	1	0	0	1	0	2	0	0	0	435
	14:00	22	19	10	53	244	99	1	0	1	0	0	0	0	0	0	0	449
	15:00	0	0	6	70	357	114	1	0	1	0	0	0	0	0	0	0	549
	16:00	0	0	6	70	354	197	6	0	0	0	1	0	0	0	0	0	634
	17:00	0	0	11	47	366	201	6	0	1	0	2	0	0	0	0	1	635
	18:00	0	0	0	21	185	150	10	3	0	1	0	0	0	0	0	1	371
	19:00	0	0	2	17	160	120	7	0	0	0	0	0	0	0	0	0	306
	20:00	0	0	1	13	137	87	1	0	0	1	1	0	0	0	0	0	241
	21:00	0	0	0	15	73	58	4	3	1	0	0	0	0	0	0	0	154
	22:00	0	0	0	2	34	34	5	2	0	0	0	0	0	0	0	0	77
	23:00	0	0	0	1	19	21	10	0	0	0	0	0	0	0	0	0	51
Daily Total :		24	24	65	678	3524	1643	102	16	6	5	7	3	3	0	0	5	6105
Percent :		0%	0%	1%	11%	58%	27%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	1	3	28	147	68	4	1	0	0	0	0	0	0	0	0	240

Speeds - Average: 56.6 50% : 56.5 67% : 59.4 85% : 65.4 20kph Pace: 50.1 - 70.0 (84.6%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/07/23	00:00	0	0	0	1	4	11	1	0	1	0	0	0	0	0	0	0	18
Thu	01:00	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	8
	03:00	0	0	1	0	5	3	1	0	0	2	0	0	0	0	0	0	12
	04:00	0	0	0	0	3	5	2	0	0	0	0	0	0	0	0	0	10
	05:00	0	0	1	2	15	25	5	0	0	0	0	0	0	0	0	0	48
	06:00	0	0	0	10	37	56	8	1	0	0	0	0	0	0	0	0	112
	07:00	0	0	1	23	119	72	5	1	1	0	0	0	1	0	0	0	223
	08:00	1	1	4	34	184	60	0	1	0	0	0	0	1	2	0	0	288
	09:00	0	0	0	40	216	72	8	0	0	0	0	0	2	0	0	0	338
	10:00	1	1	5	50	219	68	1	1	3	1	1	1	0	1	0	0	353
	11:00	0	0	3	79	234	67	3	1	2	0	0	0	0	0	0	1	390
	12:00	0	0	6	68	293	79	3	1	0	2	2	1	2	0	0	0	457
	13:00	1	3	3	62	288	97	3	1	1	1	2	1	2	1	0	0	466
	14:00	0	1	3	108	353	81	2	2	0	0	0	1	0	1	0	3	555
	15:00	1	6	16	91	345	106	6	2	1	0	0	0	0	0	0	1	575
	16:00	0	4	16	160	375	80	6	0	0	0	0	0	0	0	0	0	641
	17:00	0	9	17	132	318	138	5	0	0	0	0	0	1	0	1	1	622
	18:00	0	0	1	20	200	166	11	0	0	0	0	0	0	0	0	1	399
	19:00	0	0	2	22	205	111	8	0	0	0	0	0	0	0	0	0	348
	20:00	0	0	0	20	178	100	9	0	0	0	0	0	0	0	0	0	307
	21:00	0	0	1	7	83	53	11	0	2	0	0	0	0	0	0	0	157
	22:00	0	0	0	3	37	37	5	2	0	0	0	0	0	0	0	0	84
	23:00	0	0	0	1	12	20	6	0	0	0	0	0	0	0	0	0	39
Daily Total :		4	25	80	933	3728	1517	110	13	11	6	5	4	9	5	1	7	6458
Percent :		0%	0%	1%	14%	58%	23%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	3	39	155	63	5	1	0	0	0	0	0	0	0	0	253

Speeds - Average: 56.2 50% : 55.9 67% : 58.8 85% : 64.9 20kph Pace: 50.1 - 70.0 (81.2%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/08/23	00:00	0	0	0	1	11	7	1	1	0	0	0	0	0	0	0	0	21
Fri	01:00	0	0	0	1	4	7	4	0	0	0	0	0	0	0	0	0	16
	02:00	0	0	0	0	4	5	1	0	0	0	0	0	0	0	0	0	10
	03:00	0	0	0	0	6	2	2	0	0	0	0	0	0	0	0	0	10
	04:00	0	0	0	0	6	2	2	0	0	0	0	0	0	0	0	0	10
	05:00	0	0	0	6	16	23	3	1	0	0	0	0	0	0	0	0	49
	06:00	0	0	1	14	66	36	6	1	0	0	0	0	0	0	0	0	124
	07:00	0	1	3	34	122	64	13	0	2	0	0	0	0	0	0	0	239
	08:00	0	0	2	57	185	82	0	0	0	0	0	0	0	0	0	2	328
	09:00	0	0	0	42	214	88	3	1	0	0	0	0	0	0	0	2	350
	10:00	0	0	0	68	220	73	7	1	2	1	0	0	0	0	0	0	372
	11:00	0	0	3	87	325	73	0	2	1	2	1	2	0	0	1	0	497
	12:00	0	3	11	62	301	93	3	4	0	0	0	0	0	0	0	1	478
	13:00	0	1	3	100	386	83	2	0	2	0	0	1	1	2	0	2	583
	14:00	0	0	10	139	349	66	3	2	0	0	0	0	0	0	0	1	570
	15:00	4	6	31	122	348	103	2	1	1	0	2	3	1	0	0	1	625
	16:00	3	6	36	77	368	123	10	1	0	0	0	1	0	0	1	0	626
	17:00	2	8	19	98	388	135	5	0	0	3	0	0	0	1	1	0	660
	18:00	0	0	0	32	230	174	8	0	0	0	0	0	0	0	0	0	444
	19:00	0	0	1	20	217	132	19	0	2	0	0	0	0	0	0	0	391
	20:00	0	5	2	36	130	108	9	1	0	0	0	0	0	0	0	0	291
	21:00	0	0	1	8	97	86	11	0	0	0	0	0	0	0	0	0	203
	22:00	0	0	0	8	57	45	9	0	0	0	0	0	0	0	0	0	119
	23:00	0	0	0	0	31	30	6	1	0	0	0	0	0	0	0	0	68
Daily Total :		9	30	123	1012	4081	1640	129	17	10	6	3	7	2	3	3	9	7084
Percent :		0%	0%	2%	14%	58%	23%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	5	42	170	68	5	1	0	0	0	0	0	0	0	0	267

Speeds - Average: 56.0 50% : 55.9 67% : 58.8 85% : 64.8 20kph Pace: 50.1 - 70.0 (80.8%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/09/23	00:00	0	0	0	1	15	24	7	1	0	0	0	0	0	0	0	0	48
Sat	01:00	0	0	1	1	6	20	3	1	0	0	0	0	0	0	0	0	32
	02:00	0	0	0	1	6	6	3	1	0	0	0	0	0	0	0	0	17
	03:00	0	0	0	0	12	6	3	0	0	0	0	0	0	0	0	0	21
	04:00	0	0	0	0	11	7	3	0	0	0	0	0	0	0	0	0	21
	05:00	0	0	0	3	9	6	2	0	0	0	0	0	0	0	0	0	20
	06:00	0	0	1	4	23	22	4	0	0	0	0	0	0	0	0	0	54
	07:00	0	0	0	10	58	61	16	0	0	0	0	0	0	0	0	1	146
	08:00	1	2	2	23	137	91	5	0	1	0	0	0	0	0	0	0	262
	09:00	0	0	2	37	139	94	4	0	0	0	0	0	0	0	0	0	276
	10:00	0	0	0	30	267	120	3	2	1	0	0	0	0	0	0	0	423
	11:00	0	1	12	119	267	91	4	1	1	1	0	0	0	0	0	0	497
	12:00	0	0	1	99	339	130	3	1	1	0	1	0	0	0	0	0	575
	13:00	0	0	5	55	310	128	2	5	3	0	0	0	0	3	0	1	512
	14:00	0	0	0	36	276	137	4	0	0	1	0	0	0	0	0	1	455
	15:00	1	9	12	46	259	125	5	0	1	0	0	0	0	0	0	0	458
	16:00	0	0	0	22	199	131	21	0	0	0	0	0	1	0	0	1	375
	17:00	0	0	2	21	151	121	12	1	0	0	0	0	0	0	0	0	308
	18:00	0	0	0	15	149	105	17	0	0	0	0	0	0	0	0	0	286
	19:00	0	0	1	18	125	115	14	2	0	1	0	0	0	0	0	0	276
	20:00	0	0	0	14	109	69	14	0	0	0	0	0	0	0	0	0	206
	21:00	0	0	0	6	75	59	9	3	1	0	0	0	0	0	0	0	153
	22:00	0	0	0	3	54	41	4	1	0	0	0	0	0	0	0	0	103
	23:00	0	0	0	2	19	42	10	0	0	0	0	0	0	0	0	0	73
Daily Total :		2	12	39	566	3015	1751	172	19	9	3	1	0	1	3	0	4	5597
Percent :		0%	0%	1%	10%	54%	31%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	2	24	126	73	7	1	0	0	0	0	0	0	0	0	292

Speeds - Average: 57.7 50% : 57.3 67% : 60.8 85% : 66.5 20kph Pace: 50.1 - 70.0 (85.2%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/10/23	00:00	0	0	0	2	13	37	4	0	0	0	0	0	0	0	0	0	56
Sun	01:00	0	0	0	0	12	9	6	0	0	0	0	0	0	0	0	0	27
	02:00	0	0	0	0	1	7	2	1	1	0	0	0	0	0	0	0	12
	03:00	0	0	0	1	2	5	1	0	0	0	0	0	0	0	0	0	9
	04:00	0	0	0	1	2	4	1	0	0	0	0	0	0	0	0	0	8
	05:00	0	0	0	4	16	5	2	0	0	0	0	0	0	0	0	0	27
	06:00	0	0	0	6	28	21	5	0	0	0	0	0	0	0	0	0	60
	07:00	0	0	1	9	54	39	9	0	0	0	0	0	0	0	0	0	112
	08:00	0	0	0	22	111	42	2	0	0	0	0	0	0	0	0	0	177
	09:00	0	0	1	23	167	87	5	0	1	1	0	1	0	0	0	0	286
	10:00	0	0	0	54	223	64	4	1	0	0	0	0	1	0	0	0	347
	11:00	0	0	8	41	240	90	8	0	0	0	0	0	0	1	0	0	388
	12:00	0	0	2	61	284	74	8	1	1	0	0	0	0	0	0	0	431
	13:00	1	1	4	65	294	106	9	1	0	1	0	0	1	0	0	2	485
	14:00	0	1	3	37	246	140	8	0	1	1	0	0	0	1	1	0	439
	15:00	0	0	0	22	200	130	7	0	1	0	0	0	0	1	0	1	362
	16:00	0	0	1	17	132	125	8	1	0	1	0	0	0	0	0	0	285
	17:00	0	0	3	8	109	111	10	0	1	0	0	0	0	0	0	0	242
	18:00	0	0	0	12	113	74	11	1	0	0	0	0	0	0	0	0	211
	19:00	0	0	1	7	73	104	13	1	1	0	0	0	0	0	0	0	200
	20:00	0	0	1	6	62	63	12	3	0	1	0	0	0	0	0	0	148
	21:00	0	0	2	5	32	32	6	0	0	0	0	0	0	0	0	0	77
	22:00	0	0	0	4	14	22	7	1	0	0	0	0	0	0	0	0	48
	23:00	0	0	0	3	9	15	1	1	0	0	0	0	0	0	0	0	29
Daily Total :		1	2	27	410	2437	1406	149	12	7	5	0	1	2	3	1	3	4466
Percent :		0%	0%	1%	9%	55%	31%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	17	102	59	6	1	0	0	0	0	0	0	0	0	234

Speeds - Average: 58.0 50% : 57.4 67% : 61.0 85% : 66.6 20kph Pace: 50.1 - 70.0 (86.1%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/11/23	00:00	0	0	0	1	2	9	0	0	0	0	0	0	0	0	0	0	12
Mon	01:00	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	1	0	3	4	0	0	0	0	1	0	0	0	0	0	9
	04:00	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	0	3	15	24	4	2	0	0	0	1	0	0	0	0	49
	06:00	0	0	1	10	58	38	8	1	0	0	0	0	0	0	0	0	116
	07:00	0	0	0	16	141	64	6	0	0	0	0	0	0	0	0	0	227
	08:00	0	1	4	41	204	55	7	0	0	0	0	1	0	0	0	0	313
	09:00	0	0	4	23	209	71	8	0	0	0	0	0	0	0	0	0	315
	10:00	2	1	4	55	177	90	3	2	3	0	1	0	1	0	0	0	339
	11:00	0	1	5	46	207	80	4	0	1	1	0	1	0	0	0	1	347
	12:00	0	0	5	64	263	75	6	2	0	0	0	1	0	0	0	0	416
	13:00	0	0	4	73	269	89	4	1	1	0	1	0	0	1	0	0	443
	14:00	0	4	11	94	306	74	4	1	1	1	2	0	0	1	0	0	499
	15:00	3	2	5	91	291	85	5	1	0	1	0	0	0	0	0	0	484
	16:00	0	0	3	64	367	109	3	0	1	0	1	1	0	0	0	0	549
	17:00	0	1	7	47	356	190	11	0	0	0	0	1	0	0	0	0	613
	18:00	0	0	0	29	177	136	12	0	0	0	0	0	0	0	0	1	355
	19:00	0	0	3	31	176	101	4	1	0	0	0	0	0	0	0	0	316
	20:00	0	0	0	14	114	79	5	0	0	0	0	1	0	0	0	0	213
	21:00	0	0	0	9	54	52	6	1	0	0	0	0	0	0	0	0	122
	22:00	0	0	0	3	16	35	5	0	0	0	0	0	0	0	0	0	59
	23:00	0	0	0	0	12	23	6	3	0	0	0	0	0	0	0	0	44
Daily Total :		5	10	57	715	3424	1494	113	15	7	3	6	7	1	2	0	2	5861
Percent :		0%	0%	1%	12%	58%	25%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	30	143	62	5	1	0	0	0	0	0	0	0	0	186

Speeds - Average: 56.7 50% : 56.3 67% : 59.2 85% : 65.2 20kph Pace: 50.1 - 70.0 (83.9%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/12/23	00:00	0	0	0	0	8	10	1	0	0	0	0	0	0	0	0	0	19
Tue	01:00	0	0	0	0	3	4	4	0	0	0	0	0	0	0	0	0	11
	02:00	0	0	0	0	2	4	4	0	0	0	0	0	0	0	0	0	10
	03:00	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5
	04:00	0	0	0	0	3	3	2	0	0	0	0	0	0	0	0	0	8
	05:00	0	0	0	4	20	26	5	1	0	0	0	0	0	0	0	0	56
	06:00	0	0	2	12	45	46	10	1	0	0	0	0	0	0	0	0	116
	07:00	0	0	0	25	124	63	9	1	0	0	0	0	2	0	0	1	225
	08:00	3	2	6	50	176	59	6	1	2	0	0	0	0	0	0	0	305
	09:00	0	0	0	31	174	67	4	0	0	2	0	0	0	0	0	0	278
	10:00	0	0	0	69	189	48	3	1	0	0	0	0	0	0	0	1	311
	11:00	0	4	4	64	255	54	3	0	0	0	0	0	0	0	0	1	385
	12:00	0	0	9	86	252	60	1	0	0	1	0	0	0	2	0	0	411
	13:00	0	0	3	74	256	76	2	1	0	1	0	0	1	0	1	0	415
	14:00	0	0	3	61	326	119	7	0	1	0	0	0	0	0	0	1	518
	15:00	2	6	21	118	327	63	1	2	0	0	1	0	0	0	1	0	542
	16:00	0	9	13	89	375	126	2	1	0	0	1	0	1	1	1	0	619
	17:00	0	0	1	59	363	179	3	1	1	1	0	0	0	0	0	0	608
	18:00	0	0	2	8	197	161	18	0	0	0	0	0	0	0	0	0	386
	19:00	0	0	0	8	134	120	14	0	0	0	0	0	0	0	0	0	276
	20:00	0	0	0	12	110	84	4	3	0	0	0	0	0	0	0	0	213
	21:00	0	0	0	4	42	55	10	2	0	0	0	0	0	0	0	0	113
	22:00	0	0	0	1	36	32	4	0	0	0	0	0	0	0	0	0	73
	23:00	0	0	0	1	11	28	8	4	0	0	0	0	0	0	0	0	52
Daily Total :		5	21	64	777	3430	1489	125	19	4	5	2	0	4	3	3	4	5955
Percent :		0%	0%	1%	13%	58%	25%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	3	32	143	62	5	1	0	0	0	0	0	0	0	0	243

Speeds - Average: 56.5 50% : 56.2 67% : 59.1 85% : 65.2 20kph Pace: 50.1 - 70.0 (82.6%)

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	S	SB	Ax-Ax	150 cm	183 cm	

Lane #2 Basic Speed Classification Data From: 00:00 - 09/06/2023 To: 23:59 - 09/12/2023

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/06/23	00:00	0	1	0	1	4	2	0	0	0	0	0	0	0	0	0	0	8
Wed	01:00	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	8
	02:00	0	0	0	1	1	4	1	1	0	0	0	0	0	0	0	0	8
	03:00	0	0	0	0	5	5	3	0	0	0	0	0	0	0	0	0	13
	04:00	0	0	0	1	11	20	8	0	0	0	0	0	0	0	0	0	40
	05:00	0	0	1	3	43	72	13	3	0	0	0	0	0	0	0	0	135
	06:00	0	1	1	8	112	179	16	1	0	0	0	0	0	0	0	1	319
	07:00	0	0	0	37	309	139	6	1	0	0	0	1	0	0	0	0	493
	08:00	0	4	8	127	380	108	5	1	1	0	0	0	0	1	0	1	636
	09:00	0	0	7	85	242	96	6	1	0	2	0	0	0	0	0	0	439
	10:00	0	0	14	70	280	78	3	0	0	0	0	0	0	0	0	2	447
	11:00	0	0	3	85	256	82	2	1	1	0	0	0	0	0	0	1	431
	12:00	2	17	8	79	212	52	0	0	1	1	0	0	0	0	0	0	372
	13:00	0	0	0	79	226	91	13	0	2	0	0	0	0	1	0	1	413
	14:00	2	3	7	75	203	62	5	0	0	0	0	0	1	0	0	0	358
	15:00	0	0	6	38	201	108	4	0	1	0	0	0	0	1	0	1	360
	16:00	0	0	1	43	147	127	7	1	0	0	0	0	0	0	0	0	326
	17:00	0	0	1	25	166	121	11	0	0	1	0	0	0	0	0	0	325
	18:00	0	0	1	9	130	106	9	1	0	0	0	0	0	0	1	0	257
	19:00	0	1	1	21	112	70	8	1	0	0	0	0	1	0	0	0	215
	20:00	0	1	0	11	68	48	6	0	0	0	0	0	0	0	0	0	134
	21:00	0	0	1	9	36	34	4	0	0	0	0	0	0	0	1	0	85
	22:00	0	0	1	2	23	18	5	0	0	0	0	0	0	0	0	0	49
	23:00	0	0	0	2	9	6	3	1	0	0	0	0	0	0	0	0	21
Daily Total :		4	28	61	812	3179	1631	139	13	6	4	0	1	2	3	2	7	5892
Percent :		0%	0%	1%	14%	54%	28%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	3	34	132	68	6	1	0	0	0	0	0	0	0	0	247

Speeds - Average: 56.6 50% : 56.5 67% : 59.6 85% : 65.7 20kph Pace: 50.1 - 70.0 (81.6%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/07/23	00:00	0	0	0	1	4	4	0	0	0	0	0	0	0	0	0	0	9
Thu	01:00	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	0	1	3	4	3	0	0	0	0	0	0	0	0	0	11
	04:00	0	0	0	0	7	20	4	1	0	0	0	0	0	0	0	0	32
	05:00	0	0	1	5	43	55	19	3	0	0	0	0	0	0	0	0	126
	06:00	0	0	0	9	136	155	18	0	0	0	0	0	0	0	0	0	318
	07:00	0	0	2	39	316	187	8	2	0	0	0	0	0	0	0	1	555
	08:00	0	0	8	121	382	92	6	1	0	0	0	0	1	0	0	2	613
	09:00	0	2	10	100	300	51	3	0	0	0	0	0	0	1	0	0	467
	10:00	0	0	2	84	296	59	2	1	1	0	0	0	0	0	0	1	446
	11:00	0	0	4	92	273	59	2	2	0	0	0	0	0	0	0	0	432
	12:00	0	1	10	90	264	74	1	3	1	1	0	0	0	0	0	0	445
	13:00	0	4	1	69	245	83	3	1	1	0	0	0	0	1	1	3	412
	14:00	0	0	3	70	230	59	4	1	0	0	0	0	0	0	1	0	368
	15:00	0	4	3	56	249	73	6	2	0	0	0	1	0	0	0	0	394
	16:00	0	1	1	37	214	90	5	1	1	1	0	1	0	1	0	0	353
	17:00	1	0	2	28	224	79	6	1	1	0	0	0	0	0	0	1	343
	18:00	0	0	0	25	138	95	8	0	0	0	0	0	0	0	0	0	266
	19:00	0	0	0	6	90	82	10	1	0	0	0	0	0	0	0	0	189
	20:00	0	0	0	15	69	49	6	1	0	0	0	0	0	0	0	0	140
	21:00	0	0	1	7	45	31	3	1	0	0	0	0	0	0	0	0	88
	22:00	0	0	0	5	21	9	3	0	0	0	0	0	0	0	0	0	38
	23:00	0	0	0	1	6	10	3	0	0	0	0	0	0	0	0	0	20
Daily Total :		1	12	48	862	3560	1425	124	22	5	2	0	2	1	3	2	8	6077
Percent :		0%	0%	1%	14%	59%	23%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	2	36	148	59	5	1	0	0	0	0	0	0	0	0	245

Speeds - Average: 56.3 50% : 56.0 67% : 58.9 85% : 64.9 20kph Pace: 50.1 - 70.0 (82.0%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/08/23	00:00	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	6
Fri	01:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
	02:00	0	0	0	0	3	6	1	0	0	0	0	0	0	0	0	0	10
	03:00	0	0	0	1	3	4	3	0	0	0	0	0	0	0	0	0	11
	04:00	0	0	0	1	15	19	4	1	0	0	0	0	0	0	0	0	40
	05:00	0	0	1	7	38	60	14	1	0	0	0	0	0	0	0	0	121
	06:00	0	0	0	15	118	129	15	0	0	0	0	0	0	1	0	0	278
	07:00	0	0	0	33	283	142	9	0	0	0	0	1	0	0	0	0	468
	08:00	0	0	10	123	342	89	3	0	0	0	0	1	0	0	0	2	570
	09:00	0	0	3	62	288	123	2	0	0	2	1	1	0	0	0	0	482
	10:00	0	2	12	105	330	53	2	0	1	0	0	1	0	0	0	1	507
	11:00	0	0	0	83	250	67	6	2	1	0	1	1	0	0	0	1	412
	12:00	0	1	1	59	278	109	4	1	0	0	1	0	0	0	0	0	454
	13:00	0	0	4	72	259	69	4	0	0	0	0	0	0	0	0	0	408
	14:00	0	2	8	98	243	44	2	2	0	0	0	1	0	0	0	0	400
	15:00	0	2	2	64	240	68	10	1	2	0	1	0	1	0	1	0	392
	16:00	0	0	1	36	236	99	6	1	1	2	1	0	1	1	0	1	386
	17:00	0	0	2	49	173	105	13	2	0	0	1	1	1	0	1	1	349
	18:00	0	0	2	16	124	106	10	0	0	0	1	0	0	1	0	1	261
	19:00	0	0	2	14	101	66	10	0	1	0	0	0	0	0	0	1	195
	20:00	0	0	0	17	70	55	6	0	1	0	0	0	0	0	0	0	149
	21:00	0	0	0	3	39	43	10	1	1	0	0	0	0	0	0	0	97
	22:00	0	0	0	4	26	24	10	3	0	0	0	0	0	0	0	0	67
	23:00	0	0	0	5	7	15	1	2	0	0	0	0	0	0	0	0	30
Daily Total :		0	7	48	867	3468	1499	147	18	8	4	7	7	3	3	2	8	6096
Percent :		0%	0%	1%	14%	57%	25%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	36	145	62	6	1	0	0	0	0	0	0	0	0	252

Speeds - Average: 56.6 50% : 56.2 67% : 59.2 85% : 65.4 20kph Pace: 50.1 - 70.0 (81.5%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/09/23	00:00	0	0	0	2	10	7	1	0	0	0	0	0	0	0	0	0	20
Sat	01:00	0	0	1	0	12	8	4	0	0	0	0	0	0	0	0	0	25
	02:00	0	0	0	0	5	6	1	0	0	0	0	0	0	0	0	0	12
	03:00	0	0	0	2	5	5	1	0	0	1	0	0	0	0	0	0	14
	04:00	0	0	0	1	4	7	0	0	0	0	0	0	0	0	0	0	12
	05:00	0	0	0	2	16	12	6	2	0	0	0	0	0	0	0	0	38
	06:00	0	1	1	6	37	41	6	2	0	0	0	0	1	0	0	0	95
	07:00	0	0	0	7	83	75	17	1	0	0	0	0	0	0	1	0	184
	08:00	0	0	1	22	196	118	9	0	0	0	0	0	0	0	0	0	346
	09:00	0	0	4	57	259	117	12	0	0	0	0	0	0	0	0	0	449
	10:00	0	4	18	62	310	79	2	0	0	0	0	0	0	0	0	1	476
	11:00	0	0	4	60	303	87	5	0	0	0	0	0	0	2	1	1	463
	12:00	0	0	1	40	225	95	8	0	0	0	1	0	0	0	0	0	370
	13:00	0	0	0	32	214	108	7	0	1	1	0	0	0	0	0	0	363
	14:00	0	1	7	47	244	96	8	4	2	1	1	1	0	0	0	1	413
	15:00	0	0	0	45	212	77	6	1	0	0	1	0	1	1	0	1	345
	16:00	0	2	1	34	177	103	5	2	1	1	0	0	0	0	0	0	326
	17:00	0	0	4	29	167	106	8	2	0	0	0	0	0	0	0	0	316
	18:00	0	0	0	20	142	94	9	0	0	0	0	0	0	0	0	0	265
	19:00	1	0	1	19	133	69	12	0	0	0	0	0	0	0	0	0	235
	20:00	0	0	1	15	107	69	4	0	0	0	0	0	0	0	0	0	196
	21:00	0	0	0	8	65	43	3	0	0	0	0	0	0	0	0	0	119
	22:00	0	0	1	10	33	42	6	1	0	0	0	0	0	0	0	0	93
	23:00	0	1	0	1	26	15	4	0	0	0	0	0	0	0	0	0	47
Daily Total :		1	9	45	521	2985	1479	144	15	4	4	3	1	2	3	2	4	5222
Percent :		0%	0%	1%	10%	57%	28%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	22	124	62	6	1	0	0	0	0	0	0	0	0	252

Speeds - Average: 57.4 50% : 56.9 67% : 59.8 85% : 66.0 20kph Pace: 50.1 - 70.0 (85.5%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/10/23	00:00	0	1	0	3	26	15	4	0	0	1	0	0	0	0	0	0	50
Sun	01:00	0	0	0	2	5	8	2	0	0	0	0	0	0	0	0	0	17
	02:00	0	0	0	0	5	4	2	0	0	0	0	0	0	0	0	0	11
	03:00	0	0	0	1	3	3	1	1	0	0	0	0	0	0	0	0	9
	04:00	0	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	9
	05:00	0	0	0	1	12	11	1	0	0	0	0	0	0	0	0	0	25
	06:00	0	0	1	4	29	35	8	0	0	0	0	0	0	0	0	0	77
	07:00	0	0	0	2	58	64	5	0	0	0	0	0	0	0	0	0	129
	08:00	0	0	0	35	190	106	3	1	1	0	0	0	0	0	0	0	336
	09:00	2	5	8	81	324	95	4	1	0	2	0	0	0	0	0	0	522
	10:00	0	0	0	75	335	77	2	0	0	0	0	0	0	0	1	0	490
	11:00	0	0	0	86	327	82	5	0	1	0	0	0	0	0	0	0	501
	12:00	0	0	1	82	296	83	3	1	0	1	0	0	1	0	0	1	469
	13:00	0	0	5	40	234	105	6	0	1	0	0	0	0	0	0	0	391
	14:00	0	0	1	45	214	89	10	1	1	2	0	1	0	0	1	0	365
	15:00	0	2	6	53	220	91	9	0	0	1	1	0	0	0	0	0	383
	16:00	1	0	0	22	182	173	11	0	1	0	0	0	0	0	0	0	390
	17:00	0	0	3	18	176	99	12	2	0	0	0	0	0	0	0	0	310
	18:00	0	0	0	13	165	91	7	0	0	0	0	0	0	0	0	0	276
	19:00	1	0	0	12	147	74	11	0	0	0	0	0	0	0	0	0	245
	20:00	0	0	0	11	105	50	11	2	0	0	1	0	0	0	0	1	181
	21:00	0	0	0	6	39	27	4	1	0	0	0	0	0	0	0	0	77
	22:00	0	0	0	4	19	12	4	1	0	0	0	0	0	0	0	0	40
	23:00	0	0	1	0	7	8	0	0	0	0	0	0	0	0	0	0	16
Daily Total :		4	8	26	596	3120	1407	127	11	5	7	2	1	1	0	2	2	5319
Percent :		0%	0%	0%	11%	59%	26%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	25	130	59	5	0	0	0	0	0	0	0	0	0	217

Speeds - Average: 57.0 50% : 56.6 67% : 59.4 85% : 65.5 20kph Pace: 50.1 - 70.0 (85.1%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/11/23	00:00	0	0	1	0	4	2	2	0	0	0	0	0	0	0	0	0	9
Mon	01:00	0	0	1	0	3	3	1	0	0	0	0	0	0	0	0	0	8
	02:00	0	0	0	2	1	3	0	1	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	0	5	3	2	1	0	0	0	0	0	0	0	0	11
	04:00	0	0	0	0	12	17	2	1	0	0	0	0	0	0	0	0	32
	05:00	0	0	1	3	51	66	20	0	1	1	0	0	0	0	0	0	143
	06:00	0	0	1	7	129	125	17	0	0	0	0	1	0	0	0	1	281
	07:00	1	4	9	25	307	166	1	1	1	0	1	0	0	0	0	2	518
	08:00	0	0	13	126	343	103	9	1	1	0	0	0	0	0	0	0	596
	09:00	0	0	2	69	293	88	5	1	0	1	0	1	0	0	0	0	460
	10:00	0	0	3	82	274	73	4	0	1	0	0	0	0	0	0	0	437
	11:00	0	0	5	61	234	92	3	1	0	1	0	0	0	0	0	0	397
	12:00	0	0	2	79	231	82	4	0	0	0	0	0	1	0	0	0	399
	13:00	0	0	1	55	239	77	6	0	1	2	0	1	0	0	0	1	383
	14:00	0	0	6	55	234	94	4	0	1	0	0	0	0	1	0	0	395
	15:00	0	0	1	73	246	65	4	0	2	0	0	0	0	1	0	0	392
	16:00	0	0	9	78	241	66	3	1	0	0	0	2	1	1	1	1	404
	17:00	0	0	1	27	180	103	9	1	0	0	0	1	0	0	0	0	322
	18:00	0	0	0	18	129	106	10	0	0	0	0	0	0	0	0	0	263
	19:00	0	0	2	11	118	76	10	0	0	1	0	0	1	1	0	1	221
	20:00	0	0	1	16	78	26	11	0	0	0	0	0	0	0	0	0	132
	21:00	0	0	1	9	24	28	8	0	1	0	0	0	0	0	0	0	71
	22:00	0	0	0	1	22	16	7	1	0	0	0	0	0	0	0	0	47
	23:00	0	0	0	0	4	4	1	0	0	0	0	0	0	0	0	0	9
Daily Total :		1	4	60	797	3402	1484	143	10	9	6	1	6	3	4	1	6	5937
Percent :		0%	0%	1%	13%	57%	25%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	3	33	142	62	6	0	0	0	0	0	0	0	0	0	220

Speeds - Average: 56.7 50% : 56.3 67% : 59.2 85% : 65.4 20kph Pace: 50.1 - 70.0 (82.3%)

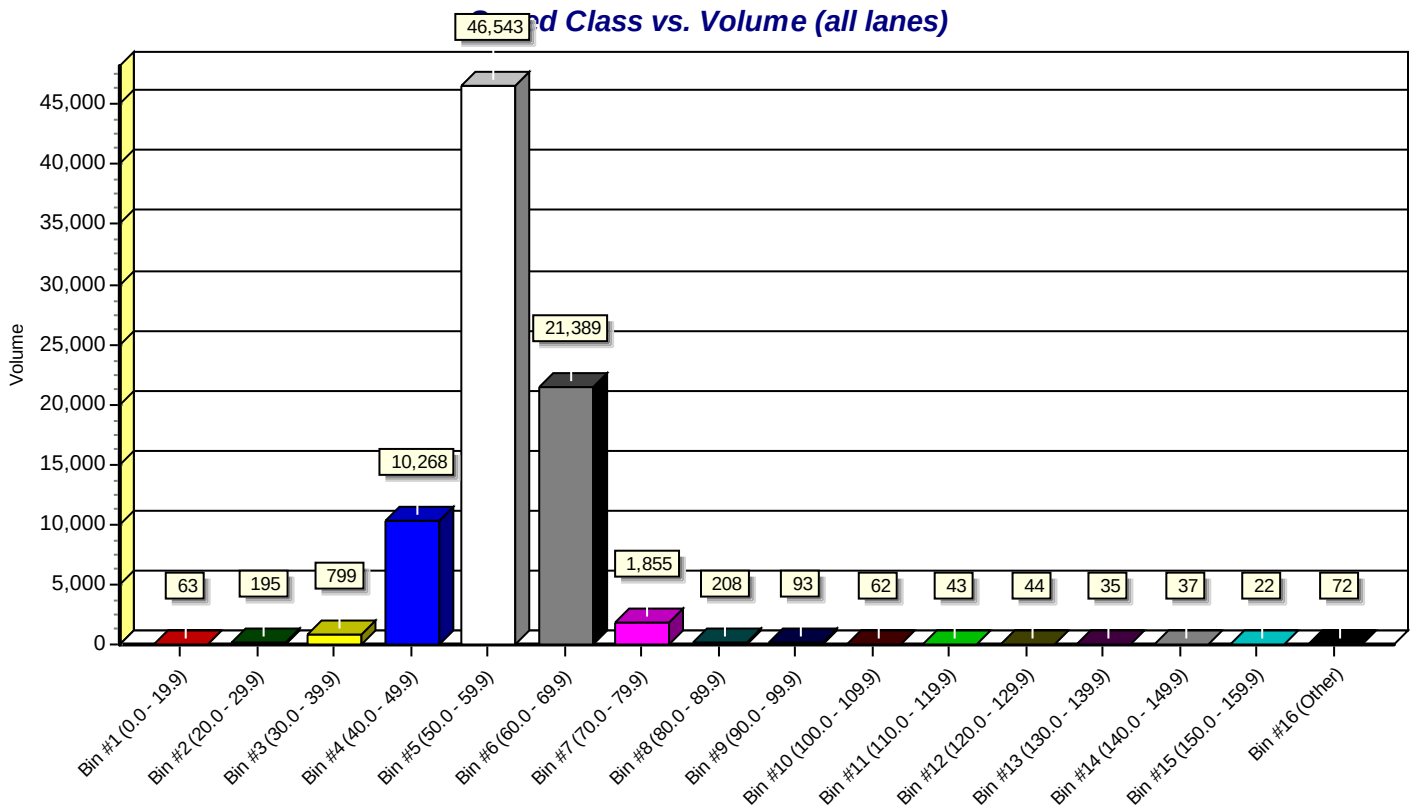
(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/12/23	00:00	0	0	0	0	7	3	1	0	0	0	0	0	0	0	0	0	11
Tue	01:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	0	1	0	4	1	0	1	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	0	0	5	2	1	0	0	0	0	0	0	0	0	8
	04:00	0	0	0	0	13	19	3	0	0	0	0	0	0	0	0	0	35
	05:00	0	0	0	4	37	86	13	1	0	0	0	0	0	0	0	0	141
	06:00	0	0	0	7	136	137	9	0	0	0	0	0	0	0	0	0	289
	07:00	0	0	8	58	299	132	6	0	0	0	0	1	0	0	0	1	505
	08:00	0	0	12	132	347	100	5	0	0	0	0	0	0	0	1	0	597
	09:00	0	0	3	29	285	116	4	0	0	0	1	0	0	1	0	0	439
	10:00	0	0	13	87	270	70	4	0	1	0	1	0	0	0	0	1	447
	11:00	1	2	2	47	259	68	3	1	0	0	1	0	0	0	0	0	384
	12:00	0	1	3	79	246	72	7	0	0	0	1	0	0	0	0	0	409
	13:00	0	0	4	72	259	55	3	1	0	1	0	0	0	0	1	0	396
	14:00	0	0	3	55	219	78	5	0	0	0	1	0	0	1	1	0	363
	15:00	0	0	3	65	169	100	4	2	0	0	0	2	0	0	0	0	345
	16:00	0	0	1	40	199	94	3	0	0	0	0	0	0	0	0	1	338
	17:00	0	0	2	15	125	119	15	0	0	1	1	1	1	0	0	0	280
	18:00	0	0	1	7	97	94	15	0	0	0	0	0	0	0	0	0	214
	19:00	0	0	0	3	88	70	7	0	1	0	0	0	0	0	0	0	169
	20:00	0	0	0	8	49	57	6	0	0	0	0	0	0	0	0	0	120
	21:00	0	0	0	6	47	20	11	0	0	0	0	0	0	0	0	0	84
	22:00	0	0	0	6	22	21	3	1	0	0	0	0	0	0	0	0	53
	23:00	1	0	0	2	10	6	2	0	0	0	0	0	0	0	0	0	21
Daily Total :		2	3	56	722	3190	1524	131	8	2	2	6	4	1	2	3	3	5659
Percent :		0%	0%	1%	13%	56%	27%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	30	133	64	5	0	0	0	0	0	0	0	0	0	246

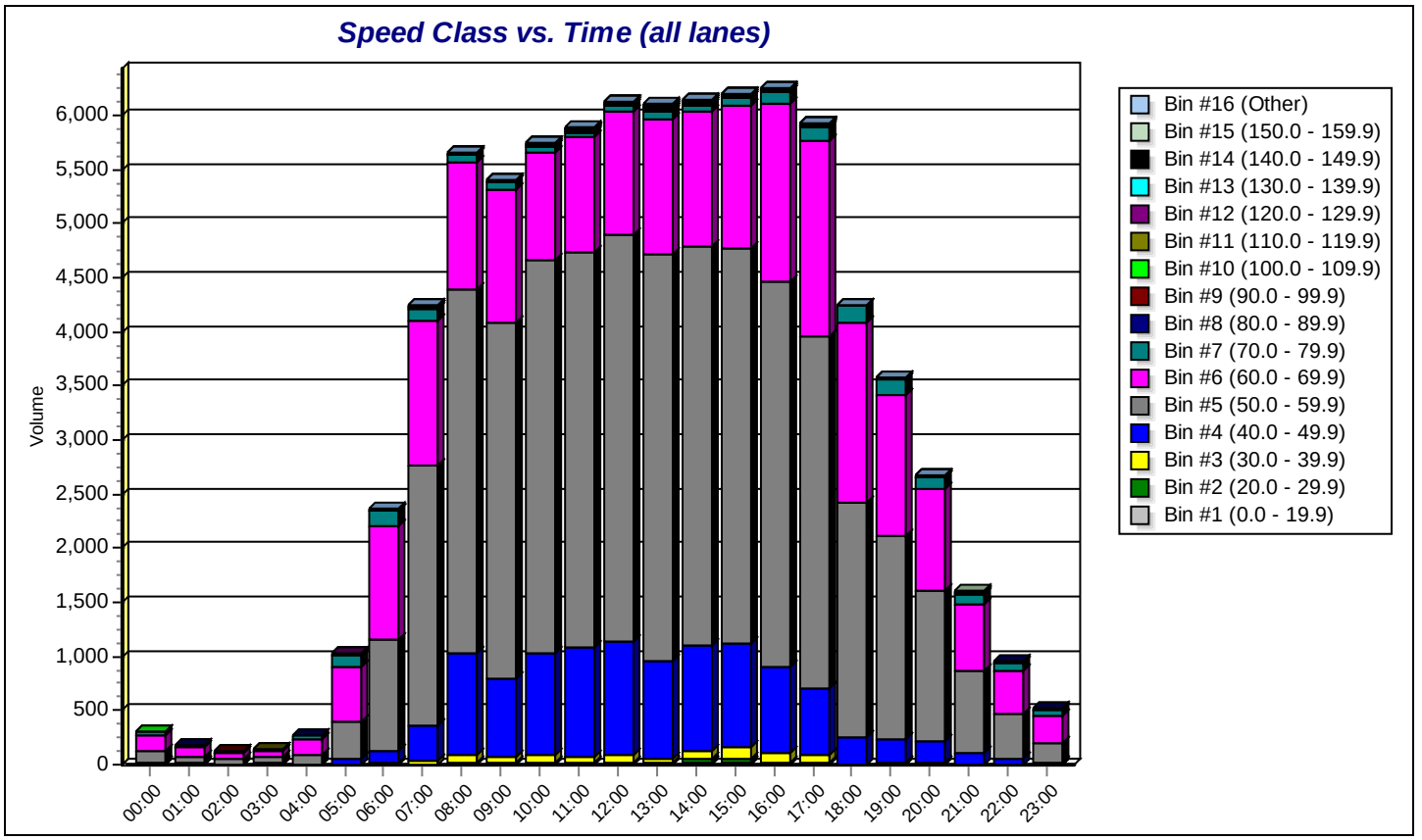
Speeds - Average: 56.9 50% : 56.5 67% : 59.5 85% : 65.6 20kph Pace: 50.1 - 70.0 (83.3%)

Basic Speed Class Summary: P2320002

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Description	Lane	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
TOTAL COUNT :	#1.	50	124	455	5091	23639	10940	900	111	54	33	24	22	22	19	8	34	41526
	#2.	13	71	344	5177	22904	10449	955	97	39	29	19	22	13	18	14	38	40202
		63	195	799	10268	46543	21389	1855	208	93	62	43	44	35	37	22	72	81728
Percents :	#1.	0%	0%	1%	12%	57%	26%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	51%
	#2.	0%	0%	1%	13%	57%	26%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	49%
		0%	0%	1%	13%	57%	26%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :	#1.	0	1	3	30	141	65	5	1	0	0	0	0	0	0	0	0	246
	#2.	0	0	2	31	136	62	6	1	0	0	0	0	0	0	0	0	238
		0	1	5	61	277	127	11	2	0	0	0	0	0	0	0	0	484
Days & ADT :	#1.	7.0	5932															
	#2.	7.0	5743															
		7.0	11675															
Avg,50,67,85%:	#1.	56.7	56.4	59.4	65.5	50.1	- 70.0	83%										
Pace (pace %)	#2.	56.8	56.4	59.4	65.5	50.1	- 70.0	83%										
		56.7	56.4	59.4	65.5	50.1	- 70.0	83%										

P2320002 Speed Class Charts For Data From: 00:00 - 09/06/2023 To: 23:59 - 09/12/2023





Basic Axle Classification Report: P2320002

Station ID : P2320002

Info Line 1 : Ward Street (CR 18) 70m S
Info Line 2 : of Maitland Street
GPS Lat/Lon :
DB File : P2320002.DB

Last Connected Device Type : Phoenix
Version Number : 3.15
Serial Number : 10524
Number of Lanes : 2
Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	N	NB	Ax-Ax	150 cm	183 cm	

Lane #1 Basic Axle Classification Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

(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
08/16/23	00:00	0	20	11	0	0	0	0	0	0	0	0	0	0	31
Wed	01:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
	02:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	03:00	0	7	2	0	0	1	0	0	0	0	0	0	0	10
	04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	28	20	0	0	0	0	1	0	0	0	0	1	50
	06:00	1	57	52	0	4	4	1	3	5	1	8	0	0	136
	07:00	2	110	88	0	1	7	0	6	4	1	16	3	7	245
	08:00	4	138	86	0	4	3	2	3	7	0	29	1	7	284
	09:00	5	191	93	0	0	3	1	10	5	4	22	1	7	342
	10:00	3	191	113	0	1	3	3	9	10	1	29	6	7	376
	11:00	3	267	119	1	2	4	4	6	10	2	30	2	6	456
	12:00	7	312	115	0	4	4	3	2	12	2	23	0	10	494
	13:00	2	267	125	1	4	6	1	7	4	0	33	4	11	465
	14:00	0	280	110	0	3	6	3	7	7	0	25	2	15	458
	15:00	5	322	115	0	9	8	5	10	8	0	31	5	7	525
	16:00	4	343	151	0	2	1	4	9	9	1	34	0	24	582
	17:00	2	338	167	1	2	2	4	10	6	3	30	2	14	581
	18:00	6	248	102	0	0	0	0	0	3	2	13	1	2	377
	19:00	3	212	86	0	3	0	1	3	2	0	13	0	5	328
	20:00	3	176	66	0	2	0	1	4	1	0	7	2	0	262
	21:00	1	124	47	0	0	1	0	0	0	0	7	0	0	180
	22:00	1	124	47	0	0	0	0	1	0	0	3	0	0	176
	23:00	0	46	15	0	0	0	0	0	0	0	0	0	0	61
Daily Total :		52	3825	1736	3	41	53	33	91	93	17	353	29	123	6449
Percent :		1%	59%	27%	0%	1%	1%	1%	1%	1%	0%	5%	0%	2%	
Average :		2	159	72	0	2	2	1	4	4	1	15	1	5	268

(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
08/17/23	00:00	0	23	4	0	0	0	0	0	0	0	0	0	0	27
Thu	01:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	02:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
	03:00	0	3	2	0	2	0	0	0	0	0	0	0	0	7
	04:00	0	7	5	0	0	1	0	0	0	0	0	0	0	13
	05:00	1	28	24	0	1	2	0	0	0	2	0	0	0	58
	06:00	1	61	49	0	3	6	0	6	0	0	4	0	0	130
	07:00	0	107	64	0	5	4	1	8	5	2	17	1	8	222
	08:00	2	119	107	0	2	5	2	5	9	3	32	2	9	297
	09:00	0	182	110	0	1	13	3	4	6	0	28	3	8	358
	10:00	1	186	92	0	4	6	2	4	7	1	26	2	7	338
	11:00	5	256	124	0	4	7	2	2	14	1	36	0	9	460
	12:00	1	267	103	0	1	5	2	7	12	4	36	1	14	453
	13:00	2	255	123	0	0	4	2	11	12	1	38	0	11	459
	14:00	2	316	124	1	2	7	1	8	8	2	52	2	12	537
	15:00	2	326	139	0	3	4	9	6	12	1	26	2	8	538
	16:00	2	414	148	0	2	1	3	17	7	1	43	2	20	660
	17:00	3	340	177	0	0	3	2	6	7	1	40	1	19	599
	18:00	2	239	117	0	2	0	3	6	1	0	15	1	10	396
	19:00	2	229	110	0	1	0	2	2	4	1	12	0	6	369
	20:00	2	194	77	0	2	0	0	2	1	0	2	0	0	280
	21:00	0	137	42	0	0	0	0	1	0	0	3	0	0	183
	22:00	1	170	68	0	0	0	0	0	0	0	2	0	2	243
	23:00	0	59	17	0	0	0	0	0	0	0	0	0	0	76
Daily Total :		29	3944	1832	1	35	68	34	95	105	20	412	17	143	6735
Percent :		0%	59%	27%	0%	1%	1%	1%	1%	2%	0%	6%	0%	2%	
Average :		1	164	76	0	1	3	1	4	4	1	17	1	6	279

(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
08/18/23	00:00	1	18	7	0	0	0	0	0	0	0	0	0	0	26
Fri	01:00	1	13	10	0	0	0	0	0	0	0	0	0	0	24
	02:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
	03:00	0	3	1	0	2	2	0	0	0	0	0	0	0	8
	04:00	0	7	2	0	0	1	3	0	0	0	1	0	0	14
	05:00	0	25	19	0	0	3	0	0	0	1	0	0	0	48
	06:00	1	61	49	0	1	5	0	0	0	2	6	0	0	125
	07:00	0	103	61	0	2	4	0	1	7	2	20	1	5	206
	08:00	0	137	71	0	4	3	1	5	10	4	21	2	8	266
	09:00	4	166	93	0	3	3	1	5	7	0	23	5	6	316
	10:00	2	203	123	0	5	3	2	14	9	1	49	3	15	429
	11:00	1	229	127	0	5	8	4	7	15	1	54	2	16	469
	12:00	2	265	144	0	4	8	5	7	6	3	38	3	18	503
	13:00	1	313	160	0	3	8	4	14	9	1	51	0	15	579
	14:00	0	332	157	0	4	9	1	8	17	2	37	3	22	592
	15:00	2	335	167	0	0	3	3	10	9	2	37	6	31	605
	16:00	2	404	177	0	0	3	5	12	3	1	35	1	12	655
	17:00	0	386	233	0	1	4	1	7	15	0	26	3	17	693
	18:00	0	266	123	0	2	1	1	7	5	0	15	2	4	426
	19:00	0	209	93	0	1	2	1	2	2	0	11	1	3	325
	20:00	1	199	78	0	0	1	1	2	3	0	6	1	2	294
	21:00	0	147	59	0	0	2	0	1	2	0	7	1	0	219
	22:00	0	83	31	0	0	0	0	0	0	0	3	0	0	117
	23:00	0	57	21	0	0	0	0	0	0	1	1	0	0	80
Daily Total :		18	3971	2011	0	37	73	33	102	119	21	441	34	174	7034
Percent :		0%	56%	29%	0%	1%	1%	0%	1%	2%	0%	6%	0%	2%	
Average :		1	165	84	0	2	3	1	4	5	1	18	1	7	292

(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
08/19/23	00:00	0	33	13	1	1	0	0	0	0	0	0	0	0	48
Sat	01:00	0	20	7	0	1	0	0	0	0	0	0	0	0	28
	02:00	0	24	6	0	0	0	0	0	0	0	0	0	0	30
	03:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	04:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	05:00	0	12	11	0	1	0	0	1	0	0	1	0	0	26
	06:00	2	42	35	0	0	0	0	1	1	0	1	0	1	83
	07:00	1	103	65	0	0	0	0	0	1	0	7	0	0	177
	08:00	4	138	84	0	3	1	1	4	7	0	11	2	6	261
	09:00	4	195	108	0	3	1	0	6	5	0	26	1	8	357
	10:00	0	253	128	0	0	3	2	10	5	3	41	1	5	451
	11:00	8	293	136	0	2	3	2	3	6	1	41	3	11	509
	12:00	7	334	149	0	0	2	3	7	5	1	47	3	11	569
	13:00	4	311	141	0	1	2	2	11	9	1	46	1	16	545
	14:00	5	334	117	0	1	1	2	11	5	1	30	4	12	523
	15:00	9	286	130	0	2	1	4	8	9	1	28	3	9	490
	16:00	3	263	79	0	2	0	1	10	6	0	29	0	3	396
	17:00	1	201	83	0	0	1	1	4	4	0	17	0	5	317
	18:00	2	152	61	0	0	0	1	2	3	1	10	1	5	238
	19:00	1	184	41	0	0	1	0	2	0	0	3	2	2	236
	20:00	2	103	56	0	2	1	0	3	1	0	5	0	1	174
	21:00	0	106	38	0	3	1	0	0	0	0	4	0	0	152
	22:00	0	101	28	0	0	0	0	0	1	0	1	0	0	131
	23:00	2	51	23	0	1	0	0	1	0	0	0	0	0	78
Daily Total :		55	3551	1544	1	23	18	19	84	68	9	348	21	95	5836
Percent :		1%	61%	26%	0%	0%	0%	0%	1%	1%	0%	6%	0%	2%	
Average :		2	148	64	0	1	1	1	4	3	0	15	1	4	244

(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
08/20/23	00:00	0	32	13	0	0	0	0	0	1	0	0	0	0	46
Sun	01:00	0	23	13	0	1	0	0	0	0	0	0	0	0	37
	02:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
	03:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
	04:00	0	2	3	0	0	0	0	0	0	0	0	0	1	6
	05:00	0	18	4	0	0	0	0	3	0	0	0	0	0	25
	06:00	1	36	14	0	1	0	0	4	0	0	0	0	0	56
	07:00	2	49	25	0	2	0	0	2	0	0	0	1	0	81
	08:00	1	104	57	0	0	1	0	3	0	0	11	0	1	178
	09:00	0	155	60	0	1	0	1	7	4	0	20	2	3	253
	10:00	1	202	101	0	0	0	1	3	7	0	24	2	6	347
	11:00	4	271	103	0	0	1	4	5	12	1	30	2	13	446
	12:00	2	304	122	0	1	3	4	8	6	1	30	1	15	497
	13:00	1	252	100	0	0	1	3	8	5	1	34	6	7	418
	14:00	8	248	97	0	0	3	1	12	5	0	22	1	6	403
	15:00	5	249	85	0	1	0	3	8	6	1	26	0	11	395
	16:00	1	199	83	0	0	0	1	6	4	0	23	3	8	328
	17:00	2	174	54	0	0	1	0	7	3	0	22	0	4	267
	18:00	1	117	62	0	0	1	0	3	0	0	16	0	2	202
	19:00	3	142	50	0	1	1	0	1	2	0	7	1	1	209
	20:00	0	116	35	0	0	0	0	2	2	0	2	0	0	157
	21:00	0	72	29	0	0	0	1	0	0	0	3	1	0	106
	22:00	0	51	14	0	0	0	1	0	0	0	0	0	0	66
	23:00	0	24	3	0	0	0	0	0	0	0	0	0	0	27
Daily Total :		32	2862	1131	0	8	12	20	82	57	4	270	20	78	4576
Percent :		1%	63%	25%	0%	0%	0%	0%	2%	1%	0%	6%	0%	2%	
Average :		1	119	47	0	0	1	1	3	2	0	11	1	3	189

(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
08/21/23	00:00	0	20	4	0	0	0	0	0	0	0	0	0	0	24
Mon	01:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	02:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	03:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	04:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11
	05:00	1	29	15	0	0	2	0	0	0	0	0	0	0	47
	06:00	1	59	54	0	0	7	0	1	1	0	5	0	0	128
	07:00	2	98	72	1	2	2	0	5	4	0	10	0	8	204
	08:00	1	123	92	1	1	5	6	2	9	2	21	2	10	275
	09:00	1	153	67	1	5	6	2	8	6	4	28	4	6	291
	10:00	2	190	115	0	3	4	2	4	6	1	23	1	8	359
	11:00	1	201	108	0	4	3	3	7	10	4	27	2	13	383
	12:00	3	244	116	0	2	7	1	6	12	0	35	1	20	447
	13:00	1	219	121	0	1	3	2	9	4	0	21	3	5	389
	14:00	2	286	148	0	1	2	0	10	3	2	35	4	10	503
	15:00	2	323	143	0	3	6	2	5	3	1	24	4	6	522
	16:00	1	375	160	0	5	2	3	8	14	1	43	2	10	624
	17:00	2	332	165	0	2	0	1	4	12	1	36	0	8	563
	18:00	4	229	113	0	1	0	2	4	5	0	16	1	6	381
	19:00	4	228	97	0	0	2	0	3	2	0	14	0	2	352
	20:00	1	158	72	0	1	0	1	1	1	0	10	0	3	248
	21:00	0	97	39	0	1	1	1	2	0	0	0	1	0	142
	22:00	1	60	15	0	0	0	0	1	0	0	0	0	0	77
	23:00	0	26	17	0	0	0	0	0	0	0	0	0	0	43
Daily Total :		30	3475	1743	3	33	52	26	80	92	16	348	25	115	6038
Percent :		0%	58%	29%	0%	1%	1%	0%	1%	2%	0%	6%	0%	2%	
Average :		1	145	73	0	1	2	1	3	4	1	15	1	5	252

(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
08/22/23	00:00	0	17	6	0	0	0	0	0	0	0	0	0	0	23
Tue	01:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	02:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
	03:00	0	5	3	0	1	0	0	0	0	0	0	0	0	9
	04:00	0	2	1	0	0	0	0	0	0	1	0	0	0	4
	05:00	1	19	13	0	0	4	0	1	1	1	2	0	0	42
	06:00	3	65	43	0	2	2	1	3	2	1	12	1	0	135
	07:00	1	98	90	0	7	4	2	8	3	1	18	3	3	238
	08:00	2	127	86	0	5	4	2	2	4	5	19	3	10	269
	09:00	0	145	98	0	5	3	3	3	7	3	24	4	7	302
	10:00	2	193	106	0	2	2	3	3	3	3	23	4	5	349
	11:00	1	225	116	0	1	4	3	11	5	1	31	3	11	412
	12:00	3	269	125	1	0	3	4	5	6	1	29	1	11	458
	13:00	4	284	122	0	5	4	1	9	7	3	27	0	12	478
	14:00	3	275	129	0	2	0	4	7	12	4	31	1	8	476
	15:00	3	294	134	0	5	3	3	5	10	0	29	0	5	491
	16:00	2	343	153	0	2	4	2	8	8	0	32	2	18	574
	17:00	1	370	171	0	5	3	2	9	8	1	26	0	14	610
	18:00	4	234	117	0	0	0	0	8	2	1	11	0	6	383
	19:00	3	193	80	0	2	0	0	3	6	0	10	3	5	305
	20:00	3	164	79	0	0	0	0	2	5	0	6	1	2	262
	21:00	1	127	45	0	0	0	0	2	0	0	1	0	0	176
	22:00	0	66	18	0	1	0	0	0	0	0	0	0	0	85
	23:00	0	40	9	0	0	0	0	0	0	0	0	0	0	49
Daily Total :		37	3568	1751	1	45	40	30	89	89	26	331	26	117	6150
Percent :		1%	58%	28%	0%	1%	1%	0%	1%	1%	0%	5%	0%	2%	
Average :		2	149	73	0	2	2	1	4	4	1	14	1	5	258

(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
08/23/23	00:00	0	19	6	0	0	0	0	0	0	0	0	0	0	25
Wed	01:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	02:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
	03:00	0	4	4	0	0	1	0	0	1	0	0	0	0	10
	04:00	0	6	0	0	1	0	0	0	0	0	0	0	0	7
	05:00	1	28	20	0	0	1	0	1	0	1	1	0	0	53
	06:00	1	53	46	0	1	4	0	1	1	2	7	1	1	118
	07:00	1	101	83	0	2	4	3	9	4	4	18	1	4	234
	08:00	3	151	101	0	5	3	2	10	9	3	22	1	10	320
	09:00	0	140	91	0	3	3	3	5	7	1	32	2	2	289
	10:00	0	186	94	0	4	3	1	4	8	1	27	2	9	339
	11:00	1	243	109	0	4	3	4	6	7	3	28	0	7	415
	12:00	1	237	120	1	3	1	1	9	10	3	27	3	9	425
	13:00	3	254	147	0	2	2	1	3	7	3	29	2	10	463
	14:00	2	264	143	0	4	2	3	7	8	2	38	2	9	484
	15:00	4	283	135	0	1	1	5	8	3	1	33	3	10	487
	16:00	1	359	180	0	4	4	3	6	8	3	38	2	18	626
	17:00	1	330	160	0	4	2	0	7	11	0	20	2	23	560
	18:00	2	229	113	0	1	2	1	9	3	0	18	0	7	385
	19:00	1	178	98	0	0	1	0	1	4	0	8	2	4	297
	20:00	1	164	86	0	0	0	1	2	0	0	8	1	0	263
	21:00	0	116	53	0	0	0	0	2	1	0	1	0	0	173
	22:00	0	98	41	0	0	1	0	0	0	0	1	0	0	141
	23:00	0	45	16	0	0	0	0	0	0	0	0	0	0	61
Daily Total :		23	3506	1851	1	39	38	28	90	92	27	356	24	123	6198
Percent :		0%	57%	30%	0%	1%	1%	0%	1%	1%	0%	6%	0%	2%	
Average :		1	146	77	0	2	2	1	4	4	1	15	1	5	259

(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
08/24/23	00:00	0	20	5	0	0	0	0	0	0	0	0	0	0	25
Thu	01:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
	02:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	03:00	0	3	2	0	1	1	0	0	0	0	0	0	0	7
	04:00	0	5	4	0	1	1	0	0	0	0	0	0	0	11
	05:00	1	23	15	0	0	1	0	0	0	1	2	0	0	43
	06:00	2	62	46	0	1	1	0	1	2	0	5	0	2	122
	07:00	0	86	87	0	7	5	2	1	2	1	11	0	7	209
	08:00	0	123	90	0	1	5	0	3	4	2	17	2	7	254
	09:00	1	176	103	0	2	4	4	6	5	4	27	2	8	342
	10:00	2	187	113	0	9	4	4	6	12	1	27	2	6	373
	11:00	0	221	123	0	3	4	0	9	7	2	28	5	7	409
	12:00	3	232	128	0	4	6	2	13	14	1	30	0	17	450
	13:00	0	277	115	0	4	8	1	14	11	4	30	2	15	481
	14:00	2	292	133	0	5	4	4	6	6	1	41	1	17	512
	15:00	2	340	166	1	2	3	4	10	17	1	43	1	21	611
	16:00	1	375	155	0	1	3	5	5	8	2	44	4	25	628
	17:00	2	324	206	0	0	2	2	5	7	0	45	3	20	616
	18:00	0	297	115	0	3	1	1	3	1	0	17	2	9	449
	19:00	1	230	117	0	1	2	3	4	2	0	11	2	5	378
	20:00	0	178	74	0	0	1	0	1	3	0	5	0	2	264
	21:00	0	109	37	0	0	0	1	1	1	0	2	0	0	151
	22:00	0	78	22	0	0	1	0	0	0	0	0	0	0	101
	23:00	1	31	18	0	0	0	0	0	0	0	0	0	0	50
Daily Total :		18	3684	1879	1	45	57	33	88	102	20	385	26	168	6506
Percent :		0%	57%	29%	0%	1%	1%	1%	1%	2%	0%	6%	0%	3%	
Average :		1	154	78	0	2	2	1	4	4	1	16	1	7	271

(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
08/25/23	00:00	0	18	6	0	0	0	0	0	0	0	0	0	0	24
Fri	01:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
	02:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	03:00	0	6	4	0	1	0	0	0	0	0	0	0	0	11
	04:00	0	5	3	0	1	2	0	0	0	0	0	0	0	11
	05:00	1	21	19	0	1	1	0	0	0	3	1	0	0	47
	06:00	1	62	41	0	3	1	0	3	0	2	3	0	0	116
	07:00	12	106	73	0	2	6	1	4	4	0	16	1	2	227
	08:00	3	165	86	0	2	6	1	7	6	0	28	0	5	309
	09:00	3	157	93	1	5	6	3	8	7	0	21	4	10	318
	10:00	1	189	124	0	3	6	7	7	6	2	28	3	8	384
	11:00	2	233	137	0	7	5	7	7	7	0	41	2	17	465
	12:00	3	271	150	0	5	7	5	13	14	1	44	4	17	534
	13:00	3	272	176	0	3	8	4	12	5	2	37	3	11	536
	14:00	7	333	162	3	5	6	3	8	6	3	39	0	15	590
	15:00	4	324	178	0	3	3	4	8	10	0	37	2	17	590
	16:00	1	375	175	0	3	2	2	12	5	2	44	4	13	638
	17:00	4	369	181	0	2	5	2	19	9	0	36	0	13	640
	18:00	4	266	126	0	3	0	0	6	6	1	18	3	7	440
	19:00	0	248	102	0	2	2	3	3	3	1	12	1	0	377
	20:00	1	209	74	0	0	0	0	4	2	0	9	0	0	299
	21:00	2	127	61	0	0	0	0	1	0	0	5	0	1	197
	22:00	0	94	31	0	0	0	0	0	0	0	2	0	0	127
	23:00	0	62	19	0	0	0	0	0	0	0	1	0	0	82
Daily Total :		52	3929	2025	4	51	66	42	122	90	17	422	27	136	6983
Percent :		1%	56%	29%	0%	1%	1%	1%	2%	1%	0%	6%	0%	2%	
Average :		2	164	84	0	2	3	2	5	4	1	18	1	6	292

(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
08/26/23	00:00	0	26	10	0	0	0	0	0	0	0	0	0	0	36
Sat	01:00	0	23	6	0	0	0	0	0	0	0	0	0	0	29
	02:00	0	20	7	0	0	0	0	0	0	0	0	0	0	27
	03:00	0	9	3	0	1	0	0	0	0	0	0	0	0	13
	04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	05:00	0	10	5	0	1	0	0	2	0	0	0	0	0	18
	06:00	2	30	20	0	0	0	0	0	0	0	0	0	0	52
	07:00	0	69	46	0	2	0	2	4	0	0	6	0	2	131
	08:00	3	116	89	0	1	0	1	1	5	0	10	1	2	229
	09:00	3	145	89	0	1	1	1	9	6	0	26	2	3	286
	10:00	2	222	110	0	0	1	3	5	6	1	22	2	3	377
	11:00	3	276	158	0	2	3	2	15	10	4	41	3	8	525
	12:00	2	294	161	0	0	2	4	7	6	1	38	2	9	526
	13:00	3	282	148	0	2	0	3	7	7	0	35	3	19	509
	14:00	2	322	143	0	1	3	4	6	7	1	34	3	13	539
	15:00	1	308	123	0	2	1	0	7	6	0	22	0	8	478
	16:00	2	257	97	1	1	0	1	5	2	0	24	2	9	401
	17:00	3	232	88	0	1	1	2	3	2	0	14	1	0	347
	18:00	5	194	83	0	1	0	1	6	2	0	15	0	0	307
	19:00	2	153	67	0	1	2	1	2	1	0	7	0	2	238
	20:00	0	128	59	0	0	0	1	0	0	0	9	0	1	198
	21:00	0	88	50	0	0	0	0	1	1	0	5	0	2	147
	22:00	0	76	34	0	1	0	0	0	0	0	6	0	1	118
	23:00	0	52	25	0	0	0	0	0	0	0	1	0	0	78
Daily Total :		33	3338	1622	1	18	14	26	80	61	7	315	19	82	5616
Percent :		1%	59%	29%	0%	0%	0%	0%	1%	1%	0%	6%	0%	1%	
Average :		1	139	68	0	1	1	1	3	3	0	13	1	3	234

(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
08/27/23	00:00	0	32	14	0	0	0	0	0	0	0	0	0	0	46
Sun	01:00	0	26	5	0	1	0	0	0	0	0	0	0	0	32
	02:00	0	12	6	1	0	0	0	0	0	0	0	0	0	19
	03:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
	04:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	05:00	0	14	8	0	0	0	0	2	0	0	0	0	0	24
	06:00	0	26	18	0	2	0	0	2	0	0	1	0	0	49
	07:00	2	66	33	0	0	0	1	3	0	0	4	0	1	110
	08:00	3	104	52	0	1	0	2	6	1	0	5	0	0	174
	09:00	3	144	62	0	0	0	1	2	2	0	12	1	2	229
	10:00	4	187	73	0	1	0	2	10	4	2	21	4	7	315
	11:00	3	269	117	0	3	4	5	6	10	2	27	3	10	459
	12:00	0	276	121	0	1	2	1	11	8	0	29	1	10	460
	13:00	4	243	103	0	0	1	2	9	4	3	33	4	13	419
	14:00	1	248	104	0	1	1	2	10	7	0	30	2	9	415
	15:00	6	221	78	0	0	0	2	5	6	2	29	1	9	359
	16:00	1	202	82	0	0	0	1	6	7	1	17	1	8	326
	17:00	3	203	76	0	1	0	3	4	7	0	19	0	2	318
	18:00	2	134	72	0	0	1	2	1	4	0	15	0	5	236
	19:00	2	144	61	0	0	0	0	1	1	0	13	1	1	224
	20:00	3	108	50	0	0	0	1	1	1	0	8	1	2	175
	21:00	0	75	36	0	0	0	1	1	0	0	3	0	0	116
	22:00	0	45	21	0	0	0	0	0	0	0	0	0	0	66
	23:00	0	34	10	0	1	0	0	0	0	0	0	0	0	45
Daily Total :		37	2827	1208	1	12	9	26	80	62	10	266	19	79	4636
Percent :		1%	61%	26%	0%	0%	0%	1%	2%	1%	0%	6%	0%	2%	
Average :		2	118	50	0	1	0	1	3	3	0	11	1	3	193

(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
08/28/23	00:00	0	22	5	0	0	0	0	0	0	0	0	0	0	27
Mon	01:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
	02:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	4	1	0	1	2	0	0	0	0	0	0	0	8
	04:00	0	2	2	0	0	0	0	0	0	0	1	0	0	5
	05:00	0	20	19	0	0	2	0	0	1	0	1	0	0	43
	06:00	3	44	43	0	0	3	1	1	0	0	6	0	1	102
	07:00	2	90	70	0	6	9	0	3	3	1	16	2	7	209
	08:00	1	145	77	0	2	3	2	5	3	3	23	0	5	269
	09:00	2	148	98	0	1	5	1	5	6	2	21	3	1	293
	10:00	4	186	93	2	3	6	3	5	6	0	21	3	5	337
	11:00	1	203	108	0	6	3	3	4	9	1	32	0	6	376
	12:00	0	278	106	0	9	3	2	6	10	3	31	1	12	461
	13:00	4	245	116	0	5	1	3	9	2	0	43	2	5	435
	14:00	2	293	128	0	6	1	4	4	9	0	33	3	10	493
	15:00	2	309	135	1	7	3	2	7	5	3	31	1	12	518
	16:00	3	331	195	0	6	3	3	11	10	0	45	2	14	623
	17:00	5	349	178	0	2	5	2	7	8	2	34	2	24	618
	18:00	5	217	102	0	1	2	2	2	9	0	16	0	3	359
	19:00	0	212	109	0	0	2	0	3	2	1	18	0	2	349
	20:00	3	155	87	1	1	3	0	2	2	0	9	0	0	263
	21:00	1	95	35	0	0	0	0	0	0	0	2	0	0	133
	22:00	0	53	14	0	0	1	0	0	0	0	1	0	0	69
	23:00	0	33	12	0	0	0	0	0	0	0	0	0	0	45
Daily Total :		38	3445	1739	4	56	57	28	74	85	16	384	19	107	6052
Percent :		1%	57%	29%	0%	1%	1%	0%	1%	1%	0%	6%	0%	2%	
Average :		2	144	72	0	2	2	1	3	4	1	16	1	4	252

(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
08/29/23	00:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
Tue	01:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
	02:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	03:00	0	3	0	0	2	0	0	0	0	0	0	0	0	5
	04:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	05:00	1	17	23	0	1	3	1	0	0	2	0	0	0	48
	06:00	2	57	47	0	1	3	0	3	0	1	3	0	2	119
	07:00	2	106	73	0	4	7	2	7	4	2	20	1	5	233
	08:00	1	136	82	0	1	3	0	8	7	0	33	2	6	279
	09:00	3	141	104	0	4	5	0	7	4	4	21	1	4	298
	10:00	4	178	101	1	5	9	0	9	9	2	26	1	7	352
	11:00	2	226	112	0	3	4	5	9	10	3	27	2	11	414
	12:00	6	255	129	0	4	5	3	3	14	3	44	2	8	476
	13:00	4	284	142	0	5	2	3	5	3	1	29	5	9	492
	14:00	4	305	129	0	4	3	3	6	7	5	39	1	10	516
	15:00	7	320	156	0	3	3	1	5	12	1	27	4	8	547
	16:00	2	323	180	0	3	6	2	11	8	0	50	0	19	604
	17:00	0	367	167	0	0	2	2	6	11	1	32	0	11	599
	18:00	2	227	98	0	1	0	2	2	4	0	13	0	4	353
	19:00	3	213	86	0	3	0	0	4	1	1	10	2	3	326
	20:00	1	166	65	0	0	1	0	3	2	0	11	0	2	251
	21:00	0	99	51	0	0	0	0	0	0	0	5	0	0	155
	22:00	1	49	28	0	0	0	0	1	0	0	1	0	0	80
	23:00	0	32	11	0	0	0	0	0	0	0	0	0	0	43
Daily Total :		45	3544	1796	1	44	56	24	89	96	26	391	21	109	6242
	Percent :	1%	57%	29%	0%	1%	1%	0%	1%	2%	0%	6%	0%	2%	
	Average :	2	148	75	0	2	2	1	4	4	1	16	1	5	261

(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
08/30/23	00:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20
Wed	01:00	0	12	2	0	1	0	0	0	1	0	0	0	0	16
	02:00	0	5	6	0	0	0	0	0	0	0	0	0	0	11
	03:00	0	5	4	0	0	1	0	1	0	0	0	0	0	11
	04:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
	05:00	1	23	14	0	0	2	0	0	0	2	1	0	0	43
	06:00	0	62	46	0	2	4	0	3	4	1	2	0	1	125
	07:00	0	83	74	0	1	5	3	4	4	0	14	2	5	195
	08:00	0	162	93	0	3	4	3	1	3	1	21	0	6	297
	09:00	0	134	79	0	0	9	1	7	4	1	29	1	5	270
	10:00	0	178	93	0	3	2	5	2	9	4	26	2	10	334
	11:00	0	211	119	1	3	3	4	5	5	1	31	3	4	390
	12:00	1	255	128	0	1	2	2	5	10	1	34	6	5	450
	13:00	0	257	126	0	3	7	1	5	10	3	34	0	11	457
	14:00	2	312	138	0	7	7	3	7	11	1	38	2	5	533
	15:00	2	343	158	0	1	5	3	6	3	1	32	1	13	568
	16:00	2	395	175	0	2	2	2	9	16	1	32	0	17	653
	17:00	1	368	187	0	3	6	3	8	2	1	27	1	19	626
	18:00	2	293	127	0	0	2	0	3	1	0	19	1	1	449
	19:00	1	213	106	0	2	0	0	2	5	0	10	0	4	343
	20:00	0	160	70	0	0	0	0	2	4	0	6	1	1	244
	21:00	1	121	38	0	0	0	0	2	1	0	3	0	0	166
	22:00	1	60	24	0	0	0	0	0	0	0	0	0	0	85
	23:00	0	36	19	0	0	0	0	0	0	0	0	0	0	55
Daily Total :		14	3706	1834	1	32	61	30	72	93	18	359	20	107	6347
Percent :		0%	58%	29%	0%	1%	1%	0%	1%	1%	0%	6%	0%	2%	
Average :		1	154	76	0	1	3	1	3	4	1	15	1	4	264

(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
08/31/23	00:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
Thu	01:00	0	14	1	0	0	1	0	0	0	0	0	0	0	16
	02:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
	03:00	0	9	3	0	1	0	0	0	0	0	0	0	0	13
	04:00	0	9	5	0	0	1	0	0	0	0	0	0	0	15
	05:00	0	22	15	0	2	2	0	0	1	0	3	0	0	45
	06:00	1	61	60	0	4	4	1	2	1	0	7	0	0	141
	07:00	2	94	73	1	2	3	3	4	3	4	14	0	3	206
	08:00	2	133	80	0	1	8	1	8	5	1	36	5	8	288
	09:00	1	160	115	0	2	4	0	9	5	1	24	1	4	326
	10:00	2	205	104	0	4	3	2	4	7	3	36	5	2	377
	11:00	2	263	146	0	4	9	1	8	6	0	45	1	11	496
	12:00	2	302	125	0	5	4	6	7	9	2	41	1	16	520
	13:00	6	311	137	1	5	6	1	8	8	1	43	1	13	541
	14:00	1	303	150	0	6	3	2	5	3	2	31	3	13	522
	15:00	2	334	166	0	3	1	8	16	12	3	42	1	13	601
	16:00	5	354	165	0	2	1	2	10	10	0	45	2	10	606
	17:00	4	362	204	0	0	0	2	7	7	1	39	3	11	640
	18:00	4	290	137	0	0	1	2	7	2	0	13	3	4	463
	19:00	7	250	121	0	0	0	1	3	2	1	8	0	2	395
	20:00	6	221	92	0	0	1	1	2	1	0	5	1	2	332
	21:00	1	124	61	0	1	0	0	0	0	0	5	0	0	192
	22:00	0	80	44	0	0	0	0	0	1	0	4	0	0	129
	23:00	0	49	13	0	0	0	0	0	0	0	0	0	0	62
Daily Total :		48	3977	2024	2	42	52	33	100	83	19	441	27	112	6960
	Percent :	1%	57%	29%	0%	1%	1%	0%	1%	1%	0%	6%	0%	2%	
	Average :	2	166	84	0	2	2	1	4	3	1	18	1	5	289

(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
09/01/23	00:00	0	20	12	0	1	0	0	0	0	0	0	0	1	34
Fri	01:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18
	02:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
	03:00	0	6	4	0	1	1	0	0	0	0	0	0	0	12
	04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	31	16	0	0	1	0	0	0	3	0	1	0	52
	06:00	0	47	45	0	3	5	1	2	2	1	8	0	3	117
	07:00	0	116	81	0	2	7	0	4	1	1	10	5	6	233
	08:00	0	153	104	0	4	3	2	4	7	2	21	3	7	310
	09:00	2	170	110	0	3	9	2	7	6	1	25	3	7	345
	10:00	2	210	136	1	2	5	2	9	14	0	43	2	18	444
	11:00	4	271	144	0	7	5	5	14	12	3	44	7	22	538
	12:00	2	326	151	0	2	5	3	12	11	3	51	6	17	589
	13:00	1	313	156	0	6	2	1	11	5	2	34	1	20	552
	14:00	3	338	185	4	1	5	5	9	9	4	48	0	18	629
	15:00	3	354	163	0	2	1	1	10	9	1	43	2	25	614
	16:00	8	356	178	0	3	1	5	11	5	0	41	3	24	635
	17:00	3	353	176	0	5	1	0	13	7	0	32	4	15	609
	18:00	2	301	134	0	0	0	0	5	2	0	18	1	5	468
	19:00	2	230	115	0	2	1	0	7	0	1	14	1	5	378
	20:00	3	193	74	0	1	0	1	0	3	0	5	0	3	283
	21:00	0	147	49	0	1	0	1	0	1	1	4	1	0	205
	22:00	1	91	25	0	0	0	0	0	0	1	2	0	0	120
	23:00	1	60	20	0	0	0	0	1	0	0	0	0	0	82
Daily Total :		37	4106	2087	5	46	52	29	119	94	24	443	40	196	7278
	Percent :	1%	56%	29%	0%	1%	1%	0%	2%	1%	0%	6%	1%	3%	
	Average :	2	171	87	0	2	2	1	5	4	1	18	2	8	303

(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
09/02/23	00:00	0	38	13	0	0	0	0	0	0	0	0	0	0	51
Sat	01:00	0	22	14	0	0	0	0	0	0	0	0	0	0	36
	02:00	1	11	3	0	1	0	0	0	0	0	0	0	0	16
	03:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
	04:00	0	3	0	0	2	0	0	0	0	0	0	0	0	5
	05:00	0	8	9	0	2	0	0	1	0	0	0	0	0	20
	06:00	0	44	25	0	0	0	0	4	0	0	0	0	0	73
	07:00	1	81	43	0	2	0	1	1	2	0	4	1	0	136
	08:00	2	123	71	0	2	0	0	4	3	0	14	2	2	223
	09:00	1	169	87	0	2	0	5	6	7	2	25	1	4	309
	10:00	1	239	132	0	0	2	2	11	7	2	35	1	11	443
	11:00	2	289	129	0	1	2	0	8	10	2	38	4	12	497
	12:00	2	336	132	0	2	1	5	14	14	1	30	6	11	554
	13:00	1	334	113	0	1	2	3	7	13	0	36	0	11	521
	14:00	3	348	133	0	3	0	4	9	6	1	18	2	12	539
	15:00	3	305	131	1	2	0	1	4	6	0	26	0	5	484
	16:00	1	266	90	0	1	3	1	2	2	1	23	1	5	396
	17:00	5	216	111	0	0	1	2	2	1	0	13	1	1	353
	18:00	0	178	65	0	0	0	2	0	0	0	9	3	2	259
	19:00	1	141	56	0	1	1	2	1	4	0	3	0	2	212
	20:00	3	113	44	0	1	1	0	0	2	0	5	0	1	170
	21:00	2	110	41	0	0	0	0	0	2	1	5	0	0	161
	22:00	0	61	25	0	2	0	0	0	0	0	2	0	0	90
	23:00	0	60	27	0	0	0	0	0	0	0	0	0	1	88
Daily Total :		29	3505	1497	1	25	13	28	74	79	10	286	22	80	5649
	Percent :	1%	62%	27%	0%	0%	0%	0%	1%	1%	0%	5%	0%	1%	
	Average :	1	146	62	0	1	1	1	3	3	0	12	1	3	234

(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
09/03/23	00:00	0	30	14	0	0	1	0	0	1	0	0	0	0	46
Sun	01:00	0	14	11	0	0	0	0	0	0	0	0	0	0	25
	02:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
	03:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	14	10	0	1	0	0	2	0	0	0	0	0	27
	06:00	0	36	10	0	2	0	0	2	0	0	1	0	0	51
	07:00	0	53	26	0	1	0	0	3	1	0	1	0	0	85
	08:00	0	91	64	0	0	0	1	0	3	0	7	0	1	167
	09:00	4	165	67	0	1	0	2	5	1	0	14	1	3	263
	10:00	7	214	96	0	2	0	3	8	7	0	29	1	8	375
	11:00	5	291	113	0	0	2	0	11	10	1	30	5	5	473
	12:00	2	306	127	0	1	1	2	9	6	0	45	4	12	515
	13:00	6	324	119	0	1	2	2	11	8	1	34	1	10	519
	14:00	5	293	128	0	1	5	0	11	10	1	26	3	11	494
	15:00	5	288	101	0	0	2	2	4	6	0	16	1	8	433
	16:00	3	217	73	0	1	4	0	4	2	1	20	0	8	333
	17:00	0	192	62	0	1	0	2	1	4	0	16	1	2	281
	18:00	2	130	74	0	1	2	1	7	3	0	6	1	0	227
	19:00	3	138	56	0	1	1	0	1	3	0	10	0	1	214
	20:00	2	101	45	1	2	0	1	0	4	0	8	0	0	164
	21:00	0	91	33	0	0	0	0	0	0	0	2	0	1	127
	22:00	0	56	26	0	0	0	0	1	0	0	1	0	1	85
	23:00	0	39	4	0	0	0	0	0	0	0	0	0	0	43
Daily Total :		44	3095	1268	1	16	20	16	80	69	4	266	18	71	4968
Percent :		1%	62%	26%	0%	0%	0%	0%	2%	1%	0%	5%	0%	1%	
Average :		2	129	53	0	1	1	1	3	3	0	11	1	3	208

(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
09/04/23	00:00	0	23	8	0	0	0	0	0	0	0	0	0	0	31
Mon	01:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
	02:00	0	7	5	0	0	0	0	0	0	0	0	0	0	12
	03:00	0	11	2	0	0	1	0	0	0	0	0	0	0	14
	04:00	0	4	3	0	0	0	0	1	0	0	0	0	0	8
	05:00	0	6	5	0	0	0	0	2	0	0	0	0	0	13
	06:00	0	35	17	0	0	1	0	4	0	0	1	0	0	58
	07:00	1	72	30	0	0	0	0	3	0	1	3	0	0	110
	08:00	1	115	59	0	0	0	0	1	1	0	6	1	0	184
	09:00	4	167	79	0	1	1	1	3	2	0	9	1	3	271
	10:00	4	171	80	0	0	0	2	7	7	1	23	2	6	303
	11:00	4	202	102	0	0	0	0	5	10	0	29	2	3	357
	12:00	4	231	87	0	2	2	4	4	8	0	18	1	3	364
	13:00	5	221	81	0	1	0	4	7	2	1	31	5	5	363
	14:00	3	216	68	0	1	2	2	6	4	0	27	0	7	336
	15:00	1	166	65	0	0	0	4	4	5	1	24	1	3	274
	16:00	4	120	59	0	1	1	1	4	7	0	24	4	8	233
	17:00	1	121	47	0	2	0	1	4	3	0	8	0	4	191
	18:00	2	118	50	0	0	1	0	1	3	0	8	0	1	184
	19:00	3	129	58	0	2	0	1	0	0	0	9	0	1	203
	20:00	2	88	23	0	0	0	0	0	1	0	4	1	1	120
	21:00	1	66	21	0	0	0	0	0	0	0	1	0	1	90
	22:00	1	38	12	0	0	0	0	0	0	0	0	0	0	51
	23:00	0	24	5	0	0	0	0	0	0	0	0	0	0	29
Daily Total :		41	2361	971	0	10	9	20	56	53	4	225	18	46	3814
Percent :		1%	62%	25%	0%	0%	0%	1%	1%	1%	0%	6%	0%	1%	
Average :		2	98	40	0	0	0	1	2	2	0	9	1	2	157

(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
09/05/23	00:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
Tue	01:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
	05:00	1	14	18	0	0	0	1	1	0	1	1	0	0	37
	06:00	1	58	40	0	2	0	1	5	2	0	6	0	0	115
	07:00	0	119	76	0	3	3	2	4	6	0	13	1	3	230
	08:00	1	150	88	0	4	0	3	3	4	2	30	3	16	304
	09:00	2	163	95	0	5	3	1	4	8	5	33	0	7	326
	10:00	0	208	115	0	8	3	3	5	7	0	29	0	5	383
	11:00	3	221	128	0	2	5	3	9	6	2	36	4	14	433
	12:00	1	255	134	0	3	7	2	7	9	3	34	3	9	467
	13:00	1	266	118	0	5	5	3	9	4	4	25	1	10	451
	14:00	1	286	120	2	6	7	2	7	8	4	27	2	9	481
	15:00	3	330	181	0	4	4	0	5	7	2	31	1	15	583
	16:00	4	338	198	0	1	3	3	9	8	4	31	2	12	613
	17:00	8	338	209	0	6	3	3	8	10	1	26	1	14	627
	18:00	4	240	102	0	0	2	0	6	1	1	18	0	4	378
	19:00	5	192	85	0	0	4	0	3	4	1	7	0	3	304
	20:00	1	137	71	0	0	2	1	1	1	0	6	0	0	220
	21:00	2	102	34	0	0	2	0	1	0	0	1	0	0	142
	22:00	1	50	13	0	0	1	0	0	0	0	0	0	0	65
	23:00	0	28	8	0	1	0	0	0	0	0	0	0	0	37
Daily Total :		39	3523	1838	2	51	54	28	87	85	30	354	18	121	6230
Percent :		1%	57%	30%	0%	1%	1%	0%	1%	1%	0%	6%	0%	2%	
Average :		2	147	77	0	2	2	1	4	4	1	15	1	5	261

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	S	SB	Ax-Ax	150 cm	183 cm	

Lane #2 Basic Axle Classification Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

(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
08/16/23	00:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
Wed	01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	3	3	0	0	0	0	0	1	0	0	0	0	7
	03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	23	17	0	0	0	0	0	0	0	0	0	0	40
	05:00	1	57	61	0	1	0	0	1	0	1	2	0	0	124
	06:00	2	162	120	0	1	3	0	7	0	1	5	1	0	302
	07:00	4	261	167	0	5	2	5	10	6	0	17	1	2	480
	08:00	1	307	179	0	3	6	2	7	4	2	20	1	12	544
	09:00	1	265	134	0	2	5	1	8	4	1	22	2	10	455
	10:00	3	253	111	0	3	3	3	7	11	2	25	2	11	434
	11:00	1	251	125	0	3	2	2	4	3	1	19	2	6	419
	12:00	4	212	106	0	4	5	1	8	9	1	27	3	13	393
	13:00	2	232	108	0	2	4	1	11	8	3	31	1	11	414
	14:00	2	241	88	0	0	3	0	4	7	2	33	4	7	391
	15:00	5	217	102	0	7	6	0	5	9	3	32	2	11	399
	16:00	5	210	99	1	1	1	2	9	17	2	46	7	11	411
	17:00	2	213	95	0	2	2	1	8	8	2	31	3	9	376
	18:00	4	206	85	0	0	1	3	5	3	0	12	0	4	323
	19:00	1	144	60	0	1	0	1	3	1	0	9	0	0	220
	20:00	0	124	44	0	0	0	0	6	4	1	9	0	1	189
	21:00	1	86	24	0	1	1	1	4	1	0	4	0	0	123
	22:00	1	49	14	0	1	0	0	0	1	0	1	0	0	67
	23:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23
Daily Total :		40	3557	1750	1	37	44	23	107	97	22	345	29	108	6160
Percent :		1%	58%	28%	0%	1%	1%	0%	2%	2%	0%	6%	0%	2%	
Average :		2	148	73	0	2	2	1	4	4	1	14	1	5	257

(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
08/17/23	00:00	0	13	0	0	0	0	0	0	0	0	1	0	0	14
Thu	01:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
	02:00	0	4	3	0	0	0	0	0	0	0	1	0	0	8
	03:00	0	9	3	0	0	0	0	0	1	0	0	0	0	13
	04:00	0	15	20	0	0	0	0	0	0	0	0	0	0	35
	05:00	1	63	67	0	1	1	0	1	0	0	2	0	1	137
	06:00	4	142	122	0	0	1	0	1	0	2	11	0	1	284
	07:00	1	257	172	0	1	4	1	7	5	5	12	2	7	474
	08:00	0	317	152	0	4	4	2	6	6	2	23	2	10	528
	09:00	1	278	144	0	2	3	0	6	2	0	34	1	13	484
	10:00	1	286	123	0	7	8	3	8	9	4	33	4	17	503
	11:00	0	264	130	0	5	1	0	6	10	2	41	3	8	470
	12:00	0	255	129	0	3	2	1	9	11	1	39	4	11	465
	13:00	2	247	111	0	1	4	3	12	11	3	35	0	13	442
	14:00	4	231	92	0	6	3	3	8	4	0	38	2	15	406
	15:00	2	204	112	0	5	6	3	7	5	1	36	5	8	394
	16:00	5	208	100	0	2	6	1	8	6	5	42	2	11	396
	17:00	4	234	95	0	1	4	1	7	5	4	36	0	14	405
	18:00	1	204	94	0	1	1	3	0	9	0	18	0	13	344
	19:00	1	185	76	0	2	1	0	4	2	0	18	0	5	294
	20:00	0	147	42	0	2	0	2	0	2	0	8	0	0	203
	21:00	1	60	19	0	0	1	1	2	1	0	7	0	0	92
	22:00	0	42	5	0	0	0	0	0	0	0	0	0	1	48
	23:00	0	19	5	0	0	0	0	1	0	0	0	0	0	25
Daily Total :		28	3696	1817	0	43	50	24	93	89	29	435	25	148	6477
Percent :		0%	57%	28%	0%	1%	1%	0%	1%	1%	0%	7%	0%	2%	
Average :		1	154	76	0	2	2	1	4	4	1	18	1	6	270

(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
08/18/23	00:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
Fri	01:00	1	3	5	0	0	0	0	0	0	0	0	0	0	9
	02:00	0	8	5	0	0	1	0	0	1	0	0	0	0	15
	03:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	04:00	0	12	16	0	0	1	0	0	0	0	0	0	0	29
	05:00	0	53	49	0	1	1	0	0	0	0	2	0	0	106
	06:00	0	133	93	0	4	0	0	0	1	0	3	0	1	235
	07:00	0	236	147	0	2	3	0	5	5	1	13	1	7	420
	08:00	3	307	152	0	1	1	4	5	7	0	23	0	12	515
	09:00	2	303	152	0	3	2	1	3	9	3	34	0	5	517
	10:00	0	287	138	1	7	5	5	10	12	2	35	4	15	521
	11:00	2	250	144	0	1	3	4	11	8	2	45	1	11	482
	12:00	0	252	132	0	3	6	4	8	11	0	53	4	13	486
	13:00	0	202	113	0	4	3	3	13	13	4	38	3	16	412
	14:00	0	192	100	0	3	3	3	7	11	1	39	3	12	374
	15:00	0	178	97	0	2	4	1	8	10	0	32	4	19	355
	16:00	0	195	79	0	2	6	0	6	13	1	40	7	12	361
	17:00	1	134	51	0	0	3	3	5	7	3	41	2	15	265
	18:00	0	154	73	0	1	0	1	5	2	1	15	1	4	257
	19:00	0	130	49	0	0	0	0	3	1	1	7	0	4	195
	20:00	0	131	41	1	0	0	0	5	4	1	8	0	0	191
	21:00	0	74	24	0	0	1	0	0	0	0	2	0	0	101
	22:00	0	62	13	0	1	0	0	0	0	0	0	0	0	76
	23:00	0	22	7	0	0	0	0	0	0	0	0	0	0	29
Daily Total :		9	3332	1685	2	35	43	29	94	115	20	430	30	146	5970
Percent :		0%	56%	28%	0%	1%	1%	0%	2%	2%	0%	7%	1%	2%	
Average :		0	139	70	0	1	2	1	4	5	1	18	1	6	248

(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
08/19/23	00:00	0	17	7	0	2	0	0	0	0	0	0	0	0	26
Sat	01:00	0	15	7	0	0	0	1	0	0	0	0	0	0	23
	02:00	0	12	2	0	0	0	0	0	0	0	1	0	0	15
	03:00	0	8	1	0	0	0	0	0	2	0	0	0	0	11
	04:00	0	4	6	0	0	0	0	1	0	0	0	0	0	11
	05:00	0	17	13	0	0	0	0	0	0	0	0	0	0	30
	06:00	0	67	44	0	0	0	0	0	0	0	1	0	0	112
	07:00	0	111	66	0	0	1	1	1	0	0	7	0	0	187
	08:00	2	199	97	0	0	0	0	1	4	1	14	2	4	324
	09:00	2	228	120	0	0	2	2	9	8	3	21	1	1	397
	10:00	3	256	108	0	1	0	2	7	7	2	28	5	8	427
	11:00	4	244	116	0	1	0	3	7	15	1	42	2	15	450
	12:00	7	194	79	0	1	4	2	6	15	0	37	0	13	358
	13:00	2	238	87	0	2	0	0	8	9	1	38	1	9	395
	14:00	8	211	72	0	2	2	3	6	12	0	38	1	15	370
	15:00	3	217	91	0	1	0	2	4	8	1	22	1	3	353
	16:00	5	225	82	0	2	1	2	5	7	0	34	0	7	370
	17:00	6	184	84	0	0	0	0	7	2	1	16	2	4	306
	18:00	6	213	71	0	1	0	2	6	3	0	22	1	3	328
	19:00	4	219	62	0	0	1	0	5	1	0	5	0	0	297
	20:00	3	156	61	0	2	0	0	5	3	0	12	0	3	245
	21:00	0	109	41	0	0	0	1	0	2	0	3	0	1	157
	22:00	1	78	19	0	1	0	0	1	1	0	4	0	0	105
	23:00	0	51	16	0	0	0	0	0	0	0	1	0	0	68
Daily Total :		56	3273	1352	0	16	11	21	79	99	10	346	16	86	5365
	Percent :	1%	61%	25%	0%	0%	0%	0%	1%	2%	0%	6%	0%	2%	
	Average :	2	136	56	0	1	0	1	3	4	0	14	1	4	222

(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
08/20/23	00:00	1	34	7	0	1	0	0	0	0	0	0	0	0	43
Sun	01:00	0	28	4	0	1	0	0	0	0	0	0	0	0	33
	02:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
	03:00	1	8	2	0	0	0	0	0	0	0	0	0	0	11
	04:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
	05:00	0	11	12	0	0	0	0	0	0	0	0	0	0	23
	06:00	0	68	17	0	0	0	0	0	0	0	0	0	0	85
	07:00	2	71	46	0	2	0	0	0	0	0	2	0	0	123
	08:00	1	129	69	0	0	1	0	0	0	0	11	0	0	211
	09:00	2	236	107	0	0	1	0	4	2	1	15	2	3	373
	10:00	5	270	114	0	1	1	3	8	5	2	17	0	4	430
	11:00	4	245	131	0	2	0	4	6	11	0	22	0	11	436
	12:00	2	273	101	0	1	0	3	11	7	0	36	3	8	445
	13:00	4	270	99	0	1	1	2	11	8	0	35	1	16	448
	14:00	6	248	105	0	0	2	1	4	9	0	33	1	9	418
	15:00	7	272	103	0	1	0	1	12	5	2	24	0	7	434
	16:00	3	266	95	0	0	2	1	12	4	1	29	2	13	428
	17:00	3	276	103	0	0	0	1	6	7	1	19	2	9	427
	18:00	3	213	100	0	0	0	0	6	4	0	15	0	1	342
	19:00	2	184	80	0	1	0	1	6	4	0	10	2	2	292
	20:00	2	161	57	0	0	0	0	1	0	0	9	0	0	230
	21:00	0	82	20	0	0	0	0	2	0	0	4	0	0	108
	22:00	0	41	15	0	1	0	0	1	0	0	0	0	0	58
	23:00	0	13	5	0	1	0	0	0	0	0	1	0	0	20
Daily Total :		48	3419	1398	0	14	8	17	90	66	7	282	13	83	5445
Percent :		1%	63%	26%	0%	0%	0%	0%	2%	1%	0%	5%	0%	2%	
Average :		2	142	58	0	1	0	1	4	3	0	12	1	3	227

(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
08/21/23	00:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Mon	01:00	0	10	6	0	0	0	0	0	0	0	0	0	0	16
	02:00	0	4	4	0	0	0	0	0	1	0	0	0	0	9
	03:00	0	7	5	0	0	0	0	0	0	0	0	0	0	12
	04:00	0	21	17	0	0	0	0	0	0	1	0	0	0	39
	05:00	1	73	59	0	1	0	0	1	0	0	1	0	0	136
	06:00	3	145	115	0	0	0	0	1	2	1	7	1	0	275
	07:00	0	259	155	0	3	2	0	5	4	0	14	1	4	447
	08:00	0	324	142	1	2	3	2	2	9	2	22	3	8	520
	09:00	0	259	133	0	4	2	0	5	4	1	29	1	11	449
	10:00	3	240	139	0	3	6	3	9	4	1	21	4	9	442
	11:00	1	298	131	0	2	4	1	6	7	1	31	1	5	488
	12:00	0	213	132	0	2	2	0	4	14	3	36	3	7	416
	13:00	0	245	110	0	0	5	1	14	6	2	41	2	11	437
	14:00	4	198	98	0	4	2	1	6	9	1	29	1	11	364
	15:00	2	206	114	0	2	1	2	7	6	1	26	0	7	374
	16:00	3	206	77	0	2	5	3	4	7	0	44	2	13	366
	17:00	2	207	97	0	2	0	2	4	14	3	37	3	7	378
	18:00	2	165	79	0	2	1	1	5	5	1	19	2	7	289
	19:00	2	120	52	0	1	0	1	0	2	0	18	1	4	201
	20:00	0	121	37	1	1	0	0	2	2	0	8	0	3	175
	21:00	0	69	18	0	0	0	1	0	0	0	2	0	0	90
	22:00	0	42	13	0	0	1	0	0	0	0	1	0	0	57
	23:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19
Daily Total :		23	3458	1735	2	31	34	18	75	96	18	386	25	107	6008
Percent :		0%	58%	29%	0%	1%	1%	0%	1%	2%	0%	6%	0%	2%	
Average :		1	144	72	0	1	1	1	3	4	1	16	1	4	249

(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
08/22/23	00:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
Tue	01:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
	02:00	0	7	3	0	0	0	0	0	1	0	0	0	0	11
	03:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	04:00	0	25	17	0	0	0	0	0	0	1	0	0	0	43
	05:00	1	58	58	0	1	1	0	0	0	0	1	0	0	120
	06:00	2	149	124	0	2	1	0	1	4	1	11	1	1	297
	07:00	1	250	156	0	5	1	0	5	6	1	20	1	7	453
	08:00	1	329	144	0	3	3	0	6	9	0	30	2	8	535
	09:00	0	275	125	0	5	1	2	4	5	0	19	1	4	441
	10:00	2	279	123	0	0	4	4	3	8	1	33	3	6	466
	11:00	2	237	96	0	10	1	3	6	7	1	36	1	12	412
	12:00	2	245	99	1	5	6	1	10	11	0	29	4	11	424
	13:00	3	259	105	0	2	5	3	6	15	0	35	1	14	448
	14:00	1	191	98	0	2	1	5	8	14	6	46	1	13	386
	15:00	3	214	107	0	3	9	1	6	13	0	41	3	15	415
	16:00	4	200	93	0	4	2	2	3	11	0	38	1	4	362
	17:00	1	178	98	0	1	0	2	8	10	2	36	0	9	345
	18:00	1	171	76	0	0	1	0	2	3	0	17	2	12	285
	19:00	4	123	52	0	0	0	1	5	4	0	6	1	3	199
	20:00	0	116	39	0	1	0	1	3	0	0	6	0	2	168
	21:00	0	65	17	0	2	0	0	3	0	0	3	0	0	90
	22:00	0	48	4	0	1	0	0	0	0	0	1	0	0	54
	23:00	0	28	0	0	0	0	0	0	0	0	0	0	0	28
Daily Total :		28	3471	1643	1	47	36	25	79	121	13	408	22	121	6015
Percent :		0%	58%	27%	0%	1%	1%	0%	1%	2%	0%	7%	0%	2%	
Average :		1	145	68	0	2	2	1	3	5	1	17	1	5	251

(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
08/23/23	00:00	0	10	4	0	1	0	0	0	0	0	0	0	0	15
Wed	01:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	02:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	8	6	0	0	0	0	0	0	0	0	0	0	14
	04:00	0	22	14	0	0	0	0	0	2	0	0	0	0	38
	05:00	0	67	53	0	0	0	0	0	0	0	2	0	0	122
	06:00	1	151	112	0	3	1	1	1	2	0	8	1	1	282
	07:00	3	244	169	0	3	1	3	7	6	1	25	0	3	465
	08:00	1	293	145	0	6	3	0	7	5	1	25	2	8	496
	09:00	0	249	133	0	3	5	3	5	1	2	23	2	9	435
	10:00	0	271	127	0	2	6	1	6	8	0	33	0	11	465
	11:00	1	270	111	0	3	7	0	13	4	1	24	1	10	445
	12:00	1	262	119	0	3	8	4	11	8	0	30	1	9	456
	13:00	3	218	113	0	12	0	2	11	12	0	18	1	8	398
	14:00	1	213	109	0	0	4	4	7	6	0	37	0	11	392
	15:00	0	187	98	0	1	3	5	2	13	0	33	3	9	354
	16:00	2	194	99	0	3	4	2	8	10	1	37	4	16	380
	17:00	2	193	87	0	0	2	4	3	9	1	32	0	14	347
	18:00	0	170	81	0	1	2	0	3	2	0	15	0	4	278
	19:00	2	136	58	0	1	1	1	0	4	1	11	0	1	216
	20:00	0	109	42	0	1	0	1	6	5	0	11	1	0	176
	21:00	0	75	23	0	0	1	0	0	0	0	3	0	0	102
	22:00	0	46	11	0	1	0	0	0	0	0	0	0	0	58
	23:00	0	15	3	0	0	0	0	0	1	0	0	0	0	19
Daily Total :		17	3417	1720	0	44	48	31	90	98	8	367	16	114	5970
Percent :		0%	57%	29%	0%	1%	1%	1%	2%	2%	0%	6%	0%	2%	
Average :		1	142	72	0	2	2	1	4	4	0	15	1	5	249

(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
08/24/23	00:00	0	13	6	0	0	0	0	0	0	0	0	0	0	19
Thu	01:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	02:00	0	5	3	0	0	0	0	0	1	0	0	0	0	9
	03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	12	13	0	0	0	0	0	0	0	0	0	0	25
	05:00	1	67	62	0	0	1	0	0	0	0	2	0	0	133
	06:00	1	150	109	0	2	0	1	0	2	0	4	1	0	270
	07:00	0	231	171	0	2	1	3	4	5	2	21	0	8	448
	08:00	0	333	170	0	4	3	2	5	10	1	22	1	8	559
	09:00	2	252	138	0	2	1	2	6	11	1	34	1	5	455
	10:00	0	264	145	0	2	4	4	11	9	1	33	1	10	484
	11:00	2	285	118	1	1	7	3	13	15	4	37	6	11	503
	12:00	2	272	132	0	8	3	1	7	11	1	37	3	13	490
	13:00	1	241	99	0	4	6	2	9	9	3	35	1	13	423
	14:00	2	194	122	0	4	2	4	10	6	1	35	2	15	397
	15:00	3	191	91	0	0	8	3	7	19	0	41	1	14	378
	16:00	1	217	88	0	4	1	4	12	9	1	31	6	13	387
	17:00	1	199	96	0	2	2	3	3	9	0	44	1	11	371
	18:00	0	164	70	0	1	0	1	4	7	0	21	1	6	275
	19:00	2	116	53	0	0	0	0	3	1	0	13	0	2	190
	20:00	1	125	44	0	0	0	1	0	1	0	7	0	0	179
	21:00	0	75	25	0	0	0	0	1	0	0	2	0	0	103
	22:00	0	48	10	1	0	0	0	1	0	0	1	0	0	61
	23:00	0	16	5	0	1	0	0	0	1	0	0	0	0	23
Daily Total :		19	3483	1774	2	37	39	34	96	126	15	420	25	129	6199
Percent :		0%	56%	29%	0%	1%	1%	1%	2%	2%	0%	7%	0%	2%	
Average :		1	145	74	0	2	2	1	4	5	1	18	1	5	259

(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
08/25/23	00:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
Fri	01:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
	03:00	0	7	5	0	0	1	0	0	0	0	0	0	0	13
	04:00	0	11	8	0	1	0	0	0	1	0	1	0	0	22
	05:00	1	50	59	0	0	0	0	0	0	0	0	0	1	111
	06:00	2	123	120	0	1	1	0	2	2	0	6	1	2	260
	07:00	0	235	161	0	3	1	2	7	5	2	14	1	10	441
	08:00	4	315	142	0	2	3	2	7	8	1	20	0	10	514
	09:00	2	229	152	0	4	7	3	12	5	0	20	2	8	444
	10:00	2	276	119	0	2	6	1	17	9	2	27	3	14	478
	11:00	4	239	130	0	1	5	1	8	12	3	38	3	18	462
	12:00	0	219	100	0	2	4	2	13	18	3	37	6	21	425
	13:00	0	220	103	0	5	8	2	11	16	3	32	3	18	421
	14:00	3	226	93	0	1	3	2	7	7	3	47	2	18	412
	15:00	4	199	104	0	2	3	5	10	7	3	35	1	16	389
	16:00	4	176	80	0	4	4	4	4	7	1	44	1	11	340
	17:00	2	172	71	0	1	3	0	9	9	0	25	5	12	309
	18:00	1	187	61	0	1	1	2	4	7	0	25	0	7	296
	19:00	0	114	49	0	0	0	0	4	1	1	7	0	0	176
	20:00	2	109	31	0	1	2	0	0	2	1	11	0	2	161
	21:00	0	105	29	0	0	0	0	0	1	0	4	0	0	139
	22:00	0	58	13	0	1	0	1	0	1	0	4	0	0	78
	23:00	0	39	9	0	0	0	0	0	0	0	0	0	0	48
Daily Total :		31	3334	1648	0	32	52	27	115	118	23	397	28	168	5973
Percent :		1%	56%	28%	0%	1%	1%	0%	2%	2%	0%	7%	0%	3%	
Average :		1	139	69	0	1	2	1	5	5	1	17	1	7	249

(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
08/26/23	00:00	0	22	6	0	0	0	0	0	0	0	0	0	0	28
Sat	01:00	0	11	5	0	0	0	0	0	0	0	0	0	0	16
	02:00	0	13	4	0	0	0	0	0	1	0	0	0	0	18
	03:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
	05:00	0	24	18	0	0	0	0	1	0	0	1	0	0	44
	06:00	1	57	42	0	0	0	0	0	0	0	2	0	1	103
	07:00	1	105	60	0	1	0	0	3	1	0	3	0	1	175
	08:00	0	200	103	0	0	1	1	2	3	1	10	1	3	325
	09:00	4	239	115	0	0	0	0	5	7	0	26	0	7	403
	10:00	1	214	111	0	0	2	2	8	5	1	27	2	8	381
	11:00	3	248	110	0	1	2	2	6	9	1	43	0	10	435
	12:00	6	226	120	0	1	0	5	6	11	2	33	1	16	427
	13:00	1	215	116	0	1	1	1	8	12	1	30	1	11	398
	14:00	6	231	78	0	1	0	0	8	5	0	32	3	7	371
	15:00	4	199	82	0	1	2	2	0	6	0	22	2	6	326
	16:00	2	189	72	0	1	1	2	3	4	0	22	1	5	302
	17:00	7	192	70	0	0	0	1	2	1	0	12	0	1	286
	18:00	5	158	73	0	1	1	4	5	3	0	12	1	4	267
	19:00	6	143	58	0	0	0	0	2	3	0	7	0	2	221
	20:00	1	161	54	0	0	0	0	2	2	0	9	0	2	231
	21:00	2	102	25	0	0	0	0	0	0	0	3	0	1	133
	22:00	0	87	22	0	1	0	0	1	0	0	3	0	0	114
	23:00	0	47	12	0	0	0	0	0	0	0	0	0	0	59
Daily Total :		50	3102	1362	0	9	10	20	62	73	6	297	12	85	5088
Percent :		1%	61%	27%	0%	0%	0%	0%	1%	1%	0%	6%	0%	2%	
Average :		2	129	57	0	0	0	1	3	3	0	12	1	4	212

(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
08/27/23	00:00	0	35	13	0	1	0	0	0	0	0	1	0	0	50
Sun	01:00	0	26	8	0	2	0	0	0	0	0	0	0	0	36
	02:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
	03:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
	04:00	0	4	6	0	0	0	0	1	0	0	0	0	0	11
	05:00	0	17	8	0	0	0	0	1	0	0	0	0	0	26
	06:00	0	53	27	0	0	0	1	0	0	0	0	0	0	81
	07:00	1	62	35	0	1	0	0	3	0	0	2	0	0	104
	08:00	1	154	76	0	0	1	1	2	0	0	8	0	1	244
	09:00	2	265	116	0	1	0	0	2	3	0	16	1	4	410
	10:00	3	248	108	0	0	0	2	7	4	0	35	2	4	413
	11:00	4	262	123	0	1	2	4	8	10	1	39	1	10	465
	12:00	2	270	117	0	0	1	3	10	13	1	32	0	12	461
	13:00	5	285	107	0	1	2	4	14	10	1	43	2	3	477
	14:00	7	255	119	0	0	1	2	9	4	0	31	2	15	445
	15:00	4	239	105	0	0	0	0	8	9	1	35	1	10	412
	16:00	4	288	106	0	0	1	1	9	10	0	14	0	10	443
	17:00	2	240	112	0	1	0	0	5	7	0	14	3	4	388
	18:00	4	213	92	0	0	0	0	10	0	2	21	0	4	346
	19:00	1	211	76	0	0	0	0	5	4	1	9	1	4	312
	20:00	1	176	73	0	0	0	0	3	0	0	10	1	1	265
	21:00	0	92	23	0	0	0	0	0	1	0	3	0	0	119
	22:00	0	41	15	0	0	0	0	0	1	0	1	0	0	58
	23:00	0	22	2	0	1	0	0	0	0	0	0	0	0	25
Daily Total :		41	3479	1476	0	9	8	18	97	76	7	314	14	82	5621
	Percent :	1%	62%	26%	0%	0%	0%	0%	2%	1%	0%	6%	0%	1%	
	Average :	2	145	62	0	0	0	1	4	3	0	13	1	3	234

(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
08/28/23	00:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
Mon	01:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	6	5	0	0	1	0	0	0	0	0	0	0	12
	04:00	0	17	16	0	0	0	0	0	0	1	0	0	0	34
	05:00	1	59	53	0	2	1	0	0	0	0	3	0	1	120
	06:00	1	163	118	0	1	0	0	1	1	0	5	0	2	292
	07:00	1	251	165	0	3	2	3	3	4	0	20	1	2	455
	08:00	2	319	137	0	2	4	2	6	8	1	24	4	5	514
	09:00	2	283	152	0	1	2	1	7	12	2	16	0	10	488
	10:00	1	267	137	0	5	2	4	9	5	0	32	2	8	472
	11:00	2	264	115	0	3	4	4	9	9	1	26	3	19	459
	12:00	0	234	111	0	3	5	1	8	6	2	37	4	10	421
	13:00	0	235	112	1	5	4	6	5	6	0	29	1	14	418
	14:00	3	208	101	0	2	1	4	9	7	3	40	3	5	386
	15:00	2	211	103	1	3	4	2	4	6	2	41	1	11	391
	16:00	3	230	88	0	4	2	5	11	7	4	29	2	8	393
	17:00	2	192	79	0	2	2	0	4	8	0	36	1	14	340
	18:00	1	178	74	0	1	1	1	3	2	0	21	1	3	286
	19:00	1	127	61	0	2	2	1	2	2	1	12	1	2	214
	20:00	0	109	37	0	2	0	0	3	2	0	3	0	1	157
	21:00	0	74	23	0	0	0	0	1	1	0	1	0	0	100
	22:00	0	50	9	0	1	0	0	1	0	0	0	0	0	61
	23:00	0	18	2	0	0	0	0	1	0	0	0	0	0	21
Daily Total :		22	3518	1703	2	42	37	34	87	86	17	375	24	115	6062
Percent :		0%	58%	28%	0%	1%	1%	1%	1%	1%	0%	6%	0%	2%	
Average :		1	147	71	0	2	2	1	4	4	1	16	1	5	255

(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
08/29/23	00:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
Tue	01:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
	02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	8	1	0	0	0	0	0	1	0	0	0	0	10
	04:00	0	13	14	0	1	0	0	0	0	0	0	0	0	28
	05:00	2	65	51	0	1	1	0	1	0	0	1	0	0	122
	06:00	1	162	117	0	2	5	0	3	1	0	4	1	1	297
	07:00	1	260	181	0	3	1	1	5	5	1	15	1	4	478
	08:00	1	313	144	0	2	8	2	7	9	0	38	0	7	531
	09:00	1	303	137	0	1	7	2	6	3	1	31	1	5	498
	10:00	2	298	136	0	4	4	1	2	12	4	30	1	12	506
	11:00	1	264	110	0	7	4	2	8	13	1	28	2	12	452
	12:00	2	240	128	0	5	3	2	13	8	4	31	0	3	439
	13:00	3	237	105	0	4	7	5	6	9	1	30	1	8	416
	14:00	3	248	80	0	1	2	1	6	10	0	32	1	11	395
	15:00	0	196	110	1	2	4	4	12	8	2	30	0	16	385
	16:00	5	204	85	0	1	2	1	10	8	1	31	5	16	369
	17:00	3	164	89	0	1	2	3	8	8	0	26	3	11	318
	18:00	0	195	73	0	2	0	1	2	3	0	20	0	4	300
	19:00	2	127	54	0	0	1	0	3	5	0	5	1	2	200
	20:00	1	118	42	0	2	1	0	3	3	0	9	0	0	179
	21:00	1	77	19	0	0	0	1	1	1	0	1	0	0	101
	22:00	1	30	8	0	1	0	0	0	0	0	0	0	0	40
	23:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
Daily Total :		30	3562	1691	1	40	52	26	96	107	15	362	17	112	6111
Percent :		0%	58%	28%	0%	1%	1%	0%	2%	2%	0%	6%	0%	2%	
Average :		1	148	70	0	2	2	1	4	4	1	15	1	5	254

(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
08/30/23	00:00	1	10	5	0	0	0	0	0	0	0	0	0	0	16
Wed	01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	7	2	0	0	0	0	0	1	0	0	0	0	10
	03:00	0	12	4	0	0	0	0	0	1	0	0	0	0	17
	04:00	0	12	19	0	0	0	0	0	1	1	0	0	0	33
	05:00	1	69	53	0	2	0	0	0	0	0	2	0	0	127
	06:00	1	135	128	0	0	3	0	1	2	0	5	1	3	279
	07:00	0	262	170	0	3	2	1	6	3	0	28	0	4	479
	08:00	0	339	171	0	4	6	1	6	9	4	18	4	10	572
	09:00	0	305	151	0	2	4	1	5	6	3	26	4	6	513
	10:00	0	303	141	0	3	3	0	4	5	2	21	0	9	491
	11:00	0	270	128	0	2	5	1	12	7	3	36	2	16	482
	12:00	0	240	109	0	3	2	1	7	13	2	37	0	13	427
	13:00	0	239	118	0	3	2	3	6	8	1	29	4	15	428
	14:00	1	202	109	0	1	4	1	6	5	1	35	3	8	376
	15:00	0	189	84	0	5	2	2	7	7	2	36	0	9	343
	16:00	0	206	79	0	1	1	3	5	12	0	36	1	13	357
	17:00	0	181	86	0	2	1	1	9	6	0	29	3	12	330
	18:00	0	183	68	0	2	0	1	4	4	0	20	0	6	288
	19:00	1	131	44	0	0	1	1	3	3	0	10	1	0	195
	20:00	1	132	40	1	0	0	1	1	3	0	6	0	0	185
	21:00	0	84	17	0	0	0	0	1	1	0	2	0	0	105
	22:00	1	47	6	0	1	0	0	0	0	0	1	0	0	56
	23:00	0	18	7	0	0	0	0	0	0	0	0	0	0	25
Daily Total :		7	3581	1739	1	34	36	18	83	97	19	377	23	124	6139
Percent :		0%	58%	28%	0%	1%	1%	0%	1%	2%	0%	6%	0%	2%	
Average :		0	149	72	0	1	2	1	3	4	1	16	1	5	255

(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
08/31/23	00:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
Thu	01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	8	5	0	0	0	0	0	0	0	0	0	1	14
	04:00	0	15	19	0	0	0	0	0	1	0	0	0	0	35
	05:00	1	74	61	0	2	0	1	0	0	0	2	0	0	141
	06:00	2	140	119	0	1	0	0	3	1	0	8	0	0	274
	07:00	0	268	174	0	5	5	0	5	10	2	20	0	7	496
	08:00	1	369	146	0	5	4	1	7	7	2	32	0	11	585
	09:00	2	273	132	2	4	3	1	4	11	0	23	0	15	470
	10:00	2	310	124	0	3	5	4	7	13	3	32	3	15	521
	11:00	2	262	105	0	1	1	2	9	17	1	45	1	17	463
	12:00	5	247	80	0	5	5	2	7	8	4	44	2	11	420
	13:00	2	204	112	0	2	3	2	6	8	2	44	1	9	395
	14:00	3	208	103	0	5	2	2	10	8	1	36	1	14	393
	15:00	2	228	80	0	1	2	2	12	13	4	34	3	9	390
	16:00	3	226	115	0	1	3	1	4	9	0	49	1	15	427
	17:00	4	216	93	0	2	1	1	8	12	1	45	4	13	400
	18:00	1	204	78	0	1	0	1	9	6	0	18	1	4	323
	19:00	1	136	53	0	2	1	0	1	3	0	13	0	1	211
	20:00	4	125	39	0	3	1	0	1	2	0	6	0	0	181
	21:00	1	87	29	0	0	0	1	1	2	1	1	0	0	123
	22:00	0	42	16	0	1	0	0	0	0	0	1	0	0	60
	23:00	1	34	7	0	1	0	0	0	0	0	0	0	0	43
Daily Total :		37	3700	1695	2	45	36	21	94	131	21	453	17	142	6394
	Percent :	1%	58%	27%	0%	1%	1%	0%	1%	2%	0%	7%	0%	2%	
	Average :	2	154	71	0	2	2	1	4	5	1	19	1	6	268

(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
09/01/23	00:00	0	13	9	0	1	0	0	0	0	0	0	0	0	23
Fri	01:00	0	4	2	0	0	0	0	0	0	0	0	0	1	7
	02:00	0	3	6	0	0	0	0	0	0	0	0	0	0	9
	03:00	0	10	1	0	0	1	0	0	1	0	0	0	0	13
	04:00	1	15	13	0	0	0	0	0	0	0	0	0	0	29
	05:00	0	54	47	0	2	0	1	1	0	0	0	0	1	106
	06:00	2	124	96	0	2	0	1	2	0	0	5	0	0	232
	07:00	2	240	156	0	4	2	1	2	4	5	12	0	4	432
	08:00	3	296	154	0	3	3	1	3	10	2	22	1	7	505
	09:00	2	290	136	0	2	4	2	6	7	4	28	3	12	496
	10:00	2	282	138	0	5	3	4	5	13	0	37	2	12	503
	11:00	3	260	126	0	1	2	4	14	6	1	38	2	21	478
	12:00	2	223	112	0	3	2	1	12	7	3	48	2	8	423
	13:00	2	229	83	0	0	2	1	9	15	0	40	6	16	403
	14:00	1	215	84	0	0	3	5	5	10	2	33	2	19	379
	15:00	1	188	84	0	1	3	1	12	10	0	39	5	12	356
	16:00	2	196	77	0	2	3	2	11	7	2	43	3	6	354
	17:00	4	168	70	0	3	2	3	9	12	0	31	3	8	313
	18:00	2	185	59	0	1	0	1	8	2	1	17	0	3	279
	19:00	1	140	56	0	0	0	1	1	2	1	10	0	1	213
	20:00	2	116	37	0	1	1	1	5	1	0	6	0	1	171
	21:00	2	82	30	0	2	0	0	2	1	0	7	0	1	127
	22:00	1	60	13	0	1	0	0	1	0	0	0	0	0	76
	23:00	0	33	5	0	0	0	0	0	0	0	0	0	0	38
Daily Total :		35	3426	1594	0	34	31	30	108	108	21	416	29	133	5965
Percent :		1%	57%	27%	0%	1%	1%	1%	2%	2%	0%	7%	0%	2%	
Average :		1	143	66	0	1	1	1	5	5	1	17	1	6	248

(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
09/02/23	00:00	0	23	7	0	0	0	0	0	0	0	1	0	0	31
Sat	01:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	02:00	0	13	3	0	1	0	0	0	0	0	0	0	0	17
	03:00	0	9	6	0	0	0	0	0	0	0	0	0	0	15
	04:00	0	7	1	0	0	0	0	0	1	0	0	0	0	9
	05:00	0	24	11	0	0	0	0	0	0	0	0	0	0	35
	06:00	0	54	30	0	1	0	0	0	1	0	0	1	0	87
	07:00	1	108	63	0	1	0	0	0	1	0	3	0	1	178
	08:00	0	168	87	0	0	0	0	2	2	0	8	1	5	273
	09:00	1	265	119	1	0	0	4	2	5	0	17	2	5	421
	10:00	2	245	125	0	2	2	2	5	6	0	22	4	10	425
	11:00	5	233	106	0	1	2	5	5	8	0	42	4	12	423
	12:00	2	228	90	0	1	1	1	5	14	0	44	3	10	399
	13:00	2	237	77	0	2	2	1	7	10	2	30	2	12	384
	14:00	8	213	84	0	2	2	1	2	6	0	35	3	6	362
	15:00	2	196	93	0	2	0	2	2	7	0	32	1	5	342
	16:00	4	200	92	0	1	2	1	4	5	0	19	1	6	335
	17:00	0	185	64	0	0	1	2	6	2	0	11	0	5	276
	18:00	3	152	48	0	0	1	1	1	3	1	14	2	0	226
	19:00	1	156	56	0	0	0	1	3	0	0	13	1	0	231
	20:00	1	174	54	0	0	0	0	1	0	2	4	0	0	236
	21:00	1	104	26	0	0	0	0	1	1	0	3	0	0	136
	22:00	0	83	16	0	1	0	0	0	0	0	0	0	0	100
	23:00	0	40	15	0	0	0	0	0	1	0	0	0	0	56
Daily Total :		33	3126	1274	1	15	13	21	46	73	5	298	25	77	5007
Percent :		1%	62%	25%	0%	0%	0%	0%	1%	1%	0%	6%	0%	2%	
Average :		1	130	53	0	1	1	1	2	3	0	12	1	3	208

(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
09/03/23	00:00	0	33	8	0	2	0	0	0	0	0	0	0	0	43
Sun	01:00	0	14	10	0	0	0	0	0	0	0	0	0	0	24
	02:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
	03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	05:00	0	16	17	0	0	0	0	1	0	0	0	0	0	34
	06:00	0	42	22	0	0	0	0	0	0	0	0	0	0	64
	07:00	0	64	35	0	3	0	0	1	0	0	6	0	1	110
	08:00	1	165	63	0	0	0	1	5	3	0	8	0	1	247
	09:00	1	239	104	0	0	0	1	5	4	0	24	1	3	382
	10:00	2	270	110	0	1	2	2	6	8	0	39	1	5	446
	11:00	2	229	106	0	3	4	6	10	10	1	43	0	10	424
	12:00	3	248	103	0	0	1	2	7	5	1	29	3	10	412
	13:00	1	245	81	0	0	2	3	9	6	0	30	1	7	385
	14:00	4	211	77	0	0	1	1	11	9	0	40	0	6	360
	15:00	7	244	86	0	2	0	2	4	4	0	29	0	5	383
	16:00	8	225	86	0	0	1	1	10	4	0	23	4	5	367
	17:00	7	235	95	0	0	0	1	4	5	0	17	0	5	369
	18:00	2	237	89	0	1	0	0	3	4	0	9	0	3	348
	19:00	4	202	63	0	0	0	1	9	3	0	6	0	0	288
	20:00	3	205	70	0	2	0	1	4	3	0	1	0	2	291
	21:00	0	139	25	0	0	0	0	3	0	0	5	0	0	172
	22:00	0	62	18	0	3	0	1	0	0	0	0	0	0	84
	23:00	0	40	6	0	0	0	0	0	0	0	1	0	0	47
Daily Total :		45	3389	1280	0	17	11	23	92	68	2	310	10	63	5310
Percent :		1%	64%	24%	0%	0%	0%	0%	2%	1%	0%	6%	0%	1%	
Average :		2	141	53	0	1	0	1	4	3	0	13	0	3	221

(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
09/04/23	00:00	0	20	4	0	0	0	0	0	0	0	0	0	0	24
Mon	01:00	0	11	3	0	1	0	0	0	0	0	0	0	0	15
	02:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	03:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	10	7	0	0	0	0	0	0	0	0	0	0	17
	05:00	0	12	11	0	0	0	0	0	0	0	0	0	0	23
	06:00	0	55	24	0	1	0	0	0	1	0	0	0	0	81
	07:00	0	73	41	0	0	1	0	2	1	0	1	0	0	119
	08:00	0	113	67	0	0	1	1	0	1	0	5	2	0	190
	09:00	0	171	71	0	0	0	0	6	3	0	8	0	4	263
	10:00	2	235	109	0	0	0	1	4	7	0	23	2	5	388
	11:00	2	284	119	0	1	3	1	10	7	1	22	1	9	460
	12:00	6	252	120	0	3	3	3	10	6	0	27	1	5	436
	13:00	5	304	119	0	0	1	3	7	3	3	34	3	5	487
	14:00	2	280	118	0	1	1	1	7	8	2	24	2	6	452
	15:00	7	286	135	0	1	0	2	14	2	1	21	2	5	476
	16:00	2	300	122	0	3	0	3	8	3	1	22	2	8	474
	17:00	7	285	115	0	0	0	3	7	4	1	13	1	10	446
	18:00	2	214	105	0	2	0	3	7	2	0	13	0	1	349
	19:00	3	198	79	0	1	0	0	5	0	0	8	0	0	294
	20:00	2	164	55	0	0	0	0	6	0	1	7	0	0	235
	21:00	1	52	25	0	0	0	0	1	0	0	2	0	0	81
	22:00	0	35	10	0	0	0	0	0	0	0	1	0	0	46
	23:00	0	17	1	0	0	0	0	0	0	0	1	0	0	19
Daily Total :		41	3384	1463	0	14	10	21	94	48	10	232	16	58	5391
Percent :		1%	63%	27%	0%	0%	0%	0%	2%	1%	0%	4%	0%	1%	
Average :		2	141	61	0	1	0	1	4	2	0	10	1	2	225

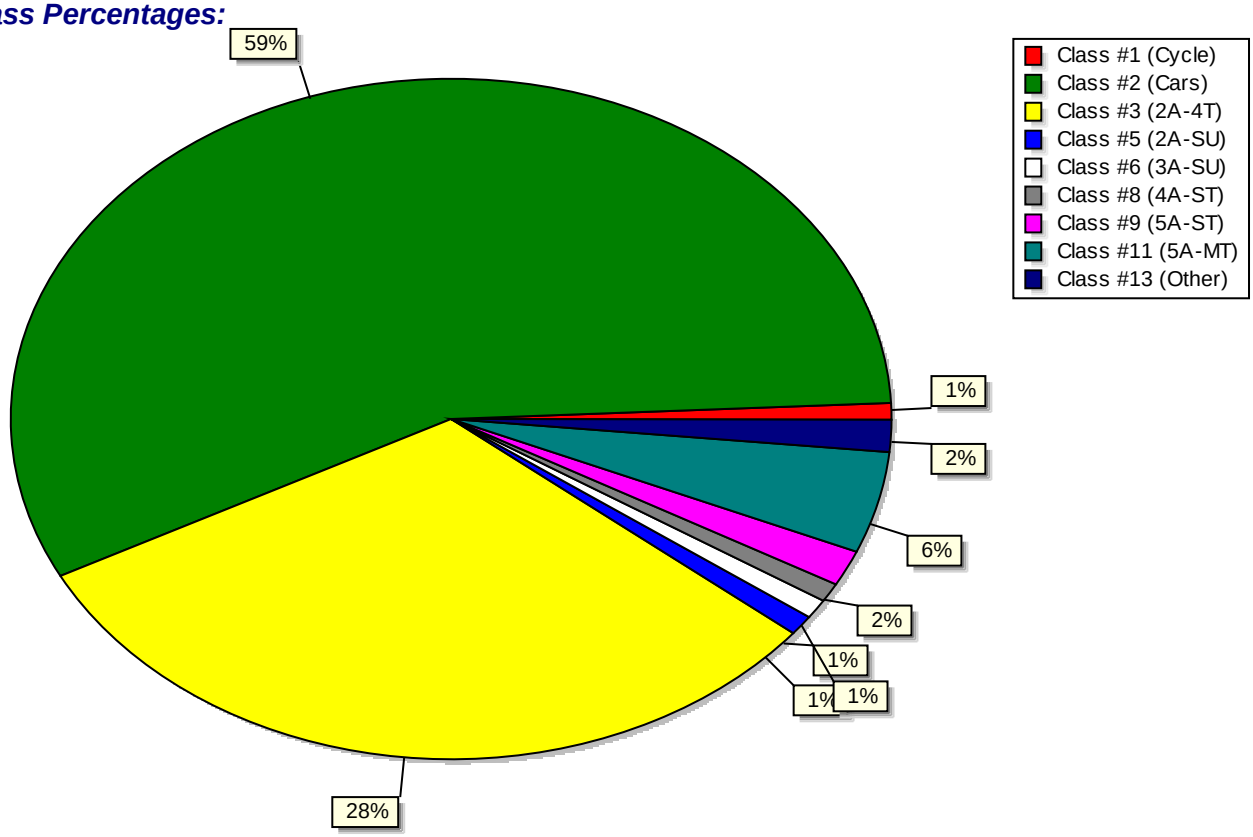
(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
09/05/23	00:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Tue	01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	19	19	0	0	0	0	0	0	0	1	0	0	39
	05:00	2	63	57	0	1	0	0	1	1	0	2	0	0	127
	06:00	2	154	124	0	2	1	2	0	1	0	2	0	0	288
	07:00	3	297	191	0	5	1	3	5	4	0	23	1	9	542
	08:00	2	392	178	0	5	2	4	13	8	5	33	0	15	657
	09:00	2	290	137	0	5	8	1	10	6	2	19	3	13	496
	10:00	0	289	158	0	3	7	4	6	10	2	27	2	13	521
	11:00	4	262	133	0	4	4	4	8	7	2	26	4	7	465
	12:00	5	264	135	0	2	2	0	7	11	2	30	3	8	469
	13:00	2	239	111	0	6	2	1	6	13	0	30	2	13	425
	14:00	4	228	92	0	7	0	0	8	9	1	34	1	8	392
	15:00	1	188	93	0	1	5	2	7	7	3	33	2	14	356
	16:00	3	188	102	0	4	3	3	7	9	2	33	5	14	373
	17:00	0	175	77	0	2	2	2	8	13	1	29	1	11	321
	18:00	2	168	78	0	2	1	1	7	5	0	15	0	3	282
	19:00	1	135	57	0	0	2	0	1	0	0	14	0	0	210
	20:00	2	119	36	0	0	1	0	4	0	0	5	0	0	167
	21:00	0	81	13	1	1	1	0	2	0	0	2	0	0	101
	22:00	1	31	6	0	1	0	0	0	0	0	0	0	0	39
	23:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
Daily Total :		36	3616	1804	1	51	42	27	100	104	20	358	24	128	6311
Percent :		1%	57%	29%	0%	1%	1%	0%	2%	2%	0%	6%	0%	2%	
Average :		2	151	75	0	2	2	1	4	4	1	15	1	5	263

Basic Axle Class Summary: P2320002

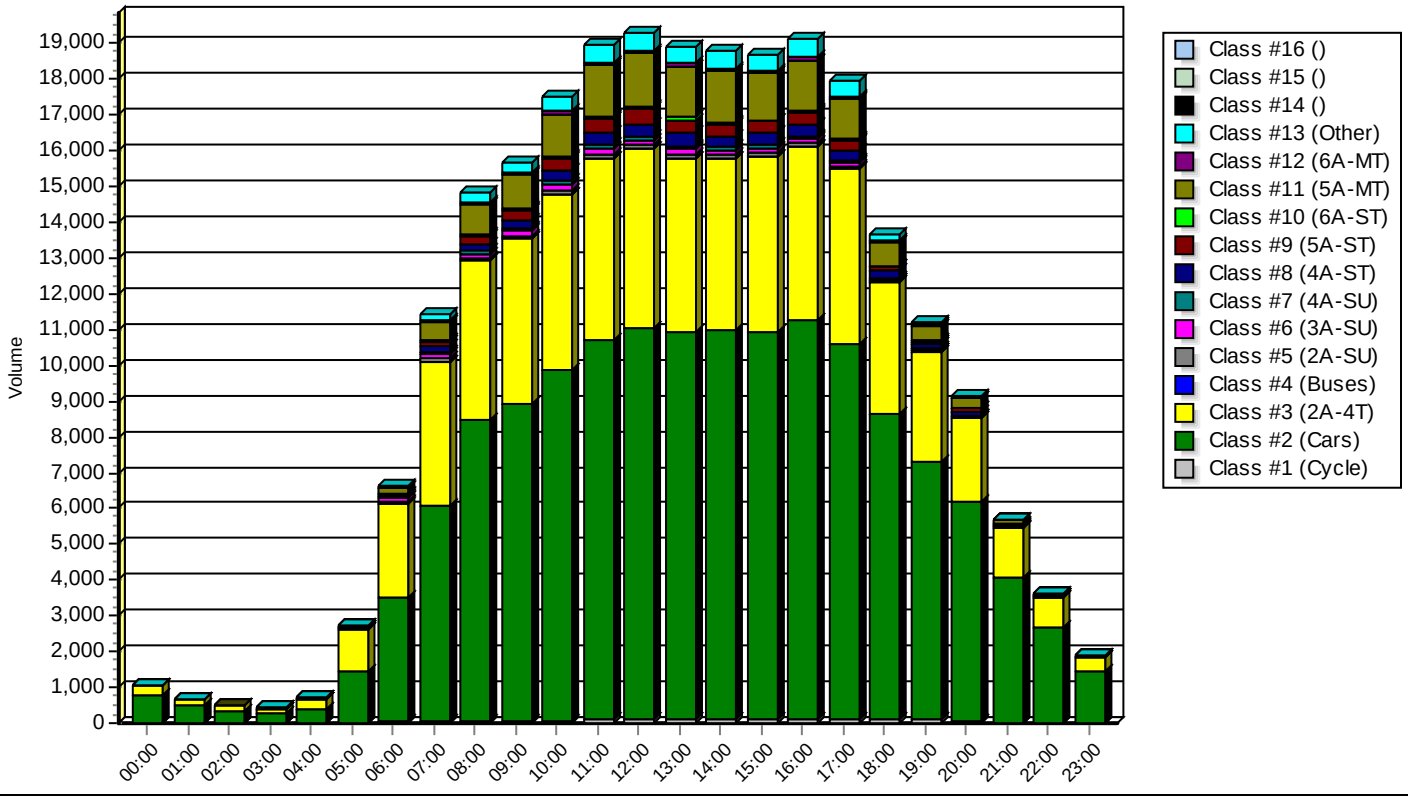
(DEFAULTC) Description	Lane	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
TOTAL COUNT :	#1.	751	73742	35387	34	709	874	586	1834	1767	345	7396	490	2382	126297
	#2.	676	72323	33603	16	646	651	508	1877	1996	308	7608	440	2329	122981
		1427	146065	68990	50	1355	1525	1094	3711	3763	653	15004	930	4711	249278
Percents :	#1.	1%	58%	28%	0%	1%	1%	0%	1%	1%	0%	6%	0%	2%	51%
	#2.	1%	59%	27%	0%	1%	1%	0%	2%	2%	0%	6%	0%	2%	49%
		1%	59%	28%	0%	1%	1%	0%	1%	2%	0%	6%	0%	2%	
Average :	#1.	1	146	70	0	1	2	1	4	4	1	15	1	5	251
	#2.	1	143	67	0	1	1	1	4	4	1	15	1	5	244
		2	289	137	0	2	3	2	8	8	2	30	2	10	495
Days & ADT :	#1.	21.0	6014												
	#2.	21.0	5856												
		21.0	11870												

P2320002 Axle Class Charts For Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

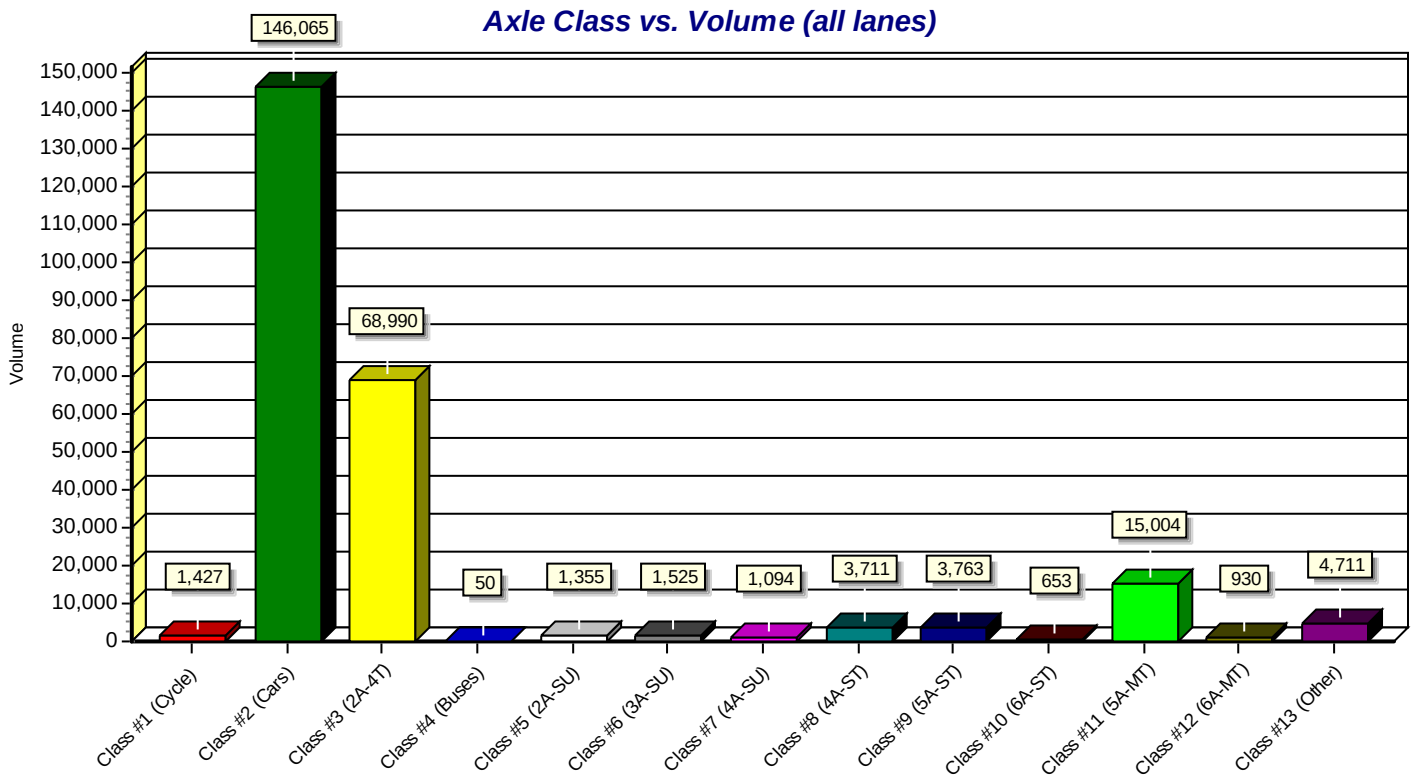
Axle Class Percentages:



Axle Class vs. Time (all lanes)



P2320002 Axle Class Charts For Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023



Basic Speed Classification Report: P2320002

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	N	NB	Ax-Ax	150 cm	183 cm	

Lane #1 Basic Speed Classification Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/16/23	00:00	0	0	0	1	5	19	5	1	0	0	0	0	0	0	0	0	31
Wed	01:00	0	0	0	0	5	8	1	1	0	0	0	0	0	0	0	0	15
	02:00	0	0	0	0	1	8	1	0	0	0	0	0	0	0	0	0	10
	03:00	0	0	0	1	7	1	1	0	0	0	0	0	0	0	0	0	10
	04:00	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	0	5	18	21	6	0	0	0	0	0	0	0	0	0	50
	06:00	0	0	1	10	67	44	7	3	4	0	0	0	0	0	0	0	136
	07:00	0	0	2	22	147	68	4	0	1	0	0	0	0	0	0	1	245
	08:00	0	0	1	25	152	95	7	0	1	0	1	0	1	0	0	1	284
	09:00	0	0	9	37	196	96	2	0	0	1	0	0	0	0	1	0	342
	10:00	0	3	5	45	240	70	5	2	1	0	1	1	1	0	0	2	376
	11:00	1	0	4	86	274	90	1	0	0	0	0	0	0	0	0	0	456
	12:00	0	2	4	72	325	83	4	2	0	1	0	0	1	0	0	0	494
	13:00	3	1	4	59	273	118	6	0	1	0	0	0	0	0	0	0	465
	14:00	0	0	3	76	303	67	6	0	1	1	0	0	0	0	1	0	458
	15:00	1	9	9	65	343	91	4	0	0	0	2	0	0	0	0	1	525
	16:00	0	1	13	103	323	130	11	0	1	0	0	0	0	0	0	0	582
	17:00	2	1	1	38	320	197	17	1	2	0	0	0	0	0	0	2	581
	18:00	0	0	1	13	140	208	15	0	0	0	0	0	0	0	0	0	377
	19:00	0	0	1	28	149	134	14	1	0	1	0	0	0	0	0	0	328
	20:00	0	0	0	17	119	114	12	0	0	0	0	0	0	0	0	0	262
	21:00	0	0	0	12	93	65	9	0	0	0	0	0	0	0	0	1	180
	22:00	0	0	1	11	94	63	7	0	0	0	0	0	0	0	0	0	176
	23:00	0	0	0	4	18	33	6	0	0	0	0	0	0	0	0	0	61
Daily Total :		7	17	59	730	3612	1826	153	11	12	4	4	1	3	0	2	8	6449
Percent :		0%	0%	1%	11%	56%	28%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	2	30	151	76	6	0	1	0	0	0	0	0	0	0	244

Speeds - Average: 57.0 50% : 56.7 67% : 59.8 85% : 65.9 20kph Pace: 50.1 - 70.0 (84.3%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/17/23	00:00	0	0	0	0	5	20	2	0	0	0	0	0	0	0	0	0	27
Thu	01:00	0	0	0	0	3	4	7	1	0	0	0	0	0	0	0	0	15
	02:00	0	0	0	2	1	12	2	0	0	0	0	0	0	0	0	0	17
	03:00	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	0	0	0	4	4	5	0	0	0	0	0	0	0	0	0	13
	05:00	0	0	0	7	19	28	4	0	0	0	0	0	0	0	0	0	58
	06:00	0	0	1	8	45	64	10	1	1	0	0	0	0	0	0	0	130
	07:00	0	0	0	16	102	94	9	0	0	0	0	0	0	0	0	1	222
	08:00	0	0	0	24	155	105	10	0	1	0	1	1	0	0	0	0	297
	09:00	0	0	3	38	234	83	0	0	0	0	0	0	0	0	0	0	358
	10:00	0	0	2	42	222	69	2	0	0	0	0	0	0	0	0	1	338
	11:00	0	0	2	69	311	71	2	1	0	0	0	1	1	0	0	2	460
	12:00	0	7	8	60	283	83	7	2	0	2	1	0	0	0	0	0	453
	13:00	1	0	7	113	271	57	7	2	0	0	0	0	0	0	0	1	459
	14:00	0	2	5	96	329	99	3	0	1	0	1	0	0	0	0	1	537
	15:00	0	0	3	64	344	121	4	1	1	0	0	0	0	0	0	0	538
	16:00	2	5	15	108	393	123	12	0	0	0	1	0	0	0	0	1	660
	17:00	0	0	4	45	342	191	10	2	2	1	0	0	0	0	0	2	599
	18:00	0	0	0	33	210	138	13	2	0	0	0	0	0	0	0	0	396
	19:00	0	0	0	19	182	151	14	1	0	1	0	0	0	0	0	1	369
	20:00	0	0	0	16	144	104	16	0	0	0	0	0	0	0	0	0	280
	21:00	0	0	0	13	86	75	9	0	0	0	0	0	0	0	0	0	183
	22:00	0	0	0	18	136	79	10	0	0	0	0	0	0	0	0	0	243
	23:00	0	0	0	3	24	42	7	0	0	0	0	0	0	0	0	0	76
Daily Total :		3	14	50	794	3850	1819	165	13	6	4	4	2	1	0	0	10	6735
Percent :		0%	0%	1%	12%	57%	27%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	2	33	160	76	7	1	0	0	0	0	0	0	0	0	267

Speeds - Average: 56.8 50% : 56.6 67% : 59.5 85% : 65.6 20kph Pace: 50.1 - 70.0 (84.2%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/18/23	00:00	0	0	0	2	10	11	2	1	0	0	0	0	0	0	0	0	26
Fri	01:00	0	0	0	2	7	10	4	1	0	0	0	0	0	0	0	0	24
	02:00	0	0	0	0	10	5	0	0	0	0	0	0	0	0	0	0	15
	03:00	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	0	0	0	7	6	1	0	0	0	0	0	0	0	0	0	14
	05:00	0	0	0	2	15	26	3	2	0	0	0	0	0	0	0	0	48
	06:00	0	1	1	8	46	54	9	2	2	0	1	0	0	0	1	0	125
	07:00	0	0	0	11	102	85	7	0	1	0	0	0	0	0	0	0	206
	08:00	0	0	0	22	175	65	3	0	0	0	1	0	0	0	0	0	266
	09:00	0	1	0	24	201	81	9	0	0	0	0	0	0	0	0	0	316
	10:00	0	1	2	94	266	61	0	2	0	0	1	2	0	0	0	0	429
	11:00	1	0	19	104	281	57	0	2	2	0	0	0	1	2	0	0	469
	12:00	0	1	23	109	297	67	1	2	1	0	0	1	0	0	1	0	503
	13:00	0	14	23	157	330	44	2	1	3	1	0	0	1	0	1	2	579
	14:00	2	6	38	169	323	49	2	0	2	0	0	0	0	0	0	1	592
	15:00	14	49	76	126	272	65	3	0	0	0	0	0	0	0	0	0	605
	16:00	0	0	12	92	417	128	4	0	0	0	0	0	0	0	0	2	655
	17:00	0	8	9	129	399	139	6	1	0	1	0	0	0	0	0	1	693
	18:00	0	0	0	35	223	151	15	0	0	1	0	1	0	0	0	0	426
	19:00	0	0	0	23	174	114	11	1	0	0	1	0	1	0	0	0	325
	20:00	0	0	0	27	183	80	4	0	0	0	0	0	0	0	0	0	294
	21:00	0	0	0	19	121	71	7	1	0	0	0	0	0	0	0	0	219
	22:00	0	0	0	3	48	54	11	1	0	0	0	0	0	0	0	0	117
	23:00	0	0	1	2	35	37	4	1	0	0	0	0	0	0	0	0	80
Daily Total :		17	81	204	1160	3946	1464	108	18	11	3	4	4	3	2	3	6	7034
Percent :		0%	1%	3%	16%	56%	21%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	3	9	48	164	61	5	1	0	0	0	0	0	0	0	0	280

Speeds - Average: 54.9 50% : 55.3 67% : 58.3 85% : 64.0 20kph Pace: 50.1 - 70.0 (76.9%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/19/23	00:00	0	0	0	1	22	15	6	3	1	0	0	0	0	0	0	0	48
Sat	01:00	0	0	1	0	7	14	6	0	0	0	0	0	0	0	0	0	28
	02:00	0	0	0	0	7	18	5	0	0	0	0	0	0	0	0	0	30
	03:00	0	0	0	0	4	5	1	0	0	0	0	0	0	0	0	0	10
	04:00	0	0	0	2	1	4	0	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	0	6	8	9	2	0	1	0	0	0	0	0	0	0	26
	06:00	0	0	1	9	31	30	8	3	1	0	0	0	0	0	0	0	83
	07:00	0	0	0	8	67	82	19	0	0	1	0	0	0	0	0	0	177
	08:00	0	0	1	16	157	78	8	0	0	0	0	0	0	1	0	0	261
	09:00	0	0	0	24	206	120	6	0	0	0	0	0	0	0	0	1	357
	10:00	0	2	1	35	270	137	3	0	0	0	0	1	0	1	0	1	451
	11:00	0	0	5	89	326	83	3	1	0	0	2	0	0	0	0	0	509
	12:00	0	0	2	81	360	119	5	1	0	0	1	0	0	0	0	0	569
	13:00	0	1	7	75	349	102	7	0	0	1	1	0	0	1	1	0	545
	14:00	2	8	10	49	327	119	6	0	1	0	0	0	1	0	0	0	523
	15:00	0	0	1	31	300	150	8	0	0	0	0	0	0	0	0	0	490
	16:00	0	1	5	29	217	128	12	1	1	0	0	0	0	0	0	2	396
	17:00	0	0	0	16	175	113	12	0	0	0	0	0	0	0	0	1	317
	18:00	0	0	1	15	121	88	11	1	0	1	0	0	0	0	0	0	238
	19:00	0	0	1	15	102	104	14	0	0	0	0	0	0	0	0	0	236
	20:00	1	0	0	10	105	49	6	2	0	0	0	1	0	0	0	0	174
	21:00	0	0	0	20	81	44	6	0	1	0	0	0	0	0	0	0	152
	22:00	0	0	1	6	75	44	5	0	0	0	0	0	0	0	0	0	131
	23:00	0	0	0	3	37	32	6	0	0	0	0	0	0	0	0	0	78
Daily Total :		3	12	37	540	3355	1687	165	12	6	3	4	2	1	3	1	5	5836
Percent :		0%	0%	1%	9%	57%	29%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	2	23	140	70	7	1	0	0	0	0	0	0	0	0	292

Speeds - Average: 57.5 50% : 57.0 67% : 59.9 85% : 66.1 20kph Pace: 50.1 - 70.0 (86.4%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/20/23	00:00	0	0	0	0	13	26	6	0	1	0	0	0	0	0	0	0	46
Sun	01:00	0	0	0	1	13	17	4	1	1	0	0	0	0	0	0	0	37
	02:00	0	0	0	2	9	2	1	0	0	0	0	0	0	0	0	0	14
	03:00	0	0	0	0	4	5	2	0	1	0	0	0	0	0	0	0	12
	04:00	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	6
	05:00	0	0	1	5	7	12	0	0	0	0	0	0	0	0	0	0	25
	06:00	0	0	1	3	28	19	5	0	0	0	0	0	0	0	0	0	56
	07:00	0	0	1	5	28	35	8	3	0	0	0	0	0	0	0	1	81
	08:00	0	0	0	15	110	47	5	1	0	0	0	0	0	0	0	0	178
	09:00	0	0	10	31	130	70	9	0	0	0	1	1	0	0	0	1	253
	10:00	0	0	1	30	219	90	4	0	1	0	0	0	1	0	0	1	347
	11:00	0	0	6	45	292	95	6	0	0	0	0	0	1	0	0	1	446
	12:00	0	0	4	93	303	91	4	0	1	0	0	0	0	0	0	1	497
	13:00	0	0	1	49	245	113	6	0	1	0	0	0	0	0	0	3	418
	14:00	0	0	2	46	220	127	6	0	0	0	1	0	1	0	0	0	403
	15:00	1	1	2	23	231	125	11	0	0	0	0	0	0	0	1	0	395
	16:00	0	7	42	73	125	75	2	2	0	0	0	1	0	0	0	1	328
	17:00	0	1	28	56	100	78	3	0	1	0	0	0	0	0	0	0	267
	18:00	0	0	0	5	114	77	6	0	0	0	0	0	0	0	0	0	202
	19:00	0	0	1	10	91	103	4	0	0	0	0	0	0	0	0	0	209
	20:00	0	0	0	11	75	64	7	0	0	0	0	0	0	0	0	0	157
	21:00	0	0	0	6	43	50	6	1	0	0	0	0	0	0	0	0	106
	22:00	0	0	0	1	29	32	4	0	0	0	0	0	0	0	0	0	66
	23:00	0	0	0	1	12	9	4	0	1	0	0	0	0	0	0	0	27
Daily Total :		1	9	100	511	2442	1365	115	8	8	0	2	2	3	0	1	9	4576
Percent :		0%	0%	2%	11%	53%	30%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	4	21	102	57	5	0	0	0	0	0	0	0	0	0	244

Speeds - Average: 57.0 50% : 56.9 67% : 60.2 85% : 66.1 20kph Pace: 50.1 - 70.0 (83.2%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/21/23	00:00	0	0	0	0	4	15	2	0	1	0	2	0	0	0	0	0	24
Mon	01:00	0	0	0	1	1	5	2	0	0	0	0	0	0	0	0	0	9
	02:00	0	0	0	0	3	7	2	0	0	0	0	0	0	0	0	0	12
	03:00	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	4
	04:00	0	0	0	1	2	5	3	0	0	0	0	0	0	0	0	0	11
	05:00	0	0	1	4	18	15	7	2	0	0	0	0	0	0	0	0	47
	06:00	0	0	3	8	64	47	6	0	0	0	0	0	0	0	0	0	128
	07:00	0	0	0	16	106	69	12	0	0	0	0	0	0	1	0	0	204
	08:00	0	0	4	28	149	91	2	0	0	0	0	0	0	0	1	0	275
	09:00	0	2	4	46	180	51	4	0	1	1	1	0	0	0	0	1	291
	10:00	2	4	12	52	203	85	0	1	0	0	0	0	0	0	0	0	359
	11:00	0	0	4	76	228	70	3	0	0	1	0	0	0	0	1	0	383
	12:00	0	0	2	57	282	97	8	0	0	0	0	0	1	0	0	0	447
	13:00	0	0	0	34	263	87	1	0	3	0	0	0	0	0	0	1	389
	14:00	0	0	2	55	323	118	4	0	1	0	0	0	0	0	0	0	503
	15:00	0	9	11	65	321	106	8	1	0	0	1	0	0	0	0	0	522
	16:00	0	0	0	53	396	165	8	0	1	0	0	0	1	0	0	0	624
	17:00	0	0	2	53	317	178	11	1	0	0	1	0	0	0	0	0	563
	18:00	0	1	1	34	180	146	18	0	1	0	0	0	0	0	0	0	381
	19:00	0	0	0	42	171	132	6	0	0	0	0	0	0	0	0	1	352
	20:00	0	0	2	21	137	83	4	0	0	0	0	0	0	0	0	1	248
	21:00	0	0	0	8	66	63	5	0	0	0	0	0	0	0	0	0	142
	22:00	0	0	0	3	29	36	7	2	0	0	0	0	0	0	0	0	77
	23:00	0	0	1	1	11	20	7	3	0	0	0	0	0	0	0	0	43
Daily Total :		2	16	49	658	3454	1693	131	10	8	3	5	0	2	1	2	4	6038
Percent :		0%	0%	1%	11%	57%	28%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	2	27	144	71	5	0	0	0	0	0	0	0	0	0	189

Speeds - Average: 57.1 50% : 56.7 67% : 59.7 85% : 65.7 20kph Pace: 50.1 - 70.0 (85.2%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/22/23	00:00	0	0	0	1	10	6	4	2	0	0	0	0	0	0	0	0	23
Tue	01:00	0	0	0	0	2	4	2	1	0	0	0	0	0	0	0	0	9
	02:00	0	0	1	0	3	6	1	0	0	0	0	0	0	0	0	0	11
	03:00	0	0	0	2	3	4	0	0	0	0	0	0	0	0	0	0	9
	04:00	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
	05:00	0	0	1	1	16	20	4	0	0	0	0	0	0	0	0	0	42
	06:00	0	0	1	6	48	65	13	2	0	0	0	0	0	0	0	0	135
	07:00	0	0	6	15	131	78	7	1	0	0	0	0	0	0	0	0	238
	08:00	0	0	1	21	167	68	8	2	0	1	0	0	0	0	1	0	269
	09:00	0	0	0	33	204	62	1	0	0	0	0	0	0	0	0	2	302
	10:00	0	0	2	43	226	74	2	0	1	0	0	1	0	0	0	0	349
	11:00	0	0	3	69	261	72	4	1	0	0	1	0	0	0	0	1	412
	12:00	1	0	8	88	295	60	2	1	0	0	2	0	1	0	0	0	458
	13:00	0	4	7	61	306	95	3	1	0	0	0	0	0	0	0	1	478
	14:00	0	0	4	60	298	107	6	0	0	0	0	1	0	0	0	0	476
	15:00	0	0	10	46	290	134	10	0	0	1	0	0	0	0	0	0	491
	16:00	0	2	14	59	307	182	6	1	0	1	1	0	0	1	0	0	574
	17:00	0	0	3	74	345	180	6	0	0	0	1	0	0	0	1	0	610
	18:00	0	0	2	27	201	139	12	1	0	0	0	0	0	0	0	1	383
	19:00	0	0	1	14	177	100	11	1	0	0	1	0	0	0	0	0	305
	20:00	0	0	4	18	147	85	7	1	0	0	0	0	0	0	0	0	262
	21:00	0	0	0	6	95	67	8	0	0	0	0	0	0	0	0	0	176
	22:00	0	0	0	6	31	34	13	1	0	0	0	0	0	0	0	0	85
	23:00	0	0	0	2	15	21	11	0	0	0	0	0	0	0	0	0	49
Daily Total :		1	6	68	652	3580	1663	143	16	1	3	6	2	1	1	2	5	6150
Percent :		0%	0%	1%	11%	58%	27%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	3	27	149	69	6	1	0	0	0	0	0	0	0	0	250

Speeds - Average: 57.0 50% : 56.6 67% : 59.5 85% : 65.6 20kph Pace: 50.1 - 70.0 (85.3%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/23/23	00:00	0	0	0	2	6	12	4	1	0	0	0	0	0	0	0	0	25
Wed	01:00	0	0	0	0	2	4	2	1	0	0	0	0	0	0	0	0	9
	02:00	0	0	0	1	4	4	5	0	0	0	0	0	0	0	0	0	14
	03:00	0	0	0	0	4	4	2	0	0	0	0	0	0	0	0	0	10
	04:00	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	0	4	17	21	9	0	1	0	1	0	0	0	0	0	53
	06:00	0	0	0	9	53	43	11	1	1	0	0	0	0	0	0	0	118
	07:00	0	0	0	15	138	73	6	1	0	1	0	0	0	0	0	0	234
	08:00	0	0	1	46	199	66	4	2	0	1	0	0	0	0	0	1	320
	09:00	0	1	1	38	177	62	8	0	0	1	0	0	1	0	0	0	289
	10:00	0	1	0	45	205	81	4	1	0	1	0	0	0	0	0	1	339
	11:00	3	3	7	43	266	86	5	1	0	0	0	0	1	0	0	0	415
	12:00	0	0	0	75	281	66	1	0	0	0	0	0	0	0	1	1	425
	13:00	0	0	3	88	257	109	3	3	0	0	0	0	0	0	0	0	463
	14:00	2	2	2	57	286	123	9	0	0	0	0	0	2	0	0	1	484
	15:00	0	0	1	43	308	124	8	2	0	0	0	0	0	0	0	1	487
	16:00	0	0	1	64	379	171	5	1	0	0	1	1	1	1	0	1	626
	17:00	4	7	5	47	301	188	8	0	0	0	0	0	0	0	0	0	560
	18:00	0	0	0	19	145	199	21	0	0	0	0	0	0	0	0	1	385
	19:00	0	0	1	12	131	130	21	0	0	0	0	1	0	1	0	0	297
	20:00	0	0	0	10	156	87	10	0	0	0	0	0	0	0	0	0	263
	21:00	0	0	0	17	77	66	13	0	0	0	0	0	0	0	0	0	173
	22:00	0	0	0	3	64	67	6	0	1	0	0	0	0	0	0	0	141
	23:00	0	0	0	0	15	35	8	2	1	0	0	0	0	0	0	0	61
Daily Total :		9	14	22	638	3472	1825	175	16	4	4	2	2	5	2	1	7	6198
Percent :		0%	0%	0%	10%	56%	29%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	1	27	145	76	7	1	0	0	0	0	0	0	0	0	255

Speeds - Average: 57.5 50% : 57.0 67% : 60.0 85% : 66.2 20kph Pace: 50.1 - 70.0 (85.5%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/24/23	00:00	0	0	0	0	7	13	4	1	0	0	0	0	0	0	0	0	25
Thu	01:00	0	0	0	0	1	4	2	3	0	0	0	0	0	0	0	0	10
	02:00	0	0	0	0	2	8	0	0	0	0	0	0	0	0	0	0	10
	03:00	0	0	0	1	3	2	0	1	0	0	0	0	0	0	0	0	7
	04:00	0	0	0	0	2	4	5	0	0	0	0	0	0	0	0	0	11
	05:00	0	0	0	5	15	18	4	1	0	0	0	0	0	0	0	0	43
	06:00	0	0	1	8	52	49	12	0	0	0	0	0	0	0	0	0	122
	07:00	0	0	0	19	96	83	11	0	0	0	0	0	0	0	0	0	209
	08:00	0	0	0	16	148	79	7	1	0	0	1	0	1	1	0	0	254
	09:00	0	0	4	36	190	97	10	3	0	0	1	0	0	0	0	1	342
	10:00	0	0	3	53	236	76	3	1	0	0	1	0	0	0	0	0	373
	11:00	0	0	7	103	235	61	0	0	0	1	2	0	0	0	0	0	409
	12:00	3	2	9	85	272	70	3	1	0	2	2	0	0	1	0	0	450
	13:00	0	3	9	80	296	84	5	0	1	1	2	0	0	0	0	0	481
	14:00	0	1	4	91	309	98	4	0	0	2	0	0	0	1	1	1	512
	15:00	2	1	33	168	334	67	1	0	0	2	2	0	1	0	0	0	611
	16:00	2	1	23	93	369	124	11	2	0	0	1	0	0	2	0	0	628
	17:00	0	0	1	64	409	131	6	0	2	0	2	0	0	0	0	1	616
	18:00	1	0	0	26	247	170	4	0	0	0	0	0	0	1	0	0	449
	19:00	0	1	2	20	195	147	11	1	0	0	0	0	0	1	0	0	378
	20:00	0	0	0	17	140	102	4	0	0	0	0	1	0	0	0	0	264
	21:00	0	0	0	8	75	56	10	1	0	0	0	0	0	0	1	0	151
	22:00	0	0	0	4	44	45	7	1	0	0	0	0	0	0	0	0	101
	23:00	0	0	0	2	18	24	5	1	0	0	0	0	0	0	0	0	50
Daily Total :		8	9	96	899	3695	1612	129	18	3	8	14	1	2	7	2	3	6506
Percent :		0%	0%	1%	14%	57%	25%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	4	37	154	67	5	1	0	0	1	0	0	0	0	0	258

Speeds - Average: 56.5 50% : 56.1 67% : 59.1 85% : 65.2 20kph Pace: 50.1 - 70.0 (81.6%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/25/23	00:00	0	0	0	0	8	10	6	0	0	0	0	0	0	0	0	0	24
Fri	01:00	0	0	0	0	3	5	4	0	0	0	0	0	0	0	0	0	12
	02:00	0	0	0	0	6	1	2	0	0	0	0	0	0	0	0	0	9
	03:00	0	0	0	1	6	3	1	0	0	0	0	0	0	0	0	0	11
	04:00	0	0	0	1	4	4	1	1	0	0	0	0	0	0	0	0	11
	05:00	0	0	0	1	17	27	2	0	0	0	0	0	0	0	0	0	47
	06:00	0	0	2	13	51	45	5	0	0	0	0	0	0	0	0	0	116
	07:00	0	3	6	18	110	78	10	2	0	0	0	0	0	0	0	0	227
	08:00	0	0	0	22	182	94	5	2	0	1	0	2	0	0	0	1	309
	09:00	0	0	1	21	202	85	5	0	1	0	0	0	1	0	0	2	318
	10:00	0	0	1	61	243	70	5	0	2	0	1	0	0	0	0	1	384
	11:00	0	0	7	83	302	66	3	1	0	1	0	0	1	0	1	0	465
	12:00	1	3	8	113	323	77	3	0	1	2	2	1	0	0	0	0	534
	13:00	0	0	5	96	326	101	5	1	1	0	0	1	0	0	0	0	536
	14:00	2	0	4	125	362	89	3	0	2	1	0	0	1	0	0	1	590
	15:00	0	0	5	76	359	135	7	3	0	0	1	2	1	1	0	0	590
	16:00	1	2	14	71	387	145	12	4	0	1	0	0	1	0	0	0	638
	17:00	0	0	1	92	366	172	6	2	0	0	0	0	0	0	0	1	640
	18:00	0	0	1	33	234	162	6	2	1	0	0	1	0	0	0	0	440
	19:00	0	0	1	26	197	142	11	0	0	0	0	0	0	0	0	0	377
	20:00	0	0	0	22	165	98	12	0	0	1	1	0	0	0	0	0	299
	21:00	0	0	2	18	104	67	6	0	0	0	0	0	0	0	0	0	197
	22:00	0	0	1	6	54	61	5	0	0	0	0	0	0	0	0	0	127
	23:00	0	0	0	2	27	42	10	1	0	0	0	0	0	0	0	0	82
Daily Total :		4	8	59	901	4038	1779	135	19	8	7	5	7	5	1	1	6	6983
Percent :		0%	0%	1%	13%	58%	25%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	38	168	74	6	1	0	0	0	0	0	0	0	0	269

Speeds - Average: 56.7 50% : 56.3 67% : 59.2 85% : 65.3 20kph Pace: 50.1 - 70.0 (83.3%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/26/23	00:00	0	0	0	2	13	13	8	0	0	0	0	0	0	0	0	0	36
Sat	01:00	0	0	0	0	5	16	7	0	1	0	0	0	0	0	0	0	29
	02:00	0	0	0	0	8	10	7	2	0	0	0	0	0	0	0	0	27
	03:00	0	0	0	2	4	3	4	0	0	0	0	0	0	0	0	0	13
	04:00	0	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	7
	05:00	0	0	0	6	8	3	1	0	0	0	0	0	0	0	0	0	18
	06:00	0	0	1	2	21	26	1	1	0	0	0	0	0	0	0	0	52
	07:00	0	0	0	6	67	50	5	3	0	0	0	0	0	0	0	0	131
	08:00	0	0	1	16	126	74	10	1	0	0	0	1	0	0	0	0	229
	09:00	0	0	2	33	160	82	8	0	1	0	0	0	0	0	0	0	286
	10:00	0	1	1	37	244	87	6	0	0	0	0	0	0	0	0	1	377
	11:00	0	6	4	90	329	87	3	0	1	1	1	2	0	1	0	0	525
	12:00	1	2	8	100	310	100	2	2	0	1	0	0	0	0	0	0	526
	13:00	0	0	12	96	274	119	4	0	0	0	1	1	0	0	1	1	509
	14:00	0	7	8	105	289	118	10	0	2	0	0	0	0	0	0	0	539
	15:00	0	0	0	39	280	138	19	1	0	0	0	0	0	0	0	1	478
	16:00	0	1	0	26	200	157	15	0	1	0	0	0	0	0	0	1	401
	17:00	0	0	0	16	184	132	11	2	0	1	0	0	0	0	0	1	347
	18:00	0	0	0	22	167	105	13	0	0	0	0	0	0	0	0	0	307
	19:00	0	0	0	14	103	109	10	1	1	0	0	0	0	0	0	0	238
	20:00	0	0	0	16	112	69	1	0	0	0	0	0	0	0	0	0	198
	21:00	0	0	0	5	82	50	9	1	0	0	0	0	0	0	0	0	147
	22:00	0	0	0	6	57	50	3	1	1	0	0	0	0	0	0	0	118
	23:00	0	0	0	6	40	27	5	0	0	0	0	0	0	0	0	0	78
Daily Total :		1	17	37	645	3085	1627	164	16	8	3	2	4	0	1	1	5	5616
Percent :		0%	0%	1%	11%	55%	29%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	2	27	129	68	7	1	0	0	0	0	0	0	0	0	289

Speeds - Average: 57.3 50% : 56.9 67% : 60.0 85% : 66.1 20kph Pace: 50.1 - 70.0 (83.9%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/27/23	00:00	0	0	0	2	18	22	4	0	0	0	0	0	0	0	0	0	46
Sun	01:00	0	0	0	1	9	18	2	2	0	0	0	0	0	0	0	0	32
	02:00	0	0	0	0	4	12	3	0	0	0	0	0	0	0	0	0	19
	03:00	0	0	0	1	2	6	3	0	0	1	0	0	0	0	0	0	13
	04:00	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	0	7	10	7	0	0	0	0	0	0	0	0	0	0	24
	06:00	0	0	1	6	18	20	2	2	0	0	0	0	0	0	0	0	49
	07:00	0	0	2	9	44	48	6	1	0	0	0	0	0	0	0	0	110
	08:00	0	0	1	9	86	68	10	0	0	0	0	0	0	0	0	0	174
	09:00	0	1	2	21	122	73	9	0	0	0	0	0	0	0	1	0	229
	10:00	0	1	0	39	200	65	6	1	0	0	1	0	1	0	0	1	315
	11:00	0	0	6	54	287	106	5	1	0	0	0	0	0	0	0	0	459
	12:00	0	2	1	49	252	151	4	0	0	0	0	0	0	1	0	0	460
	13:00	0	0	6	48	250	106	5	1	1	1	1	0	0	0	0	0	419
	14:00	0	0	0	48	238	115	11	0	0	0	0	0	0	2	0	1	415
	15:00	0	1	5	48	207	89	6	0	0	0	0	0	1	1	1	0	359
	16:00	0	0	0	15	147	145	16	1	0	0	1	0	1	0	0	0	326
	17:00	0	0	1	15	177	107	16	1	0	1	0	0	0	0	0	0	318
	18:00	0	0	1	17	110	97	9	1	0	0	0	0	0	1	0	0	236
	19:00	0	0	0	21	101	84	17	1	0	0	0	0	0	0	0	0	224
	20:00	0	0	0	18	98	55	3	0	1	0	0	0	0	0	0	0	175
	21:00	0	0	0	6	49	59	1	0	0	0	1	0	0	0	0	0	116
	22:00	0	0	0	3	24	31	7	0	1	0	0	0	0	0	0	0	66
	23:00	0	0	0	2	17	22	4	0	0	0	0	0	0	0	0	0	45
Daily Total :		0	5	26	439	2471	1511	150	12	3	3	4	0	3	5	2	2	4636
Percent :		0%	0%	1%	9%	53%	33%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	18	103	63	6	1	0	0	0	0	0	0	0	0	235

Speeds - Average: 58.1 50% : 57.5 67% : 61.2 85% : 66.6 20kph Pace: 50.1 - 70.0 (85.9%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/28/23	00:00	0	0	0	0	7	12	8	0	0	0	0	0	0	0	0	0	27
Mon	01:00	0	0	0	0	4	4	1	0	0	0	1	0	0	0	0	0	10
	02:00	0	0	0	1	1	3	2	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	0	5	2	0	0	1	0	0	0	0	0	0	0	8
	04:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	1	1	19	18	4	0	0	0	0	0	0	0	0	0	43
	06:00	0	0	1	7	38	43	13	0	0	0	0	0	0	0	0	0	102
	07:00	0	0	1	9	102	89	5	2	0	0	0	1	0	0	0	0	209
	08:00	0	0	1	16	157	87	8	0	0	0	0	0	0	0	0	0	269
	09:00	0	1	0	24	165	94	8	0	0	1	0	0	0	0	0	0	293
	10:00	0	0	0	43	211	75	5	0	0	0	1	0	0	1	1	0	337
	11:00	0	0	1	57	243	71	4	0	0	0	0	0	0	0	0	0	376
	12:00	0	0	2	70	288	90	7	1	0	1	1	0	1	0	0	0	461
	13:00	0	0	4	47	268	103	7	0	1	1	1	0	1	1	0	1	435
	14:00	0	0	2	68	289	131	2	1	0	0	0	0	0	0	0	0	493
	15:00	0	4	9	54	328	111	8	0	1	1	2	0	0	0	0	0	518
	16:00	0	2	7	55	378	171	6	0	0	0	0	0	1	0	0	3	623
	17:00	0	0	8	57	386	158	5	1	1	1	0	0	0	0	0	1	618
	18:00	0	0	0	26	173	149	9	0	1	1	0	0	0	0	0	0	359
	19:00	0	1	0	24	182	129	10	1	1	0	0	0	0	0	0	1	349
	20:00	0	0	0	13	139	100	9	0	1	0	0	0	0	1	0	0	263
	21:00	0	0	0	4	67	56	6	0	0	0	0	0	0	0	0	0	133
	22:00	0	0	0	3	20	40	5	1	0	0	0	0	0	0	0	0	69
	23:00	0	0	0	0	8	22	15	0	0	0	0	0	0	0	0	0	45
Daily Total :		0	8	37	579	3481	1760	147	7	7	6	6	1	3	3	1	6	6052
Percent :		0%	0%	1%	10%	58%	29%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	24	145	73	6	0	0	0	0	0	0	0	0	0	192

Speeds - Average: 57.5 50% : 57.0 67% : 59.9 85% : 66.0 20kph Pace: 50.1 - 70.0 (86.6%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/29/23	00:00	0	0	0	2	2	6	5	1	0	1	0	0	0	0	0	0	17
Tue	01:00	0	0	0	0	5	9	2	1	0	0	0	0	0	0	0	0	17
	02:00	0	0	0	1	7	4	1	0	0	0	0	0	0	0	0	0	13
	03:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	04:00	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	1	1	24	16	5	1	0	0	0	0	0	0	0	0	48
	06:00	0	0	1	9	42	57	10	0	0	0	0	0	0	0	0	0	119
	07:00	0	0	0	13	115	92	10	0	0	0	0	0	0	2	0	1	233
	08:00	0	0	0	7	164	98	5	3	0	0	0	0	1	0	1	0	279
	09:00	0	0	6	30	166	86	5	0	1	2	1	0	1	0	0	0	298
	10:00	2	2	9	77	207	51	2	0	0	1	0	0	0	1	0	0	352
	11:00	0	0	7	69	260	76	1	0	1	0	0	0	0	0	0	0	414
	12:00	0	1	5	75	294	91	4	2	1	0	1	0	0	1	0	1	476
	13:00	0	0	0	71	319	94	5	1	1	1	0	0	0	0	0	0	492
	14:00	0	0	7	73	305	123	6	1	0	0	1	0	0	0	0	0	516
	15:00	0	0	0	51	359	126	6	3	0	0	1	0	0	0	0	1	547
	16:00	0	0	4	57	385	140	14	2	0	0	0	0	0	1	1	0	604
	17:00	0	0	1	34	383	167	9	1	2	0	0	1	0	0	0	1	599
	18:00	0	0	0	24	171	149	9	0	0	0	0	0	0	0	0	0	353
	19:00	0	0	0	17	176	121	10	1	1	0	0	0	0	0	0	0	326
	20:00	0	0	2	11	139	93	4	0	0	1	0	0	0	1	0	0	251
	21:00	0	0	0	10	71	67	7	0	0	0	0	0	0	0	0	0	155
	22:00	0	0	0	2	26	40	11	1	0	0	0	0	0	0	0	0	80
	23:00	0	0	0	0	11	23	9	0	0	0	0	0	0	0	0	0	43
Daily Total :		2	3	44	635	3635	1732	141	18	7	6	4	1	2	6	2	4	6242
Percent :		0%	0%	1%	10%	58%	28%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	26	151	72	6	1	0	0	0	0	0	0	0	0	250

Speeds - Average: 57.3 50% : 56.8 67% : 59.7 85% : 65.8 20kph Pace: 50.1 - 70.0 (86.0%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/30/23	00:00	0	0	0	1	4	11	4	0	0	0	0	0	0	0	0	0	20
Wed	01:00	0	0	0	1	10	4	0	0	1	0	0	0	0	0	0	0	16
	02:00	0	0	0	0	3	4	3	1	0	0	0	0	0	0	0	0	11
	03:00	0	0	0	1	4	5	1	0	0	0	0	0	0	0	0	0	11
	04:00	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	6
	05:00	0	0	1	3	16	19	1	2	1	0	0	0	0	0	0	0	43
	06:00	0	0	1	7	39	62	14	2	0	0	0	0	0	0	0	0	125
	07:00	0	0	1	9	110	66	8	0	0	0	1	0	0	0	0	0	195
	08:00	0	1	1	21	174	93	3	0	0	1	0	0	0	1	0	2	297
	09:00	0	0	1	41	157	60	7	1	0	1	1	1	0	0	0	0	270
	10:00	3	4	4	40	197	83	3	0	0	0	0	0	0	0	0	0	334
	11:00	0	1	1	67	230	81	5	2	1	0	0	0	0	1	1	0	390
	12:00	0	0	4	55	298	85	2	2	0	1	2	0	0	0	1	0	450
	13:00	0	0	1	74	289	86	4	0	0	0	1	1	1	0	0	0	457
	14:00	0	0	5	81	361	82	2	0	1	0	0	0	0	0	0	1	533
	15:00	0	0	2	81	374	98	10	0	2	0	0	0	0	0	0	1	568
	16:00	0	0	9	67	394	176	5	2	0	0	0	0	0	0	0	0	653
	17:00	1	0	5	59	369	178	7	4	0	2	1	0	0	0	0	0	626
	18:00	0	0	0	29	257	154	7	1	0	0	0	0	1	0	0	0	449
	19:00	0	0	0	15	169	149	10	0	0	0	0	0	0	0	0	0	343
	20:00	0	0	1	15	144	74	9	0	0	0	0	0	1	0	0	0	244
	21:00	0	0	0	9	83	69	5	0	0	0	0	0	0	0	0	0	166
	22:00	0	0	1	3	39	34	5	2	1	0	0	0	0	0	0	0	85
	23:00	0	0	0	1	16	27	10	1	0	0	0	0	0	0	0	0	55
Daily Total :		4	6	38	680	3737	1705	126	20	7	5	6	2	3	2	2	4	6347
Percent :		0%	0%	1%	11%	59%	27%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	28	156	71	5	1	0	0	0	0	0	0	0	0	258

Speeds - Average: 57.1 50% : 56.6 67% : 59.5 85% : 65.5 20kph Pace: 50.1 - 70.0 (85.7%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/31/23	00:00	0	0	0	0	6	13	0	0	1	0	0	0	0	0	0	0	20
Thu	01:00	0	0	0	0	2	11	2	1	0	0	0	0	0	0	0	0	16
	02:00	0	0	0	1	4	8	1	0	0	0	0	0	0	0	0	0	14
	03:00	0	0	0	1	7	3	1	0	0	1	0	0	0	0	0	0	13
	04:00	0	0	1	1	2	6	5	0	0	0	0	0	0	0	0	0	15
	05:00	0	0	0	1	19	21	4	0	0	0	0	0	0	0	0	0	45
	06:00	0	0	0	12	64	51	12	1	1	0	0	0	0	0	0	0	141
	07:00	0	0	1	12	97	81	12	2	0	0	0	0	0	0	0	1	206
	08:00	1	0	0	14	164	99	6	1	1	0	2	0	0	0	0	0	288
	09:00	0	0	0	47	218	54	6	1	0	0	0	0	0	0	0	0	326
	10:00	0	0	0	54	236	83	2	0	0	0	0	0	1	0	0	1	377
	11:00	0	1	5	90	318	71	4	2	1	0	0	1	1	0	1	1	496
	12:00	0	2	7	109	310	83	4	0	0	0	3	0	0	2	0	0	520
	13:00	0	3	9	71	352	100	1	1	0	1	2	0	1	0	0	0	541
	14:00	0	0	1	75	324	115	5	1	0	1	0	0	0	0	0	0	522
	15:00	0	1	13	89	367	120	6	2	1	1	0	0	0	0	0	1	601
	16:00	0	1	7	52	377	155	6	3	0	2	0	0	1	0	0	2	606
	17:00	0	0	3	66	385	180	6	0	0	0	0	0	0	0	0	0	640
	18:00	0	0	0	30	279	151	2	0	0	0	1	0	0	0	0	0	463
	19:00	0	0	0	19	225	142	7	1	0	1	0	0	0	0	0	0	395
	20:00	0	0	0	21	182	122	5	1	0	1	0	0	0	0	0	0	332
	21:00	0	0	0	15	106	64	7	0	0	0	0	0	0	0	0	0	192
	22:00	0	0	0	8	54	55	11	1	0	0	0	0	0	0	0	0	129
	23:00	0	0	0	1	20	28	11	1	1	0	0	0	0	0	0	0	62
Daily Total :		1	8	47	789	4118	1816	126	19	6	8	8	1	4	2	1	6	6960
Percent :		0%	0%	1%	11%	59%	26%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	33	172	76	5	1	0	0	0	0	0	0	0	0	263

Speeds - Average: 56.9 50% : 56.5 67% : 59.3 85% : 65.3 20kph Pace: 50.1 - 70.0 (85.3%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/01/23	00:00	0	0	0	1	8	20	5	0	0	0	0	0	0	0	0	0	34
Fri	01:00	0	0	0	1	4	8	3	2	0	0	0	0	0	0	0	0	18
	02:00	0	0	0	1	1	5	1	0	0	0	0	0	0	0	0	0	8
	03:00	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0	12
	04:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	0	2	6	13	23	8	0	0	0	0	0	0	0	0	0	52
	06:00	0	0	0	11	51	48	7	0	0	0	0	0	0	0	0	0	117
	07:00	0	0	1	22	122	78	10	0	0	0	0	0	0	0	0	0	233
	08:00	0	0	0	17	212	75	6	0	0	0	0	0	0	0	0	0	310
	09:00	0	1	0	46	228	61	5	2	0	1	0	0	0	0	0	1	345
	10:00	0	1	2	59	301	74	6	0	1	0	0	0	0	0	0	0	444
	11:00	0	1	8	107	330	82	4	0	2	0	3	0	0	1	0	0	538
	12:00	2	9	24	113	354	78	4	0	1	0	0	1	0	1	1	1	589
	13:00	0	0	15	92	349	90	4	1	1	0	0	0	0	0	0	0	552
	14:00	1	6	10	128	372	101	7	1	0	1	0	0	1	1	0	0	629
	15:00	8	20	18	98	362	103	2	0	0	1	0	0	1	0	0	1	614
	16:00	0	1	11	116	361	137	7	1	1	0	0	0	0	0	0	0	635
	17:00	0	0	5	78	351	159	8	0	2	0	0	2	2	1	0	1	609
	18:00	0	0	0	39	250	163	16	0	0	0	0	0	0	0	0	0	468
	19:00	0	0	1	28	181	160	8	0	0	0	0	0	0	0	0	0	378
	20:00	0	0	1	16	149	107	10	0	0	0	0	0	0	0	0	0	283
	21:00	0	0	0	16	113	64	11	1	0	0	0	0	0	0	0	0	205
	22:00	0	0	0	5	57	51	6	0	1	0	0	0	0	0	0	0	120
	23:00	0	0	0	1	33	41	6	1	0	0	0	0	0	0	0	0	82
Daily Total :		11	39	98	1003	4206	1737	144	9	9	3	3	3	4	4	1	4	7278
Percent :		0%	1%	1%	14%	58%	24%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	2	4	42	175	72	6	0	0	0	0	0	0	0	0	0	289

Speeds - Average: 56.1 50% : 56.0 67% : 58.9 85% : 64.9 20kph Pace: 50.1 - 70.0 (81.7%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/02/23	00:00	0	0	0	0	12	32	6	1	0	0	0	0	0	0	0	0	51
Sat	01:00	0	0	0	1	10	20	4	1	0	0	0	0	0	0	0	0	36
	02:00	0	0	1	0	5	6	4	0	0	0	0	0	0	0	0	0	16
	03:00	0	0	0	0	5	5	2	0	1	0	0	0	0	0	0	0	13
	04:00	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	1	2	8	8	1	0	0	0	0	0	0	0	0	0	20
	06:00	0	0	1	7	26	33	6	0	0	0	0	0	0	0	0	0	73
	07:00	0	0	0	11	57	60	7	1	0	0	0	0	0	0	0	0	136
	08:00	0	0	0	22	135	52	12	0	0	1	0	0	0	0	0	1	223
	09:00	0	0	1	39	173	87	8	1	0	0	0	0	0	0	0	0	309
	10:00	0	1	1	69	271	92	5	1	1	1	0	0	0	0	0	1	443
	11:00	0	0	13	64	292	119	3	0	0	0	1	1	1	1	1	1	497
	12:00	0	0	10	111	333	95	2	0	1	0	1	0	0	0	0	1	554
	13:00	0	2	3	74	320	115	4	0	2	0	0	1	0	0	0	0	521
	14:00	0	1	3	55	319	153	8	0	0	0	0	0	0	0	0	0	539
	15:00	0	0	0	46	269	159	9	0	0	0	0	0	0	0	0	1	484
	16:00	0	0	1	21	218	145	9	2	0	0	0	0	0	0	0	0	396
	17:00	1	1	0	17	180	135	16	2	0	1	0	0	0	0	0	0	353
	18:00	0	0	0	10	117	104	26	1	0	0	0	0	0	0	1	0	259
	19:00	0	0	0	13	93	95	11	0	0	0	0	0	0	0	0	0	212
	20:00	0	0	1	10	84	69	6	0	0	0	0	0	0	0	0	0	170
	21:00	0	0	0	10	78	63	8	0	2	0	0	0	0	0	0	0	161
	22:00	0	0	0	4	40	36	10	0	0	0	0	0	0	0	0	0	90
	23:00	0	0	0	5	40	35	8	0	0	0	0	0	0	0	0	0	88
Daily Total :		1	5	36	591	3086	1721	176	10	7	3	2	2	1	1	2	5	5649
Percent :		0%	0%	1%	10%	55%	30%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	25	129	72	7	0	0	0	0	0	0	0	0	0	301

Speeds - Average: 57.6 50% : 57.2 67% : 60.5 85% : 66.3 20kph Pace: 50.1 - 70.0 (85.1%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/03/23	00:00	0	0	0	2	12	26	5	1	0	0	0	0	0	0	0	0	46
Sun	01:00	0	0	0	1	9	12	3	0	0	0	0	0	0	0	0	0	25
	02:00	0	0	0	1	1	6	2	0	0	0	0	0	0	0	0	0	10
	03:00	0	0	0	1	1	5	0	0	0	1	0	0	0	0	0	0	8
	04:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	0	0	2	11	10	2	2	0	0	0	0	0	0	0	0	27
	06:00	0	0	0	5	18	26	2	0	0	0	0	0	0	0	0	0	51
	07:00	0	0	0	10	26	40	8	1	0	0	0	0	0	0	0	0	85
	08:00	0	0	0	16	84	59	7	1	0	0	0	0	0	0	0	0	167
	09:00	0	0	3	20	149	77	14	0	0	0	0	0	0	0	0	0	263
	10:00	0	2	0	46	235	85	4	1	1	0	1	0	0	0	0	0	375
	11:00	0	1	3	63	289	111	3	1	0	0	0	1	1	0	0	0	473
	12:00	0	3	9	75	305	113	7	0	0	3	0	0	0	0	0	0	515
	13:00	0	0	3	54	328	121	10	0	0	0	0	0	1	0	0	2	519
	14:00	0	0	2	39	325	118	6	1	1	0	0	1	1	0	0	0	494
	15:00	0	0	7	25	213	170	15	2	0	0	0	0	0	0	1	0	433
	16:00	0	0	0	28	184	108	9	1	0	0	0	0	0	0	0	3	333
	17:00	0	0	0	26	132	116	6	0	0	0	0	1	0	0	0	0	281
	18:00	0	0	0	14	110	86	16	1	0	0	0	0	0	0	0	0	227
	19:00	0	0	0	19	86	92	14	2	0	0	0	0	0	0	1	0	214
	20:00	0	0	0	6	90	64	3	1	0	0	0	0	0	0	0	0	164
	21:00	0	0	0	4	65	54	4	0	0	0	0	0	0	0	0	0	127
	22:00	0	0	1	4	23	44	10	2	0	1	0	0	0	0	0	0	85
	23:00	0	0	0	2	9	25	6	1	0	0	0	0	0	0	0	0	43
Daily Total :		0	6	28	463	2707	1569	156	18	2	5	1	3	3	0	2	5	4968
Percent :		0%	0%	1%	9%	54%	32%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	19	113	65	7	1	0	0	0	0	0	0	0	0	235

Speeds - Average: 57.9 50% : 57.4 67% : 61.0 85% : 66.6 20kph Pace: 50.1 - 70.0 (86.1%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/04/23	00:00	0	0	0	0	7	21	2	1	0	0	0	0	0	0	0	0	31
Mon	01:00	0	0	0	0	3	6	6	0	0	0	0	0	0	0	0	0	15
	02:00	0	0	0	0	4	5	3	0	0	0	0	0	0	0	0	0	12
	03:00	0	0	0	0	4	7	3	0	0	0	0	0	0	0	0	0	14
	04:00	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	8
	05:00	0	0	0	3	5	4	0	1	0	0	0	0	0	0	0	0	13
	06:00	0	0	1	10	21	19	6	0	0	0	1	0	0	0	0	0	58
	07:00	0	0	0	10	51	39	9	1	0	0	0	0	0	0	0	0	110
	08:00	0	0	2	7	106	62	7	0	0	0	0	0	0	0	0	0	184
	09:00	0	0	3	29	156	79	4	0	0	0	0	0	0	0	0	0	271
	10:00	0	1	1	14	193	83	11	0	0	0	0	0	0	0	0	0	303
	11:00	0	0	0	48	205	99	4	0	0	0	1	0	0	0	0	0	357
	12:00	0	0	0	32	193	130	6	1	0	0	0	1	0	1	0	0	364
	13:00	0	0	2	47	202	98	9	0	1	2	0	1	0	0	0	1	363
	14:00	0	0	0	19	188	115	8	0	0	1	1	1	1	0	0	2	336
	15:00	0	0	0	7	139	115	11	1	1	0	0	0	0	0	0	0	274
	16:00	0	1	1	10	105	107	8	1	0	0	0	0	0	0	0	0	233
	17:00	0	0	0	23	67	84	14	2	0	0	0	0	0	0	1	0	191
	18:00	0	0	0	9	80	82	11	2	0	0	0	0	0	0	0	0	184
	19:00	0	0	0	7	88	97	11	0	0	0	0	0	0	0	0	0	203
	20:00	0	0	3	9	51	50	7	0	0	0	0	0	0	0	0	0	120
	21:00	0	0	0	1	35	48	6	0	0	0	0	0	0	0	0	0	90
	22:00	0	0	1	2	24	20	3	1	0	0	0	0	0	0	0	0	51
	23:00	0	0	0	1	10	14	3	0	1	0	0	0	0	0	0	0	29
Daily Total :		0	2	14	288	1939	1390	152	11	3	3	3	3	1	1	1	3	3814
Percent :		0%	0%	0%	8%	51%	36%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	12	81	58	6	0	0	0	0	0	0	0	0	0	206

Speeds - Average: 58.8 50% : 58.3 67% : 62.4 85% : 67.2 20kph Pace: 50.1 - 70.0 (87.3%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/05/23	00:00	0	0	0	0	2	3	4	1	0	0	0	0	0	0	0	0	10
Tue	01:00	0	0	0	0	2	4	1	1	0	0	0	0	0	0	0	0	8
	02:00	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	0	5	15	15	2	0	0	0	0	0	0	0	0	0	37
	06:00	0	0	2	3	53	49	7	1	0	0	0	0	0	0	0	0	115
	07:00	0	0	0	26	118	67	17	0	1	0	0	0	0	0	0	1	230
	08:00	0	1	3	48	159	87	2	2	1	0	0	1	0	0	0	0	304
	09:00	0	0	5	40	175	98	3	2	1	0	0	1	0	1	0	0	326
	10:00	0	0	3	51	251	73	5	0	0	0	0	0	0	0	0	0	383
	11:00	0	0	3	87	263	74	2	0	1	0	0	1	0	1	0	1	433
	12:00	0	3	6	61	294	97	5	0	0	0	0	0	0	0	0	1	467
	13:00	1	0	3	61	283	94	5	0	2	0	0	1	0	1	0	0	451
	14:00	0	0	0	63	305	106	2	2	0	0	1	0	1	1	0	0	481
	15:00	3	1	6	96	359	111	6	0	1	0	0	0	0	0	0	0	583
	16:00	1	10	11	83	356	147	5	0	0	0	0	0	0	0	0	0	613
	17:00	3	5	24	100	320	168	6	0	0	1	0	0	0	0	0	0	627
	18:00	0	0	1	15	195	151	15	0	0	0	0	0	0	0	1	0	378
	19:00	0	0	1	22	137	135	8	0	0	0	0	0	1	0	0	0	304
	20:00	0	0	0	12	124	77	6	0	0	0	1	0	0	0	0	0	220
	21:00	0	0	0	11	58	60	12	1	0	0	0	0	0	0	0	0	142
	22:00	0	0	0	1	32	28	3	1	0	0	0	0	0	0	0	0	65
	23:00	0	0	0	1	10	17	9	0	0	0	0	0	0	0	0	0	37
Daily Total :		8	20	68	787	3521	1665	126	11	7	1	2	4	2	4	1	3	6230
Percent :		0%	0%	1%	13%	57%	27%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	3	33	147	69	5	0	0	0	0	0	0	0	0	0	158

Speeds - Average: 56.6 50% : 56.4 67% : 59.4 85% : 65.4 20kph Pace: 50.1 - 70.0 (83.2%)

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	S	SB	Ax-Ax	150 cm	183 cm	

Lane #2 Basic Speed Classification Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/16/23	00:00	0	0	0	0	3	6	3	0	0	0	0	0	0	0	0	0	12
Wed	01:00	0	0	0	0	1	4	1	1	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	7
	04:00	0	0	0	1	10	19	8	2	0	0	0	0	0	0	0	0	40
	05:00	0	0	0	12	35	61	16	0	0	0	0	0	0	0	0	0	124
	06:00	0	0	3	9	93	162	32	1	0	1	0	0	0	0	0	1	302
	07:00	0	0	2	23	279	163	11	0	0	0	2	0	0	0	0	0	480
	08:00	0	0	0	44	349	145	4	0	0	0	0	1	0	0	1	0	544
	09:00	0	1	6	41	304	98	5	0	0	0	0	0	0	0	0	0	455
	10:00	2	1	2	73	278	75	1	1	0	0	1	0	0	0	0	0	434
	11:00	0	0	2	64	258	85	9	0	0	0	0	1	0	0	0	0	419
	12:00	0	0	2	78	237	70	5	0	0	0	0	0	1	0	0	0	393
	13:00	0	2	4	68	249	82	8	1	0	0	0	0	0	0	0	0	414
	14:00	0	0	6	56	239	79	7	0	0	0	0	1	1	0	1	1	391
	15:00	0	0	4	33	235	119	7	1	0	0	0	0	0	0	0	0	399
	16:00	0	0	3	34	205	144	14	2	3	0	0	3	1	0	0	2	411
	17:00	0	1	5	20	198	137	11	1	0	1	0	0	1	0	0	1	376
	18:00	0	0	1	17	167	121	16	0	1	0	0	0	0	0	0	0	323
	19:00	0	0	0	7	105	95	11	0	0	1	0	0	0	0	0	1	220
	20:00	0	0	1	8	91	77	9	1	2	0	0	0	0	0	0	0	189
	21:00	0	0	1	6	59	53	3	0	1	0	0	0	0	0	0	0	123
	22:00	0	0	0	6	25	27	8	1	0	0	0	0	0	0	0	0	67
	23:00	0	0	0	3	8	11	1	0	0	0	0	0	0	0	0	0	23
Daily Total :		2	5	42	603	3434	1838	193	12	7	3	3	6	4	0	2	6	6160
Percent :		0%	0%	1%	10%	56%	30%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	25	143	77	8	1	0	0	0	0	0	0	0	0	258

Speeds - Average: 57.7 50% : 57.1 67% : 60.4 85% : 66.3 20kph Pace: 50.1 - 70.0 (85.6%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/17/23	00:00	0	0	0	2	4	8	0	0	0	0	0	0	0	0	0	0	14
Thu	01:00	0	0	0	0	3	7	3	0	0	0	0	0	0	0	0	0	13
	02:00	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	8
	03:00	0	0	0	0	8	3	2	0	0	0	0	0	0	0	0	0	13
	04:00	0	0	0	0	7	23	4	1	0	0	0	0	0	0	0	0	35
	05:00	0	0	0	4	39	80	11	3	0	0	0	0	0	0	0	0	137
	06:00	0	1	1	11	87	161	23	0	0	0	0	0	0	0	0	0	284
	07:00	0	0	0	29	223	205	13	1	2	0	0	0	0	0	0	1	474
	08:00	0	0	0	46	335	143	3	0	0	0	0	1	0	0	0	0	528
	09:00	0	0	2	81	313	78	5	1	0	0	0	0	1	1	0	2	484
	10:00	0	0	10	85	326	72	6	0	0	2	1	0	1	0	0	0	503
	11:00	0	0	3	86	289	82	6	1	1	1	0	0	0	1	0	0	470
	12:00	0	1	2	100	288	64	4	0	0	1	1	0	0	0	1	3	465
	13:00	0	0	3	107	265	57	7	2	0	0	0	1	0	0	0	0	442
	14:00	0	0	7	75	218	97	6	0	0	0	0	1	0	0	0	2	406
	15:00	0	1	3	49	227	102	7	0	1	1	1	0	1	0	0	1	394
	16:00	0	0	3	49	237	94	8	2	0	0	1	1	0	0	0	1	396
	17:00	0	0	2	41	213	144	5	0	0	0	0	0	0	0	0	0	405
	18:00	0	0	0	23	210	99	7	4	0	0	0	0	0	0	1	0	344
	19:00	0	0	0	9	152	121	9	1	0	1	0	0	0	1	0	0	294
	20:00	0	0	0	7	100	85	10	0	0	1	0	0	0	0	0	0	203
	21:00	0	0	0	3	48	35	6	0	0	0	0	0	0	0	0	0	92
	22:00	0	0	0	2	24	21	1	0	0	0	0	0	0	0	0	0	48
	23:00	0	0	0	0	8	15	2	0	0	0	0	0	0	0	0	0	25
Daily Total :		0	3	36	809	3628	1800	148	16	4	7	4	4	3	3	2	10	6477
Percent :		0%	0%	1%	12%	56%	28%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	34	151	75	6	1	0	0	0	0	0	0	0	0	256

Speeds - Average: 57.1 50% : 56.7 67% : 59.7 85% : 65.8 20kph Pace: 50.1 - 70.0 (83.8%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/18/23	00:00	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	9
Fri	01:00	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	9
	02:00	0	0	1	0	3	7	4	0	0	0	0	0	0	0	0	0	15
	03:00	0	0	0	0	3	5	2	0	0	0	0	0	0	0	0	0	10
	04:00	0	0	0	1	13	10	4	1	0	0	0	0	0	0	0	0	29
	05:00	0	0	0	0	36	52	15	3	0	0	0	0	0	0	0	0	106
	06:00	0	0	1	4	84	126	20	0	0	0	0	0	0	0	0	0	235
	07:00	0	0	0	10	221	177	8	1	1	1	1	0	0	0	0	0	420
	08:00	0	0	1	43	295	170	4	1	0	0	1	0	0	0	0	0	515
	09:00	0	0	0	75	324	108	5	1	3	0	0	0	0	0	0	1	517
	10:00	0	0	6	136	320	52	4	1	1	0	1	0	0	0	0	0	521
	11:00	0	2	8	104	294	66	3	1	1	0	1	1	0	0	0	1	482
	12:00	0	1	5	70	307	95	6	0	0	1	0	0	0	0	0	1	486
	13:00	0	0	2	73	253	76	4	0	1	0	0	1	1	0	0	1	412
	14:00	0	0	1	54	238	75	5	0	0	0	0	0	0	0	0	1	374
	15:00	1	1	3	78	207	54	8	0	0	0	0	0	1	0	1	1	355
	16:00	0	0	1	45	192	108	13	0	0	0	2	0	0	0	0	0	361
	17:00	2	1	2	16	141	92	8	0	0	0	2	1	0	0	0	0	265
	18:00	0	0	1	22	128	91	12	1	0	0	0	0	1	0	0	1	257
	19:00	0	0	0	13	82	84	14	1	0	0	0	0	0	0	1	0	195
	20:00	0	0	1	14	100	70	5	0	0	0	0	0	0	0	0	1	191
	21:00	0	0	0	9	45	42	5	0	0	0	0	0	0	0	0	0	101
	22:00	0	0	0	6	34	32	4	0	0	0	0	0	0	0	0	0	76
	23:00	0	0	0	1	14	11	3	0	0	0	0	0	0	0	0	0	29
Daily Total :		3	5	33	776	3342	1609	158	11	7	2	8	3	3	0	2	8	5970
Percent :		0%	0%	1%	13%	56%	27%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	32	139	67	7	0	0	0	0	0	0	0	0	0	269

Speeds - Average: 57.0 50% : 56.6 67% : 59.6 85% : 65.7 20kph Pace: 50.1 - 70.0 (82.9%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/19/23	00:00	0	0	0	2	8	9	4	3	0	0	0	0	0	0	0	0	26
Sat	01:00	0	2	0	1	9	9	2	0	0	0	0	0	0	0	0	0	23
	02:00	0	0	0	1	4	7	3	0	0	0	0	0	0	0	0	0	15
	03:00	0	0	0	0	5	5	1	0	0	0	0	0	0	0	0	0	11
	04:00	0	0	0	0	5	3	3	0	0	0	0	0	0	0	0	0	11
	05:00	0	0	0	1	12	14	3	0	0	0	0	0	0	0	0	0	30
	06:00	0	0	1	3	41	53	14	0	0	0	0	0	0	0	0	0	112
	07:00	0	0	0	6	93	79	9	0	0	0	0	0	0	0	0	0	187
	08:00	0	0	0	12	150	149	12	0	0	0	0	0	1	0	0	0	324
	09:00	0	0	0	27	218	139	11	0	0	0	1	1	0	0	0	0	397
	10:00	0	0	4	33	240	138	8	1	1	1	1	0	0	0	0	0	427
	11:00	0	0	2	56	305	77	9	1	0	0	0	0	0	0	0	0	450
	12:00	0	0	1	35	206	103	10	1	0	0	1	0	0	1	0	0	358
	13:00	0	0	0	40	249	96	6	1	0	0	1	0	0	1	0	1	395
	14:00	0	0	1	42	212	102	8	2	0	2	0	0	0	0	0	1	370
	15:00	0	0	0	22	177	139	14	0	0	0	0	0	0	1	0	0	353
	16:00	0	0	6	32	200	115	11	3	1	0	0	0	0	0	0	2	370
	17:00	0	0	4	23	151	119	9	0	0	0	0	0	0	0	0	0	306
	18:00	0	0	0	16	162	137	11	0	0	0	1	0	0	0	0	1	328
	19:00	0	1	2	33	147	102	11	0	1	0	0	0	0	0	0	0	297
	20:00	0	1	2	21	139	73	7	1	0	0	0	0	0	0	0	1	245
	21:00	0	0	0	19	86	45	6	0	0	0	0	0	0	1	0	0	157
	22:00	0	0	0	14	53	29	6	3	0	0	0	0	0	0	0	0	105
	23:00	0	0	0	3	32	23	8	2	0	0	0	0	0	0	0	0	68
Daily Total :		0	4	23	442	2904	1765	186	18	3	3	5	1	1	4	0	6	5365
Percent :		0%	0%	0%	8%	54%	33%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	18	121	74	8	1	0	0	0	0	0	0	0	0	246

Speeds - Average: 58.2 50% : 57.7 67% : 61.4 85% : 66.8 20kph Pace: 50.1 - 70.0 (87.0%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/20/23	00:00	0	0	0	5	15	16	6	1	0	0	0	0	0	0	0	0	43
Sun	01:00	0	0	1	1	14	9	5	3	0	0	0	0	0	0	0	0	33
	02:00	0	0	0	1	5	5	3	0	0	0	1	0	0	0	0	0	15
	03:00	0	0	0	0	3	5	0	1	0	1	0	1	0	0	0	0	11
	04:00	0	0	0	0	6	4	2	0	0	0	0	0	0	0	0	0	12
	05:00	0	0	0	1	9	8	4	1	0	0	0	0	0	0	0	0	23
	06:00	0	0	1	5	29	38	12	0	0	0	0	0	0	0	0	0	85
	07:00	0	0	0	4	54	59	4	2	0	0	0	0	0	0	0	0	123
	08:00	0	0	0	9	115	81	4	0	1	0	0	0	0	0	1	0	211
	09:00	0	0	1	32	228	103	8	0	0	0	0	1	0	0	0	0	373
	10:00	0	0	1	45	298	81	5	0	0	0	0	0	0	0	0	0	430
	11:00	0	0	5	55	280	87	7	1	0	0	0	0	0	0	0	1	436
	12:00	0	0	3	72	284	73	6	0	0	3	3	0	0	1	0	0	445
	13:00	0	0	4	74	265	98	3	0	2	0	1	0	0	0	0	1	448
	14:00	0	0	1	65	260	86	5	0	0	1	0	0	0	0	0	0	418
	15:00	0	0	0	21	250	150	6	3	0	0	0	2	0	0	0	2	434
	16:00	1	37	65	74	187	53	9	0	1	1	0	0	0	0	0	0	428
	17:00	1	1	41	120	193	65	5	0	0	0	0	1	0	0	0	0	427
	18:00	0	0	1	19	179	132	10	0	0	0	1	0	0	0	0	0	342
	19:00	0	0	0	15	173	91	11	1	0	0	0	0	1	0	0	0	292
	20:00	0	2	0	17	115	86	9	1	0	0	0	0	0	0	0	0	230
	21:00	0	0	1	3	56	41	6	1	0	0	0	0	0	0	0	0	108
	22:00	0	0	2	5	28	20	1	2	0	0	0	0	0	0	0	0	58
	23:00	0	0	1	2	9	6	2	0	0	0	0	0	0	0	0	0	20
Daily Total :		2	40	128	645	3055	1397	133	17	4	6	6	5	1	1	1	4	5445
Percent :		0%	1%	2%	12%	56%	26%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	2	5	27	127	58	6	1	0	0	0	0	0	0	0	0	223

Speeds - Average: 56.4 50% : 56.3 67% : 59.3 85% : 65.5 20kph Pace: 50.1 - 70.0 (81.8%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/21/23	00:00	0	0	0	2	3	4	0	0	0	0	0	0	0	0	0	0	9
Mon	01:00	0	0	0	0	5	5	4	2	0	0	0	0	0	0	0	0	16
	02:00	0	0	0	0	3	4	0	2	0	0	0	0	0	0	0	0	9
	03:00	0	0	0	0	3	5	1	2	1	0	0	0	0	0	0	0	12
	04:00	0	0	1	0	18	16	4	0	0	0	0	0	0	0	0	0	39
	05:00	0	0	0	5	46	65	20	0	0	0	0	0	0	0	0	0	136
	06:00	0	1	0	3	108	139	23	1	0	0	0	0	0	0	0	0	275
	07:00	0	0	1	27	244	159	15	0	1	0	0	0	0	0	0	0	447
	08:00	0	3	6	60	325	121	1	1	0	0	0	1	0	0	1	1	520
	09:00	0	1	5	74	283	80	3	1	1	1	0	0	0	0	0	0	449
	10:00	0	0	15	79	267	79	1	1	0	0	0	0	0	0	0	0	442
	11:00	0	0	1	71	328	84	1	0	1	0	1	0	0	0	0	1	488
	12:00	0	0	3	83	245	78	4	1	0	0	1	0	0	0	0	1	416
	13:00	0	0	5	52	268	104	3	1	0	0	1	1	1	0	1	0	437
	14:00	0	0	2	60	196	95	10	0	0	0	0	1	0	0	0	0	364
	15:00	0	0	2	43	218	104	5	0	0	0	1	0	0	0	0	1	374
	16:00	0	0	6	48	216	86	7	0	1	0	0	0	0	1	0	1	366
	17:00	0	0	5	38	206	117	9	1	0	1	0	0	0	0	1	0	378
	18:00	0	0	1	23	139	109	13	3	1	0	0	0	0	0	0	0	289
	19:00	0	1	0	18	101	72	8	0	0	0	1	0	0	0	0	0	201
	20:00	0	0	1	12	102	56	4	0	0	0	0	0	0	0	0	0	175
	21:00	0	0	0	7	50	28	5	0	0	0	0	0	0	0	0	0	90
	22:00	0	0	0	5	29	20	3	0	0	0	0	0	0	0	0	0	57
	23:00	0	0	0	3	8	8	0	0	0	0	0	0	0	0	0	0	19
Daily Total :		0	6	54	713	3411	1638	144	16	6	2	5	3	1	1	3	5	6008
Percent :		0%	0%	1%	12%	57%	27%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	30	142	68	6	1	0	0	0	0	0	0	0	0	226

Speeds - Average: 57.0 50% : 56.6 67% : 59.6 85% : 65.7 20kph Pace: 50.1 - 70.0 (84.0%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/22/23	00:00	0	0	0	2	4	5	2	0	0	0	0	0	0	0	0	0	13
Tue	01:00	0	0	0	2	4	2	1	1	0	0	0	0	0	0	0	0	10
	02:00	0	0	1	3	3	4	0	0	0	0	0	0	0	0	0	0	11
	03:00	0	0	0	2	1	7	0	0	0	0	0	0	0	0	0	0	10
	04:00	0	0	0	1	13	19	9	1	0	0	0	0	0	0	0	0	43
	05:00	0	0	0	4	25	68	21	0	2	0	0	0	0	0	0	0	120
	06:00	0	0	2	13	89	177	15	1	0	0	0	0	0	0	0	0	297
	07:00	0	0	1	34	252	148	16	1	0	0	0	0	0	0	1	0	453
	08:00	0	0	2	60	318	146	6	1	0	0	0	0	1	1	0	0	535
	09:00	0	0	3	82	264	84	8	0	0	0	0	0	0	0	0	0	441
	10:00	0	0	0	65	308	86	7	0	0	0	0	0	0	0	0	0	466
	11:00	0	0	1	62	263	80	3	0	1	0	0	0	0	0	1	1	412
	12:00	0	1	9	83	241	80	6	0	1	0	0	0	0	1	0	2	424
	13:00	0	0	3	68	277	95	4	0	0	0	0	1	0	0	0	0	448
	14:00	0	1	11	51	221	93	5	2	0	2	0	0	0	0	0	0	386
	15:00	0	0	5	41	245	117	4	1	0	0	0	0	1	0	1	0	415
	16:00	0	0	1	30	203	116	9	1	0	0	1	0	0	0	0	1	362
	17:00	0	0	7	32	182	107	11	0	1	1	0	0	0	0	0	4	345
	18:00	0	0	1	19	147	109	7	1	0	1	0	0	0	0	0	0	285
	19:00	0	1	0	22	87	75	13	1	0	0	0	0	0	0	0	0	199
	20:00	0	0	0	13	96	56	3	0	0	0	0	0	0	0	0	0	168
	21:00	0	0	0	9	43	30	7	0	0	0	0	0	0	0	1	0	90
	22:00	0	0	0	5	23	18	8	0	0	0	0	0	0	0	0	0	54
	23:00	0	0	0	3	12	11	2	0	0	0	0	0	0	0	0	0	28
Daily Total :		0	3	47	706	3321	1733	167	11	5	4	1	1	2	2	4	8	6015
Percent :		0%	0%	1%	12%	55%	29%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	29	138	72	7	0	0	0	0	0	0	0	0	0	249

Speeds - Average: 57.2 50% : 56.8 67% : 59.9 85% : 66.0 20kph Pace: 50.1 - 70.0 (84.0%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/23/23	00:00	0	0	0	0	5	6	4	0	0	0	0	0	0	0	0	0	15
Wed	01:00	0	0	0	3	4	2	1	0	0	0	0	0	0	0	0	0	10
	02:00	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	1	4	6	2	1	0	0	0	0	0	0	0	0	14
	04:00	0	0	0	1	11	20	6	0	0	0	0	0	0	0	0	0	38
	05:00	0	0	0	4	30	72	15	1	0	0	0	0	0	0	0	0	122
	06:00	0	0	1	7	124	121	27	2	0	0	0	0	0	0	0	0	282
	07:00	0	0	1	31	255	165	10	0	0	1	0	0	0	1	0	1	465
	08:00	0	0	2	45	328	120	0	1	0	0	0	0	0	0	0	0	496
	09:00	0	0	5	90	256	75	4	1	0	1	0	1	1	1	0	0	435
	10:00	0	0	2	69	300	86	6	0	0	0	1	0	1	0	0	0	465
	11:00	0	1	1	86	266	80	8	0	0	1	1	0	0	0	0	1	445
	12:00	0	1	8	65	303	76	1	1	0	0	0	1	0	0	0	0	456
	13:00	0	0	14	82	211	85	3	0	1	0	0	0	0	0	0	2	398
	14:00	0	0	3	43	230	105	8	2	0	0	0	0	0	0	0	1	392
	15:00	0	0	8	47	195	99	3	0	0	0	0	0	0	0	0	2	354
	16:00	0	0	3	47	206	108	10	1	2	0	0	2	0	1	0	0	380
	17:00	0	0	0	31	183	105	24	0	0	2	0	0	0	1	0	1	347
	18:00	0	0	7	22	143	97	5	2	1	0	0	0	1	0	0	0	278
	19:00	0	0	0	9	105	91	10	1	0	0	0	0	0	0	0	0	216
	20:00	0	0	2	16	99	51	8	0	0	0	0	0	0	0	0	0	176
	21:00	0	0	0	7	49	37	8	0	1	0	0	0	0	0	0	0	102
	22:00	0	0	0	5	25	25	3	0	0	0	0	0	0	0	0	0	58
	23:00	0	0	0	1	3	10	4	0	0	1	0	0	0	0	0	0	19
Daily Total :		0	2	57	712	3338	1645	171	13	5	6	2	4	3	4	0	8	5970
Percent :		0%	0%	1%	12%	56%	28%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	30	139	69	7	1	0	0	0	0	0	0	0	0	248

Speeds - Average: 57.1 50% : 56.7 67% : 59.7 85% : 65.9 20kph Pace: 50.1 - 70.0 (83.5%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/24/23	00:00	0	0	1	0	9	6	1	1	0	1	0	0	0	0	0	0	19
Thu	01:00	0	0	0	1	6	2	2	0	0	0	0	0	0	0	0	0	11
	02:00	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	9
	03:00	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	0	9	9	7	0	0	0	0	0	0	0	0	0	25
	05:00	0	0	0	7	45	63	16	2	0	0	0	0	0	0	0	0	133
	06:00	0	0	2	3	100	145	20	0	0	0	0	0	0	0	0	0	270
	07:00	1	0	1	20	239	170	16	0	0	0	0	0	0	0	0	1	448
	08:00	0	0	1	73	348	124	11	0	0	0	1	0	0	0	1	0	559
	09:00	0	0	0	45	314	90	5	1	0	0	0	0	0	0	0	0	455
	10:00	0	0	5	126	291	53	6	1	0	0	0	0	0	0	1	1	484
	11:00	0	0	6	128	305	54	5	3	2	0	0	0	0	0	0	0	503
	12:00	0	0	3	102	298	79	5	0	1	0	0	0	0	0	0	2	490
	13:00	0	0	4	98	264	50	3	1	1	0	1	0	0	1	0	0	423
	14:00	0	0	4	77	234	75	2	1	2	1	0	1	0	0	0	0	397
	15:00	0	0	5	62	211	87	6	0	0	1	0	2	0	2	0	2	378
	16:00	0	1	3	44	237	87	11	1	1	0	1	0	0	1	0	0	387
	17:00	0	1	4	39	205	109	9	2	1	0	0	0	0	0	0	1	371
	18:00	0	0	2	12	149	104	4	2	1	0	0	0	1	0	0	0	275
	19:00	0	1	0	16	82	79	10	0	0	1	0	0	0	0	0	1	190
	20:00	0	0	0	9	91	67	8	3	1	0	0	0	0	0	0	0	179
	21:00	0	0	0	8	41	49	4	1	0	0	0	0	0	0	0	0	103
	22:00	0	0	0	3	22	29	6	1	0	0	0	0	0	0	0	0	61
	23:00	0	0	0	2	11	8	2	0	0	0	0	0	0	0	0	0	23
Daily Total :		1	3	41	875	3516	1548	160	20	10	4	3	3	1	4	2	8	6199
Percent :		0%	0%	1%	14%	57%	25%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	36	147	65	7	1	0	0	0	0	0	0	0	0	248

Speeds - Average: 56.7 50% : 56.3 67% : 59.2 85% : 65.5 20kph Pace: 50.1 - 70.0 (81.7%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/25/23	00:00	0	0	0	1	6	5	1	0	0	0	0	0	0	0	0	0	13
Fri	01:00	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	0	0	0	4	6	2	1	0	0	0	0	0	0	0	0	13
	03:00	0	0	0	1	3	6	3	0	0	0	0	0	0	0	0	0	13
	04:00	0	0	0	2	7	7	6	0	0	0	0	0	0	0	0	0	22
	05:00	0	0	0	2	43	52	12	2	0	0	0	0	0	0	0	0	111
	06:00	0	0	2	7	108	124	19	0	0	0	0	0	0	0	0	0	260
	07:00	0	0	1	47	253	126	8	0	2	0	0	0	0	1	2	1	441
	08:00	0	0	0	36	330	133	8	2	3	0	1	0	1	0	0	0	514
	09:00	0	0	8	56	265	104	7	1	1	0	0	0	1	1	0	0	444
	10:00	0	2	6	118	255	83	6	1	2	0	1	2	0	0	0	2	478
	11:00	0	1	3	108	272	70	4	2	0	0	1	0	0	0	0	1	462
	12:00	0	0	8	66	281	64	4	0	0	0	0	1	0	1	0	0	425
	13:00	0	3	4	72	247	86	6	0	0	0	0	1	0	1	1	0	421
	14:00	0	0	10	70	242	78	6	0	1	0	2	0	1	0	1	1	412
	15:00	0	0	3	55	231	88	7	1	1	1	1	1	0	0	0	0	389
	16:00	0	0	1	17	216	92	11	2	0	0	0	0	0	0	0	1	340
	17:00	0	0	3	32	144	114	14	0	1	0	0	0	0	0	0	1	309
	18:00	0	0	1	26	148	111	8	0	0	0	0	0	0	0	0	2	296
	19:00	0	0	1	8	81	73	10	1	1	0	0	0	0	0	0	1	176
	20:00	0	0	0	7	72	71	10	1	0	0	0	0	0	0	0	0	161
	21:00	0	0	0	9	75	45	7	2	1	0	0	0	0	0	0	0	139
	22:00	0	0	2	5	37	29	5	0	0	0	0	0	0	0	0	0	78
	23:00	0	0	0	2	14	27	5	0	0	0	0	0	0	0	0	0	48
Daily Total :		0	6	53	748	3338	1597	169	16	13	1	6	5	3	4	4	10	5973
Percent :		0%	0%	1%	13%	56%	27%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	31	139	67	7	1	1	0	0	0	0	0	0	0	258

Speeds - Average: 57.1 50% : 56.6 67% : 59.6 85% : 65.9 20kph Pace: 50.1 - 70.0 (82.6%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/26/23	00:00	0	0	0	4	8	14	2	0	0	0	0	0	0	0	0	0	28
Sat	01:00	0	0	0	1	5	7	3	0	0	0	0	0	0	0	0	0	16
	02:00	0	0	0	2	9	5	1	1	0	0	0	0	0	0	0	0	18
	03:00	0	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	8
	04:00	0	0	0	0	7	7	3	0	0	0	0	0	0	0	0	0	17
	05:00	0	0	0	1	17	20	6	0	0	0	0	0	0	0	0	0	44
	06:00	0	0	1	5	39	47	10	1	0	0	0	0	0	0	0	0	103
	07:00	0	0	3	12	82	67	8	0	1	0	0	0	0	0	0	2	175
	08:00	0	0	0	16	186	116	7	0	0	0	0	0	0	0	0	0	325
	09:00	0	0	0	46	257	91	6	1	0	1	1	0	0	0	0	0	403
	10:00	0	0	5	65	231	70	7	0	0	0	0	0	1	0	0	2	381
	11:00	0	0	2	86	268	72	3	0	0	0	0	1	0	0	1	2	435
	12:00	0	0	1	77	259	76	5	0	4	0	0	0	1	1	1	2	427
	13:00	0	0	0	40	254	93	6	0	3	0	0	0	2	0	0	0	398
	14:00	0	1	0	39	229	89	10	0	1	1	0	0	0	0	0	1	371
	15:00	0	0	2	36	157	116	11	3	0	0	0	0	0	0	0	1	326
	16:00	0	0	1	12	134	142	11	2	0	0	0	0	0	0	0	0	302
	17:00	0	1	1	22	132	112	16	1	0	0	1	0	0	0	0	0	286
	18:00	0	0	1	20	149	86	10	1	0	0	0	0	0	0	0	0	267
	19:00	0	0	2	12	124	73	9	0	0	0	0	1	0	0	0	0	221
	20:00	0	0	0	15	125	81	10	0	0	0	0	0	0	0	0	0	231
	21:00	0	0	2	11	59	60	1	0	0	0	0	0	0	0	0	0	133
	22:00	0	0	0	12	55	41	4	2	0	0	0	0	0	0	0	0	114
	23:00	0	0	1	6	30	17	4	1	0	0	0	0	0	0	0	0	59
Daily Total :		0	2	22	540	2818	1506	155	13	9	2	2	2	4	1	2	10	5088
Percent :		0%	0%	0%	11%	55%	30%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	23	117	63	6	1	0	0	0	0	0	0	0	0	248

Speeds - Average: 57.6 50% : 57.1 67% : 60.3 85% : 66.3 20kph Pace: 50.1 - 70.0 (85.0%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/27/23	00:00	0	0	0	2	22	16	9	1	0	0	0	0	0	0	0	0	50
Sun	01:00	0	0	0	0	11	18	6	1	0	0	0	0	0	0	0	0	36
	02:00	0	0	0	0	7	11	0	0	0	0	0	0	0	0	0	0	18
	03:00	0	0	0	2	2	6	2	0	0	0	0	0	0	0	0	0	12
	04:00	0	0	0	0	4	4	3	0	0	0	0	0	0	0	0	0	11
	05:00	0	0	0	3	8	15	0	0	0	0	0	0	0	0	0	0	26
	06:00	0	0	1	2	31	39	6	1	1	0	0	0	0	0	0	0	81
	07:00	0	0	0	2	46	49	7	0	0	0	0	0	0	0	0	0	104
	08:00	0	1	0	17	127	89	9	1	0	0	0	0	0	0	0	0	244
	09:00	0	5	5	17	253	124	4	0	0	1	0	0	1	0	0	0	410
	10:00	0	0	0	63	262	84	3	0	0	0	0	0	1	0	0	0	413
	11:00	1	0	1	64	296	89	9	2	0	2	0	0	1	0	0	0	465
	12:00	0	0	2	63	293	98	4	0	0	0	0	0	0	0	0	1	461
	13:00	0	0	1	83	290	92	5	1	1	0	1	1	0	2	0	0	477
	14:00	0	0	2	45	290	103	3	0	0	0	1	0	0	1	0	0	445
	15:00	0	1	5	59	229	108	7	0	2	0	0	1	0	0	0	0	412
	16:00	0	0	2	56	255	117	11	0	0	0	0	0	1	1	0	0	443
	17:00	0	0	0	35	201	142	8	2	0	0	0	0	0	0	0	0	388
	18:00	0	1	2	48	212	74	9	0	0	0	0	0	0	0	0	0	346
	19:00	0	0	1	39	173	88	9	2	0	0	0	0	0	0	0	0	312
	20:00	1	2	2	23	151	82	2	0	1	0	0	0	0	0	0	1	265
	21:00	0	0	2	11	63	39	3	0	1	0	0	0	0	0	0	0	119
	22:00	0	0	1	4	29	23	1	0	0	0	0	0	0	0	0	0	58
	23:00	0	0	0	2	11	7	3	2	0	0	0	0	0	0	0	0	25
Daily Total :		2	10	27	640	3266	1517	123	13	6	3	2	2	4	4	0	2	5621
Percent :		0%	0%	0%	11%	58%	27%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	27	136	63	5	1	0	0	0	0	0	0	0	0	211

Speeds - Average: 57.1 50% : 56.6 67% : 59.5 85% : 65.6 20kph Pace: 50.1 - 70.0 (85.1%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/28/23	00:00	0	0	0	0	6	5	5	0	0	0	0	0	0	0	0	0	16
Mon	01:00	0	0	0	0	5	2	3	0	0	0	0	0	0	0	0	0	10
	02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	1	3	6	2	0	0	0	0	0	0	0	0	0	12
	04:00	0	0	0	2	13	12	6	0	1	0	0	0	0	0	0	0	34
	05:00	0	0	0	3	43	53	20	1	0	0	0	0	0	0	0	0	120
	06:00	0	0	1	3	114	152	20	1	0	0	0	0	0	1	0	0	292
	07:00	0	0	0	30	279	137	7	2	0	0	0	0	0	0	0	0	455
	08:00	0	0	1	53	323	129	4	0	0	0	0	2	0	0	0	2	514
	09:00	0	1	7	66	311	97	6	0	0	0	0	0	0	0	0	0	488
	10:00	0	0	2	85	301	83	1	0	0	0	0	0	0	0	0	0	472
	11:00	0	1	6	74	264	98	11	1	0	2	0	0	0	0	1	1	459
	12:00	0	1	3	70	267	72	3	1	1	0	1	0	0	0	0	2	421
	13:00	0	0	4	48	260	100	4	0	0	1	0	0	0	0	0	1	418
	14:00	0	0	1	39	257	73	10	0	1	1	0	0	0	0	3	1	386
	15:00	0	1	4	32	225	119	6	0	0	0	0	1	1	0	2	0	391
	16:00	0	0	4	70	235	72	6	3	1	0	1	1	0	0	0	0	393
	17:00	0	1	4	36	185	98	15	0	0	1	0	0	0	0	0	0	340
	18:00	1	0	0	17	131	126	9	1	0	1	0	0	0	0	0	0	286
	19:00	0	0	0	14	125	64	9	1	0	0	1	0	0	0	0	0	214
	20:00	0	0	3	17	80	53	4	0	0	0	0	0	0	0	0	0	157
	21:00	0	0	0	13	50	33	3	0	0	0	0	0	0	0	1	0	100
	22:00	0	0	0	6	28	19	7	1	0	0	0	0	0	0	0	0	61
	23:00	0	0	0	1	7	12	1	0	0	0	0	0	0	0	0	0	21
Daily Total :		1	5	40	680	3513	1616	162	12	4	6	3	4	1	1	7	7	6062
Percent :		0%	0%	1%	11%	58%	27%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	28	146	67	7	1	0	0	0	0	0	0	0	0	233

Speeds - Average: 57.2 50% : 56.6 67% : 59.5 85% : 65.7 20kph Pace: 50.1 - 70.0 (84.6%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/29/23	00:00	0	0	0	0	6	6	2	0	0	0	0	0	0	0	0	0	14
Tue	01:00	0	0	0	2	4	5	1	0	0	0	0	0	0	0	0	0	12
	02:00	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	1	4	4	1	0	0	0	0	0	0	0	0	0	10
	04:00	0	0	1	0	7	13	5	2	0	0	0	0	0	0	0	0	28
	05:00	0	0	0	3	30	71	17	1	0	0	0	0	0	0	0	0	122
	06:00	0	0	2	4	113	159	16	2	0	0	0	0	1	0	0	0	297
	07:00	0	0	0	34	292	142	7	2	0	0	1	0	0	0	0	0	478
	08:00	0	0	1	81	316	125	5	0	0	0	0	0	2	0	1	0	531
	09:00	0	0	3	59	327	103	3	1	1	0	0	0	0	1	0	0	498
	10:00	0	0	6	98	336	60	3	2	0	0	0	0	0	1	0	0	506
	11:00	0	0	2	80	271	91	5	1	1	1	0	0	0	0	0	0	452
	12:00	0	2	16	90	234	83	6	2	1	1	0	0	1	0	2	1	439
	13:00	0	0	3	52	266	89	3	2	0	0	0	0	0	0	1	0	416
	14:00	0	1	1	42	240	95	13	0	2	0	0	1	0	0	0	0	395
	15:00	3	10	8	58	213	84	4	1	0	0	1	0	0	1	0	2	385
	16:00	0	0	0	38	232	90	3	1	1	0	2	0	0	0	0	2	369
	17:00	0	0	3	42	180	79	8	3	1	0	0	0	0	0	1	1	318
	18:00	0	0	0	20	160	108	9	2	0	0	0	0	0	0	0	1	300
	19:00	0	0	1	10	109	73	6	1	0	0	0	0	0	0	0	0	200
	20:00	0	0	1	16	88	70	3	1	0	0	0	0	0	0	0	0	179
	21:00	0	0	0	7	58	32	3	0	0	0	0	0	0	1	0	0	101
	22:00	0	0	0	2	15	17	6	0	0	0	0	0	0	0	0	0	40
	23:00	0	0	0	0	4	10	3	0	0	0	0	0	0	0	0	0	17
Daily Total :		3	13	48	740	3506	1611	132	24	7	2	4	1	4	4	5	7	6111
Percent :		0%	0%	1%	12%	57%	26%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	2	31	146	67	6	1	0	0	0	0	0	0	0	0	251

Speeds - Average: 56.9 50% : 56.5 67% : 59.4 85% : 65.6 20kph Pace: 50.1 - 70.0 (83.7%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/30/23	00:00	0	0	0	0	9	6	1	0	0	0	0	0	0	0	0	0	16
Wed	01:00	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	0	2	3	4	1	0	0	0	0	0	0	0	0	0	10
	03:00	0	0	0	0	8	7	2	0	0	0	0	0	0	0	0	0	17
	04:00	0	0	0	1	11	13	6	2	0	0	0	0	0	0	0	0	33
	05:00	0	0	0	4	52	56	14	1	0	0	0	0	0	0	0	0	127
	06:00	1	1	4	8	104	146	14	0	0	0	0	0	0	0	1	0	279
	07:00	0	0	0	32	273	169	4	1	0	0	0	0	0	0	0	0	479
	08:00	0	0	7	72	362	124	5	0	1	0	1	0	0	0	0	0	572
	09:00	0	0	3	66	355	83	4	0	0	0	0	0	0	0	1	1	513
	10:00	2	0	3	65	333	87	0	0	0	0	0	0	0	0	0	1	491
	11:00	0	1	7	113	279	69	7	3	0	1	1	0	0	0	1	0	482
	12:00	0	0	2	72	274	71	5	0	1	1	0	1	0	0	0	0	427
	13:00	0	0	2	77	256	86	5	0	0	1	0	0	0	1	0	0	428
	14:00	0	1	0	57	218	95	4	0	0	0	1	0	0	0	0	0	376
	15:00	0	0	4	42	187	99	10	0	0	0	0	1	0	0	0	0	343
	16:00	0	0	2	35	191	112	12	2	0	1	1	0	0	0	0	1	357
	17:00	0	0	0	20	190	110	5	3	2	0	0	0	0	0	0	0	330
	18:00	0	0	1	27	127	123	9	0	0	0	1	0	0	0	0	0	288
	19:00	0	0	0	4	97	79	14	0	0	0	1	0	0	0	0	0	195
	20:00	0	0	0	12	98	70	4	1	0	0	0	0	0	0	0	0	185
	21:00	0	0	0	8	44	49	4	0	0	0	0	0	0	0	0	0	105
	22:00	0	0	0	7	17	28	4	0	0	0	0	0	0	0	0	0	56
	23:00	0	0	0	0	6	17	2	0	0	0	0	0	0	0	0	0	25
Daily Total :		3	3	35	724	3499	1703	136	13	4	4	6	2	0	1	3	3	6139
Percent :		0%	0%	1%	12%	57%	28%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	30	146	71	6	1	0	0	0	0	0	0	0	0	254

Speeds - Average: 57.1 50% : 56.6 67% : 59.6 85% : 65.7 20kph Pace: 50.1 - 70.0 (84.7%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/31/23	00:00	0	0	0	0	7	7	3	0	0	0	0	0	0	0	0	0	17
Thu	01:00	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	0	0	4	8	2	0	0	0	0	0	0	0	0	0	14
	04:00	0	0	0	1	9	16	8	0	1	0	0	0	0	0	0	0	35
	05:00	0	0	1	4	49	69	14	3	1	0	0	0	0	0	0	0	141
	06:00	0	1	0	8	84	164	16	0	1	0	0	0	0	0	0	0	274
	07:00	0	2	2	27	281	169	14	0	0	0	0	1	0	0	0	0	496
	08:00	0	0	1	40	383	153	5	0	1	0	1	0	0	1	0	0	585
	09:00	0	0	4	79	311	71	2	0	2	0	0	0	0	0	0	1	470
	10:00	0	0	6	107	324	76	5	1	1	0	0	0	0	0	0	1	521
	11:00	0	0	4	87	292	70	5	3	0	0	1	0	0	0	0	1	463
	12:00	0	0	4	77	232	97	9	0	0	0	0	0	1	0	0	0	420
	13:00	0	0	4	48	221	115	7	0	0	0	0	0	0	0	0	0	395
	14:00	0	0	0	46	232	104	6	1	0	2	2	0	0	0	0	0	393
	15:00	0	0	4	74	245	62	3	0	2	0	0	0	0	0	0	0	390
	16:00	0	0	0	51	245	117	9	1	0	0	0	2	0	1	0	1	427
	17:00	0	0	3	36	242	109	5	2	1	0	0	0	0	1	0	1	400
	18:00	0	0	0	45	150	115	10	0	0	1	1	0	1	0	0	0	323
	19:00	0	0	0	21	123	62	3	1	0	0	0	0	0	0	0	1	211
	20:00	0	0	0	20	77	81	3	0	0	0	0	0	0	0	0	0	181
	21:00	0	0	0	6	56	55	5	1	0	0	0	0	0	0	0	0	123
	22:00	0	0	0	3	23	28	5	1	0	0	0	0	0	0	0	0	60
	23:00	0	0	0	6	15	18	3	1	0	0	0	0	0	0	0	0	43
Daily Total :		0	3	33	786	3610	1771	144	15	10	3	5	3	2	3	0	6	6394
Percent :		0%	0%	1%	12%	56%	28%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	33	150	74	6	1	0	0	0	0	0	0	0	0	255

Speeds - Average: 57.1 50% : 56.6 67% : 59.6 85% : 65.7 20kph Pace: 50.1 - 70.0 (84.2%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/01/23	00:00	0	0	0	0	10	9	4	0	0	0	0	0	0	0	0	0	23
Fri	01:00	0	0	0	0	4	2	0	1	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	0	4	3	1	0	1	0	0	0	0	0	0	0	9
	03:00	0	0	0	2	3	7	1	0	0	0	0	0	0	0	0	0	13
	04:00	0	0	0	2	8	12	5	2	0	0	0	0	0	0	0	0	29
	05:00	0	0	0	4	35	55	10	2	0	0	0	0	0	0	0	0	106
	06:00	1	0	1	5	85	121	18	0	0	0	0	0	0	0	0	1	232
	07:00	0	0	0	12	245	162	13	0	0	0	0	0	0	0	0	0	432
	08:00	0	0	2	64	295	139	4	0	1	0	0	0	0	0	0	0	505
	09:00	0	0	10	93	284	101	5	0	0	1	1	0	1	0	0	0	496
	10:00	0	0	5	109	294	92	2	0	0	0	0	0	1	0	0	0	503
	11:00	5	5	8	110	285	58	4	0	1	0	0	1	0	0	0	1	478
	12:00	0	0	3	82	238	89	6	1	2	0	2	0	0	0	0	0	423
	13:00	0	0	5	51	246	91	7	0	0	2	0	0	1	0	0	0	403
	14:00	1	1	3	46	213	102	5	3	1	0	0	1	1	0	1	1	379
	15:00	1	1	1	54	208	79	6	3	0	0	1	0	1	0	0	1	356
	16:00	0	1	1	37	219	82	4	2	1	1	3	1	1	0	0	1	354
	17:00	0	0	1	24	179	95	9	2	0	1	0	0	1	1	0	0	313
	18:00	0	0	1	22	153	90	11	0	1	0	0	1	0	0	0	0	279
	19:00	0	0	1	10	112	79	11	0	0	0	0	0	0	0	0	0	213
	20:00	0	0	1	13	88	62	6	0	0	0	0	0	0	1	0	0	171
	21:00	0	0	0	11	68	39	7	1	1	0	0	0	0	0	0	0	127
	22:00	0	0	1	5	32	27	10	0	1	0	0	0	0	0	0	0	76
	23:00	0	0	0	1	19	17	0	1	0	0	0	0	0	0	0	0	38
Daily Total :		8	8	44	757	3327	1613	149	18	10	5	7	4	7	2	1	5	5965
Percent :		0%	0%	1%	13%	56%	27%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	32	139	67	6	1	0	0	0	0	0	0	0	0	265

Speeds - Average: 57.1 50% : 56.6 67% : 59.6 85% : 65.8 20kph Pace: 50.1 - 70.0 (82.8%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/02/23	00:00	0	0	0	2	14	12	3	0	0	0	0	0	0	0	0	0	31
Sat	01:00	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	10
	02:00	0	0	0	1	5	10	0	0	1	0	0	0	0	0	0	0	17
	03:00	0	0	0	0	5	8	1	1	0	0	0	0	0	0	0	0	15
	04:00	0	0	0	1	3	2	3	0	0	0	0	0	0	0	0	0	9
	05:00	0	0	0	2	14	18	1	0	0	0	0	0	0	0	0	0	35
	06:00	0	0	1	2	33	42	8	1	0	0	0	0	0	0	0	0	87
	07:00	0	3	0	7	81	81	6	0	0	0	0	0	0	0	0	0	178
	08:00	0	0	3	15	158	86	10	0	0	0	0	1	0	0	0	0	273
	09:00	0	0	1	25	276	113	5	1	0	0	0	0	0	0	0	0	421
	10:00	0	0	0	74	264	79	5	1	0	0	1	0	0	0	0	1	425
	11:00	0	1	9	81	254	67	7	1	0	0	0	0	1	1	0	1	423
	12:00	0	0	2	47	248	91	8	2	0	0	0	0	1	0	0	0	399
	13:00	0	0	2	56	228	86	10	1	0	1	0	0	0	0	0	0	384
	14:00	0	0	5	27	232	90	8	0	0	0	0	0	0	0	0	0	362
	15:00	0	0	1	34	199	102	3	1	0	0	0	1	0	0	1	0	342
	16:00	0	0	6	30	200	89	8	1	1	0	0	0	0	0	0	0	335
	17:00	0	0	0	24	148	95	5	1	2	0	0	0	0	0	0	1	276
	18:00	0	0	3	14	115	88	6	0	0	0	0	0	0	0	0	0	226
	19:00	0	0	2	13	124	79	10	1	0	0	1	0	0	1	0	0	231
	20:00	0	0	2	22	150	58	4	0	0	0	0	0	0	0	0	0	236
	21:00	0	0	1	12	73	42	7	0	0	0	1	0	0	0	0	0	136
	22:00	0	0	0	11	51	32	5	1	0	0	0	0	0	0	0	0	100
	23:00	0	0	0	3	29	19	5	0	0	0	0	0	0	0	0	0	56
Daily Total :		0	4	38	504	2908	1394	128	13	4	1	3	2	2	2	1	3	5007
Percent :		0%	0%	1%	10%	58%	28%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	21	121	58	5	1	0	0	0	0	0	0	0	0	247

Speeds - Average: 57.3 50% : 56.8 67% : 59.7 85% : 65.8 20kph Pace: 50.1 - 70.0 (85.9%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/03/23	00:00	1	0	0	1	10	24	6	1	0	0	0	0	0	0	0	0	43
Sun	01:00	0	0	0	1	8	10	5	0	0	0	0	0	0	0	0	0	24
	02:00	0	0	0	0	7	7	1	0	0	0	0	0	0	0	0	0	15
	03:00	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	1	2	4	2	0	0	0	0	0	0	0	0	0	9
	05:00	0	0	0	2	12	17	3	0	0	0	0	0	0	0	0	0	34
	06:00	0	0	0	4	21	32	6	1	0	0	0	0	0	0	0	0	64
	07:00	0	0	1	6	45	51	6	1	0	0	0	0	0	0	0	0	110
	08:00	2	0	0	12	123	103	6	0	0	0	0	0	1	0	0	0	247
	09:00	0	0	2	29	249	95	4	0	1	0	0	0	1	1	0	0	382
	10:00	0	0	1	37	299	98	7	0	0	0	0	0	0	1	0	3	446
	11:00	0	0	4	60	270	78	7	1	1	0	0	0	1	0	1	1	424
	12:00	1	0	5	52	234	109	6	1	2	0	0	0	0	1	0	1	412
	13:00	0	0	4	36	259	70	13	1	0	0	2	0	0	0	0	0	385
	14:00	0	0	2	45	205	99	4	0	1	0	1	0	1	0	1	1	360
	15:00	0	0	2	50	221	105	3	1	0	0	0	1	0	0	0	0	383
	16:00	1	0	5	41	178	127	13	1	1	0	0	0	0	0	0	0	367
	17:00	0	0	0	39	205	119	5	0	0	1	0	0	0	0	0	0	369
	18:00	0	1	0	37	174	123	12	1	0	0	0	0	0	0	0	0	348
	19:00	0	0	0	32	174	78	3	0	0	0	0	0	0	1	0	0	288
	20:00	0	0	0	43	179	67	2	0	0	0	0	0	0	0	0	0	291
	21:00	0	0	1	16	86	63	5	0	0	0	1	0	0	0	0	0	172
	22:00	0	0	1	10	45	20	8	0	0	0	0	0	0	0	0	0	84
	23:00	0	0	0	3	19	20	4	1	0	0	0	0	0	0	0	0	47
Daily Total :		5	1	28	557	3026	1523	132	10	6	1	4	1	4	4	2	6	5310
Percent :		0%	0%	1%	10%	57%	29%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	23	126	63	6	0	0	0	0	0	0	0	0	0	208

Speeds - Average: 57.4 50% : 56.9 67% : 59.8 85% : 65.9 20kph Pace: 50.1 - 70.0 (85.7%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/04/23	00:00	0	0	0	0	7	14	1	2	0	0	0	0	0	0	0	0	24
Mon	01:00	0	0	0	0	4	7	4	0	0	0	0	0	0	0	0	0	15
	02:00	0	0	0	0	3	2	3	0	0	0	0	0	0	0	0	0	8
	03:00	0	0	0	0	5	2	0	0	1	0	0	0	0	0	0	0	8
	04:00	0	0	1	2	5	8	1	0	0	0	0	0	0	0	0	0	17
	05:00	0	0	0	3	7	6	6	1	0	0	0	0	0	0	0	0	23
	06:00	0	0	0	5	32	36	5	2	1	0	0	0	0	0	0	0	81
	07:00	0	1	1	6	61	38	11	1	0	0	0	0	0	0	0	0	119
	08:00	0	0	0	15	97	64	14	0	0	0	0	0	0	0	0	0	190
	09:00	0	0	7	31	145	74	6	0	0	0	0	0	0	0	0	0	263
	10:00	0	0	2	62	235	87	1	0	1	0	0	0	0	0	0	0	388
	11:00	0	1	3	79	285	83	7	0	0	1	0	0	1	0	0	0	460
	12:00	0	0	2	45	243	137	4	1	0	1	0	0	0	0	2	1	436
	13:00	0	0	1	80	280	114	10	0	0	0	1	0	0	0	0	1	487
	14:00	0	0	4	88	232	120	4	1	3	0	0	0	0	0	0	0	452
	15:00	0	0	9	53	312	96	3	1	0	0	0	1	0	0	0	1	476
	16:00	1	0	1	43	304	118	7	0	0	0	0	0	0	0	0	0	474
	17:00	0	0	8	97	231	100	8	1	0	0	0	0	0	0	0	1	446
	18:00	0	0	2	24	200	118	5	0	0	0	0	0	0	0	0	0	349
	19:00	0	1	0	24	166	92	9	1	1	0	0	0	0	0	0	0	294
	20:00	0	0	1	32	122	73	7	0	0	0	0	0	0	0	0	0	235
	21:00	0	0	0	6	35	35	5	0	0	0	0	0	0	0	0	0	81
	22:00	0	1	0	8	20	11	4	2	0	0	0	0	0	0	0	0	46
	23:00	0	0	0	1	9	8	1	0	0	0	0	0	0	0	0	0	19
Daily Total :		1	4	42	704	3040	1443	126	13	7	2	1	1	1	0	2	4	5391
Percent :		0%	0%	1%	13%	56%	27%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	29	127	60	5	1	0	0	0	0	0	0	0	0	219

Speeds - Average: 56.8 50% : 56.5 67% : 59.4 85% : 65.6 20kph Pace: 50.1 - 70.0 (83.2%)

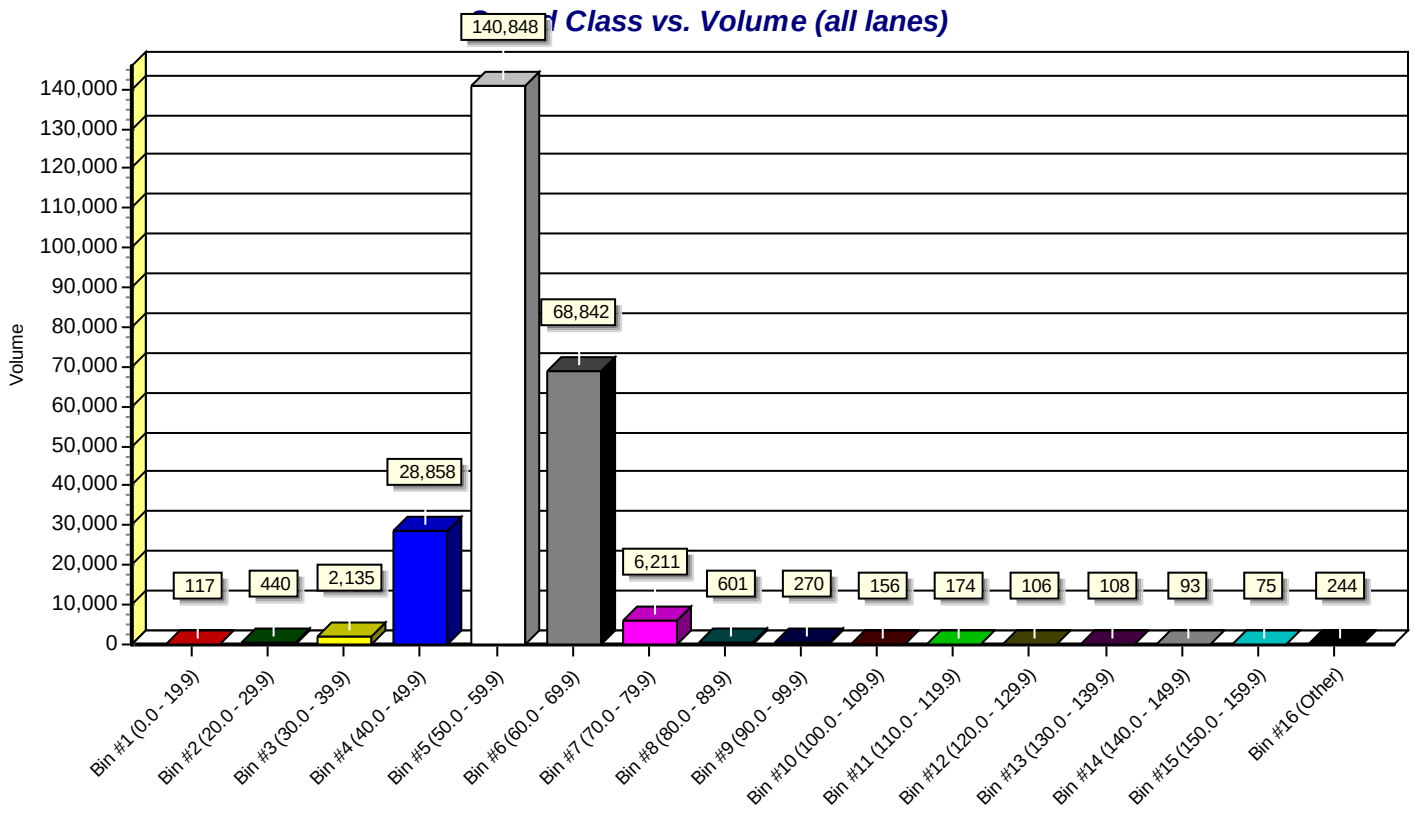
(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/05/23	00:00	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	7
Tue	01:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
	02:00	0	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	8
	03:00	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	3	11	11	12	2	0	0	0	0	0	0	0	0	39
	05:00	0	0	0	6	47	51	22	1	0	0	0	0	0	0	0	0	127
	06:00	0	0	5	4	105	152	19	3	0	0	0	0	0	0	0	0	288
	07:00	0	0	1	56	312	165	6	0	0	0	0	0	1	1	0	0	542
	08:00	0	0	3	128	399	115	11	0	0	0	0	0	0	0	0	1	657
	09:00	0	3	11	64	318	88	8	1	1	0	0	0	1	0	0	1	496
	10:00	0	0	1	150	308	56	3	0	0	0	1	1	1	0	0	0	521
	11:00	0	0	2	62	324	72	2	2	0	0	0	0	0	0	0	1	465
	12:00	0	0	1	66	303	90	6	0	0	1	0	1	1	0	0	0	469
	13:00	0	0	5	85	241	89	3	0	0	0	1	0	0	0	0	1	425
	14:00	0	0	4	47	243	90	6	0	1	1	0	0	0	0	0	0	392
	15:00	0	0	7	41	184	102	16	4	0	0	0	0	0	1	0	1	356
	16:00	1	0	1	24	228	103	11	0	0	1	1	0	1	0	1	1	373
	17:00	1	1	2	18	183	107	7	1	1	0	0	0	0	0	0	0	321
	18:00	0	0	2	24	139	103	13	0	0	0	0	0	0	0	0	1	282
	19:00	1	0	2	19	104	75	6	1	1	1	0	0	0	0	0	0	210
	20:00	0	0	0	9	85	65	6	0	1	0	0	0	0	0	0	1	167
	21:00	0	0	0	6	48	43	4	0	0	0	0	0	0	0	0	0	101
	22:00	0	1	0	2	14	17	4	0	1	0	0	0	0	0	0	0	39
	23:00	0	0	0	0	8	9	0	0	0	0	0	0	0	0	0	0	17
Daily Total :		3	5	47	815	3618	1609	168	15	6	4	3	2	5	2	1	8	6311
Percent :		0%	0%	1%	13%	57%	25%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	34	151	67	7	1	0	0	0	0	0	0	0	0	224

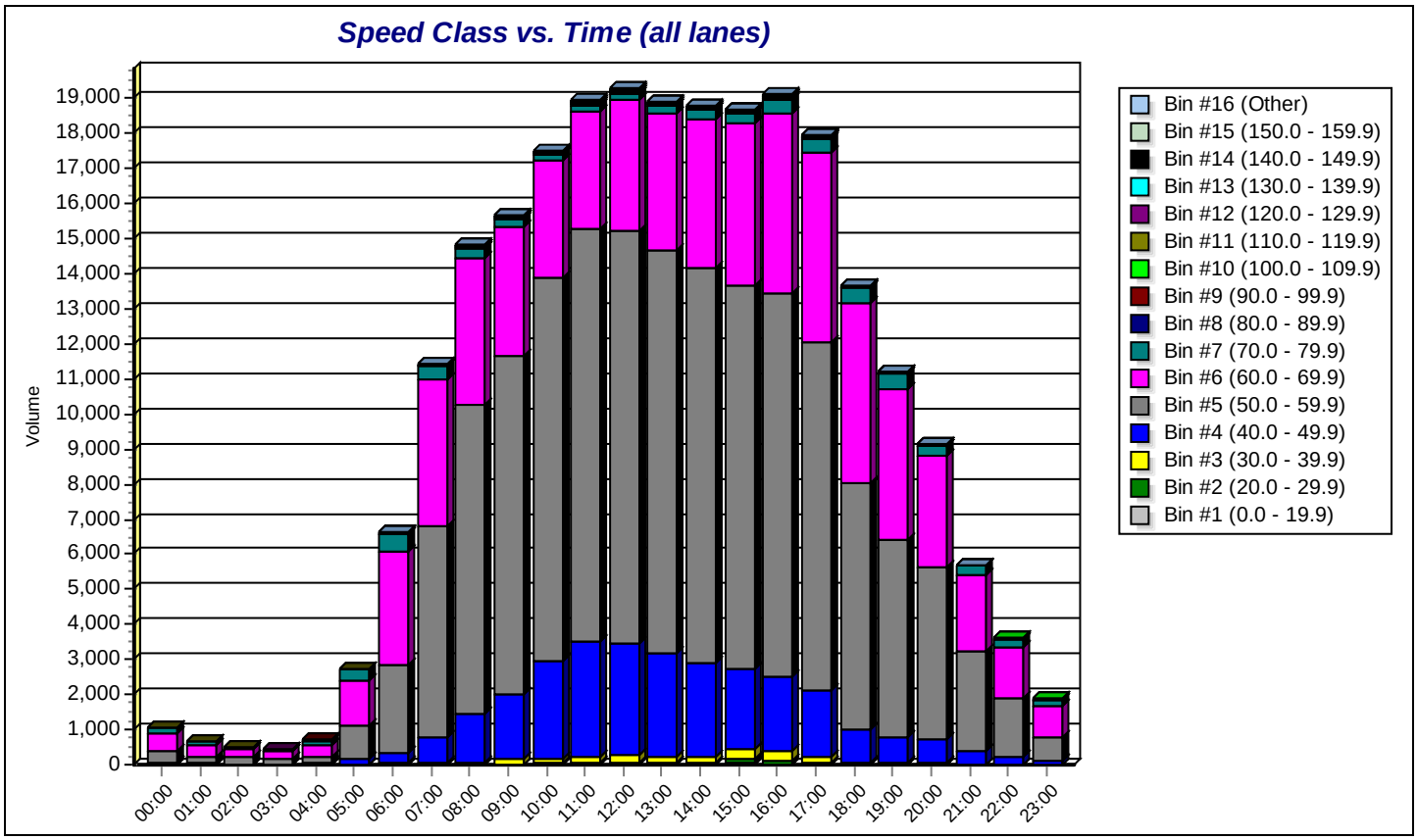
Speeds - Average: 56.8 50% : 56.4 67% : 59.3 85% : 65.5 20kph Pace: 50.1 - 70.0 (82.8%)

Basic Speed Class Summary: P2320002

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Description	Lane	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
TOTAL COUNT :	#1.	83	305	1217	14382	71430	34966	3027	292	133	85	91	47	52	46	31	110	126297
	#2.	34	135	918	14476	69418	33876	3184	309	137	71	83	59	56	47	44	134	122981
		117	440	2135	28858	140848	68842	6211	601	270	156	174	106	108	93	75	244	249278
Percents :	#1.	0%	0%	1%	11%	57%	28%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	51%
	#2.	0%	0%	1%	12%	56%	28%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	49%
		0%	0%	1%	12%	57%	28%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :	#1.	0	1	2	29	142	69	6	1	0	0	0	0	0	0	0	0	250
	#2.	0	0	2	29	138	67	6	1	0	0	0	0	0	0	0	0	243
		0	1	4	58	280	136	12	2	0	0	0	0	0	0	0	0	493
Days & ADT :	#1.	21.0	6014															
	#2.	21.0	5856															
		21.0	11870															
Avg,50,67,85%:	#1.	57.0	56.7	59.7	65.8	50.1	- 70.0	84%										
Pace (pace %)	#2.	57.1	56.7	59.7	65.9	50.1	- 70.0	84%										
		57.1	56.7	59.7	65.8	50.1	- 70.0	84%										

P2320002 Speed Class Charts For Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023





Basic Volume Report: P2320001

Station ID : P2320001

Info Line 1 : Ward Street (CR 18) 200m N
Info Line 2 : of Causeway (CR 14)
GPS Lat/Lon :
DB File : DBFILE 091623 - 9.DB

Last Connected Device Type : Phoenix
Version Number : 3.00
Serial Number : 62911

Number of Lanes : 2
Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	N	NB	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 09/06/2023 To: 23:59 - 09/12/2023

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
090623	W	12	7	1	7	9	53	151	216	280	263	329	332	374	361	371	399	438	449	273	164	145	88	56	21	4799
090723	T	11	6	4	6	11	51	135	221	295	290	285	343	367	399	427	417	478	460	311	252	187	89	54	25	5124
090823	F	15	10	7	8	12	49	130	235	298	333	361	404	427	461	483	480	494	526	416	277	212	134	81	35	5888
090923	S	28	18	12	13	9	17	43	126	216	283	356	429	490	435	408	342	314	233	230	192	156	108	83	43	4584
091023	S	47	17	5	10	13	19	32	69	113	230	274	350	359	351	322	322	243	189	182	154	109	66	31	12	3519
091123	M	8	2	6	12	9	47	130	242	300	277	279	364	330	368	396	366	414	411	300	229	144	67	43	20	4764
091223	T	13	7	6	11	12	57	134	239	307	218	240	270	289	322	352	382	462	418	275	194	117	75	50	16	4466
Month Total :		134	67	41	67	75	293	755	1348	1809	1894	2124	2492	2636	2697	2759	2708	2843	2686	1987	1462	1070	627	398	172	33144
Percent :		0%	0%	0%	0%	0%	1%	2%	4%	5%	6%	6%	8%	8%	8%	8%	8%	9%	8%	6%	4%	3%	2%	1%	1%	
ADT :		19	10	6	10	11	42	108	193	258	271	303	356	377	385	394	387	406	384	284	209	153	90	57	25	4738

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	3519	4764	4466	4799	5124	5888	4584
# Days :	1.0	1.0	1.0	1.0	1.0	1.0	1.0
ADT :	3519	4764	4466	4799	5124	5888	4584
Percent :	11%	14%	13%	14%	15%	18%	14%

	Total	Percent
Weekday (Mon-Fri) :	25041	76%
ADT :	5008	
Weekend (Sat-Sun) :	8103	24%
ADT :	4052	

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.	S	SB	Normal	Veh.	No	

Lane #2 Basic Volume Data From: 00:00 - 09/06/2023 To: 23:59 - 09/12/2023

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
090623	W	8	6	7	10	19	73	129	325	406	347	349	326	347	362	334	303	371	315	216	154	106	58	32	17	4620
090723	T	7	5	4	8	21	70	143	328	386	353	318	366	385	352	333	348	381	356	217	166	115	73	30	21	4786
090823	F	5	4	9	8	22	54	127	289	375	354	370	369	389	350	353	338	389	317	237	171	149	104	52	31	4866
090923	S	20	9	6	9	7	21	58	111	242	283	368	338	329	348	362	292	297	283	207	178	167	103	71	48	4157
091023	S	31	18	12	12	4	22	40	70	153	237	337	389	403	405	411	383	385	286	239	215	164	60	29	16	4321
091123	M	3	4	2	10	17	76	122	342	397	329	351	331	366	315	364	363	387	316	221	147	119	85	48	14	4729
091223	T	10	2	2	5	21	62	135	311	386	298	312	332	324	303	284	288	338	306	193	167	87	63	36	16	4281
Month Total :		84	48	42	62	111	378	754	1776	2345	2201	2405	2451	2543	2435	2441	2315	2548	2179	1530	1198	907	546	298	163	31760
Percent :		0%	0%	0%	0%	0%	1%	2%	6%	7%	7%	8%	8%	8%	8%	8%	7%	8%	7%	5%	4%	3%	2%	1%	1%	
ADT :		12	7	6	9	16	54	108	254	335	314	344	350	363	348	349	331	364	311	219	171	130	78	43	23	4539

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	4321	4729	4281	4620	4786	4866	4157
# Days :	1.0	1.0	1.0	1.0	1.0	1.0	1.0
ADT :	4321	4729	4281	4620	4786	4866	4157
Percent :	14%	15%	13%	15%	15%	15%	13%

	Total	Percent
Weekday (Mon-Fri) :	23282	73%
ADT :	4656	
Weekend (Sat-Sun) :	8478	27%
ADT :	4239	

Basic Volume Summary: P2320001

Grand Total For Data From: 00:00 - 09/06/2023 To: 23:59 - 09/12/2023

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	134	67	41	67	75	293	755	1348	1809	1894	2124	2492	2636	2697	2759	2708	2843	2686	1987	1462	1070	627	398	172	33144
Lane #2	84	48	42	62	111	378	754	1776	2345	2201	2405	2451	2543	2435	2441	2315	2548	2179	1530	1198	907	546	298	163	31760
TOTAL	218	115	83	129	186	671	1509	3124	4154	4095	4529	4943	5179	5132	5200	5023	5391	4865	3517	2660	1977	1173	696	335	64904

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	0%	0%	0%	0%	0%	1%	2%	4%	5%	6%	6%	8%	8%	8%	8%	8%	9%	8%	6%	4%	3%	2%	1%	1%
Lane #2	0%	0%	0%	0%	0%	1%	2%	6%	7%	7%	8%	8%	8%	8%	8%	7%	8%	7%	5%	4%	3%	2%	1%	1%
TOTAL	0%	0%	0%	0%	0%	1%	2%	5%	6%	6%	7%	8%	8%	8%	8%	8%	8%	7%	5%	4%	3%	2%	1%	1%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	19	10	6	10	11	42	108	193	258	271	303	356	377	385	394	387	406	384	284	209	153	90	57	25	4738
Lane #2	12	7	6	9	16	54	108	254	335	314	344	350	363	348	349	331	364	311	219	171	130	78	43	23	4539
TOTAL	31	17	12	19	27	96	216	447	593	585	647	706	740	733	743	718	770	695	503	380	283	168	100	48	9277

LANE #1

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	3519	4764	4466	4799	5124	5888	4584	Weekday (Mon-Fri) :	25041	76%
# Days :	1.0	1.0	1.0	1.0	1.0	1.0	1.0	ADT :	5008	
ADT :	3519	4764	4466	4799	5124	5888	4584	Weekend (Sat-Sun) :	8103	24%
Percent :	11%	14%	13%	14%	15%	18%	14%	ADT :	4052	

LANE #2

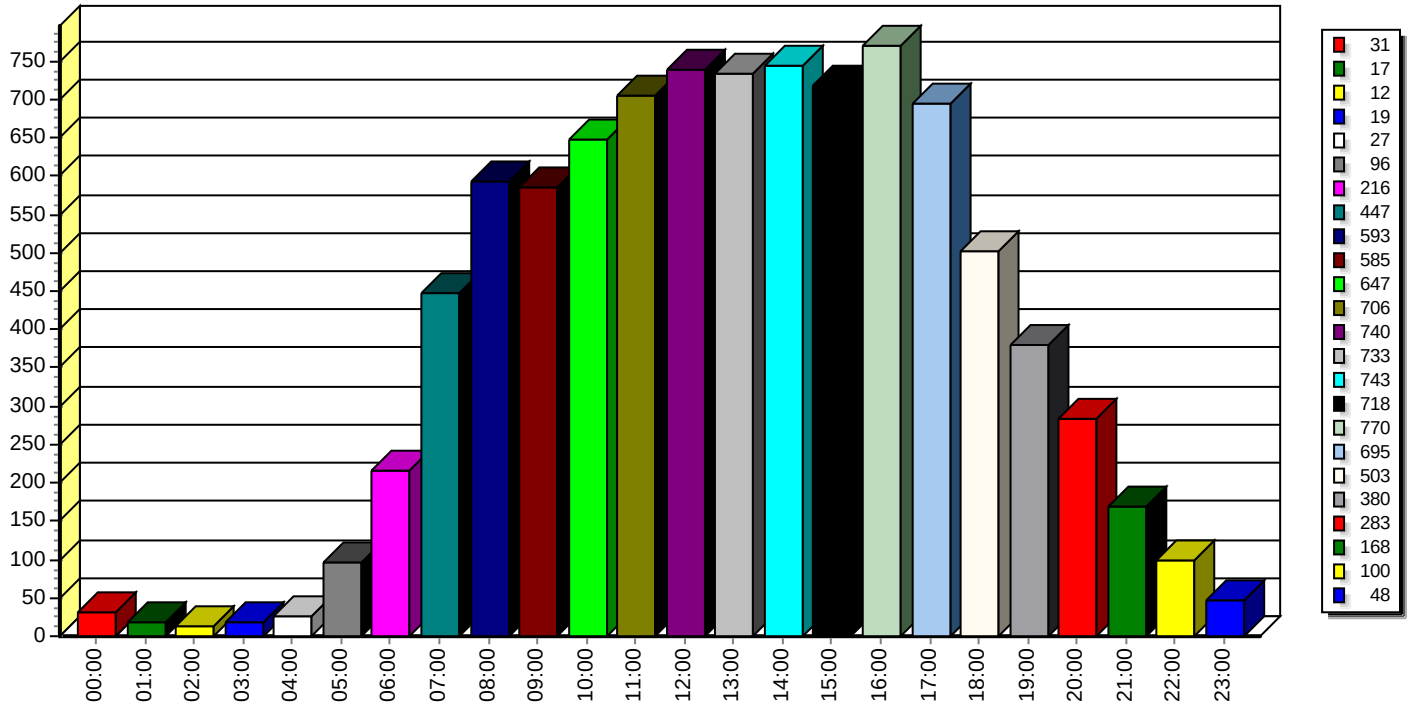
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	4321	4729	4281	4620	4786	4866	4157	Weekday (Mon-Fri) :	23282	73%
# Days :	1.0	1.0	1.0	1.0	1.0	1.0	1.0	ADT :	4656	
ADT :	4321	4729	4281	4620	4786	4866	4157	Weekend (Sat-Sun) :	8478	27%
Percent :	14%	15%	13%	15%	15%	15%	13%	ADT :	4239	

ALL LANES

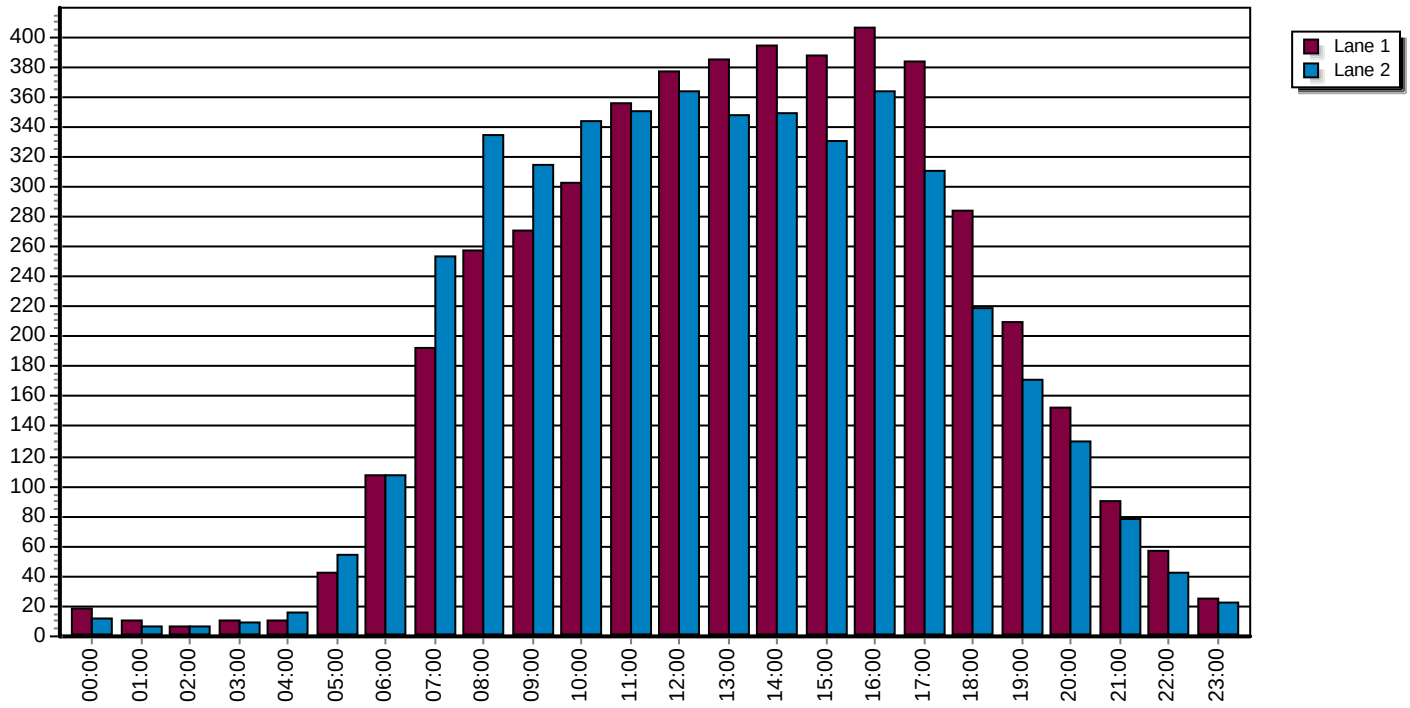
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	7840	9493	8747	9419	9910	10754	8741	Weekday (Mon-Fri) :	48323	74%
# Days :	1.0	1.0	1.0	1.0	1.0	1.0	1.0	ADT :	9665	
ADT :	7840	9493	8747	9419	9910	10754	8741	Weekend (Sat-Sun) :	16581	26%
Percent :	12%	15%	13%	15%	15%	17%	13%	ADT :	8291	

P2320001 Charts For Data From: 00:00 - 09/06/2023 To: 23:59 - 09/12/2023

ADT Volume vs. Time (all lanes combined)

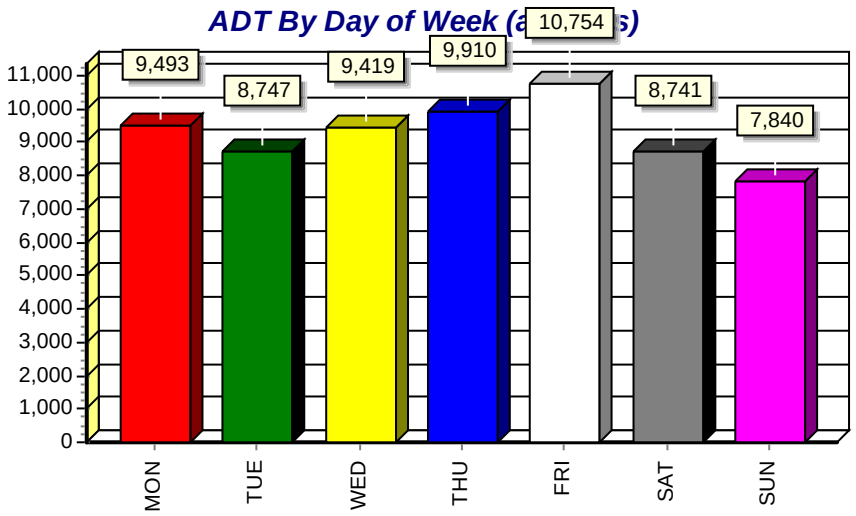


ADT Volume vs. Time (lane comparison)



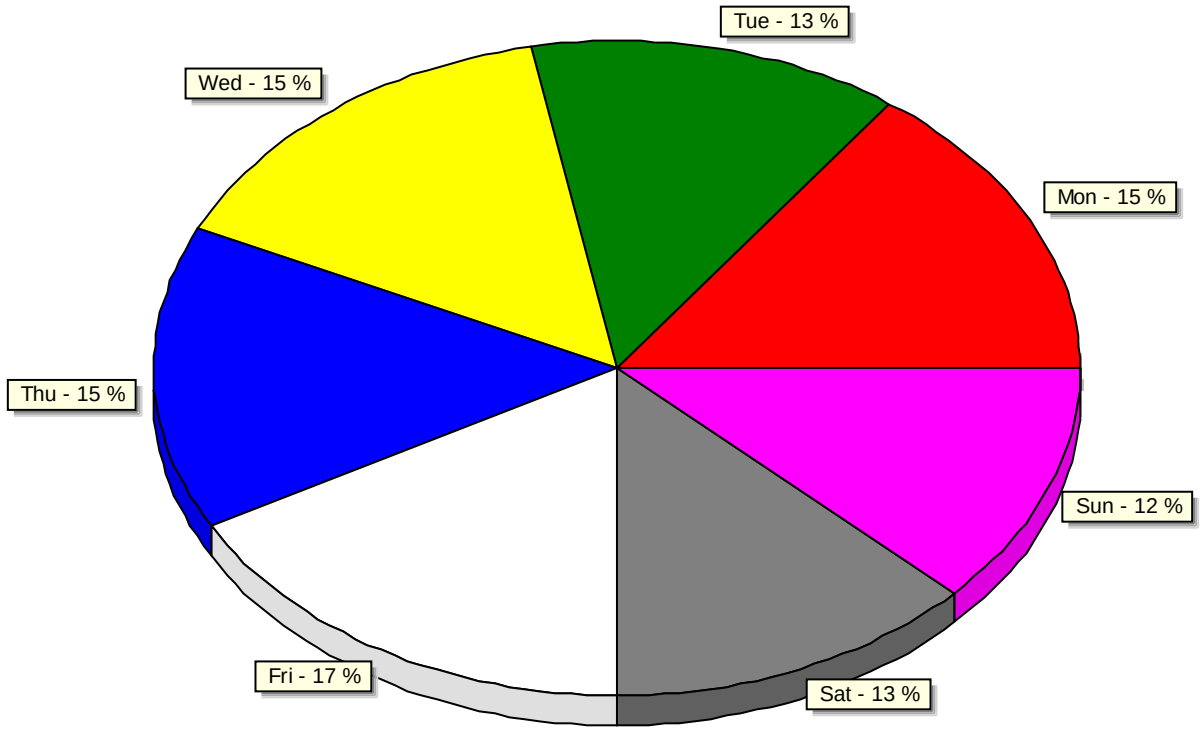
P2320001 Charts For Data From: 00:00 - 09/06/2023 To: 23:59 - 09/12/2023

ADT By Day of Week (a s)



DAY	ADT	TOTAL	# DAYS
Mon	9493	9493	1.0
Tue	8747	8747	1.0
Wed	9419	9419	1.0
Thu	9910	9910	1.0
Fri	10754	10754	1.0
Sat	8741	8741	1.0
Sun	7840	7840	1.0

Percent of Totals by Day of Week



Basic Volume Report: P2320001

Station ID : P2320001

Info Line 1 : Ward Street (CR 18) 200m N
Info Line 2 : of Causeway (CR 14)
GPS Lat/Lon :
DB File : P2320001.DB

Last Connected Device Type : Phoenix
Version Number : 3.00
Serial Number : 62911

Number of Lanes : 2
Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	N	NB	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
081623	W	23	13	6	9	7	63	145	226	261	278	298	349	386	392	372	366	404	386	266	209	178	120	82	30	4869
081723	T	17	7	11	6	12	65	144	220	256	269	293	357	361	391	377	368	445	407	273	256	184	123	101	38	4981
081823	F	22	7	8	5	14	53	120	176	263	288	345	385	384	426	449	444	474	510	360	259	204	132	89	47	5464
081923	S	23	24	25	6	7	14	43	85	169	320	391	458	454	464	407	335	327	272	203	172	150	113	84	61	4607
082023	S	41	23	9	9	6	11	35	75	103	203	287	378	369	308	291	308	289	229	178	184	90	75	49	20	3570
082123	M	16	2	5	8	9	52	128	198	198	251	291	325	338	330	338	340	373	405	253	255	147	88	63	18	4431
082223	T	18	4	4	9	10	44	144	206	251	262	306	333	350	368	362	339	373	405	263	219	174	104	65	20	4633
082323	W	12	7	9	10	10	65	136	207	254	264	277	315	329	362	360	343	398	396	253	200	204	117	77	33	4638
082423	T	11	5	4	7	14	43	142	220	231	283	291	317	343	357	416	434	407	428	288	261	193	93	59	35	4882
082523	F	11	5	4	9	10	53	127	223	262	281	339	397	398	397	443	441	448	514	369	267	203	148	91	37	5477
082623	S	30	22	10	8	7	15	44	87	183	259	326	458	445	389	398	302	321	268	223	202	137	110	85	57	4386
082723	S	48	34	11	7	5	16	35	78	114	208	273	378	387	337	303	279	261	231	207	176	149	78	43	33	3691
082823	M	15	5	3	9	13	55	111	209	260	229	249	297	330	323	368	333	403	396	229	200	180	92	43	22	4374
082923	T	12	7	7	6	10	51	145	224	259	305	304	331	347	390	399	347	428	388	249	205	149	104	48	20	4735
083023	W	14	9	7	11	9	55	128	217	249	211	292	303	320	367	359	405	424	373	246	208	201	115	57	35	4615
083123	T	10	9	12	9	17	52	152	198	247	262	314	415	419	389	429	397	385	463	334	294	229	130	77	38	5281
Month Total :		323	183	135	128	160	707	1779	2849	3560	4173	4876	5796	5960	5990	6071	5781	6160	6071	4194	3567	2772	1742	1113	544	74634
Percent :		0%	0%	0%	0%	0%	1%	2%	4%	5%	6%	7%	8%	8%	8%	8%	8%	8%	8%	6%	5%	4%	2%	1%	1%	
ADT :		20	11	8	8	10	44	111	178	223	261	305	362	373	374	379	361	385	379	262	223	173	109	70	34	4663

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	7261	8805	9368	14122	15144	10941	8993
# Days :	2.0	2.0	2.0	3.0	3.0	2.0	2.0
ADT :	3631	4403	4684	4707	5048	5471	4497
Percent :	10%	12%	13%	19%	20%	15%	12%

	Total	Percent
Weekday (Mon-Fri) :	58380	78%
ADT :	4865	
Weekend (Sat-Sun) :	16254	22%
ADT :	4064	

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
090123	F	16	9	3	10	8	50	103	209	255	320	385	415	461	491	466	494	521	479	379	313	202	139	81	47	5856
090223	S	28	18	4	9	5	16	48	90	169	265	404	455	505	435	440	352	290	252	209	177	118	116	75	65	4545
090323	S	32	20	3	6	2	18	33	60	107	233	325	377	400	406	363	281	271	235	171	137	114	81	65	28	3768
090423	M	23	7	8	12	4	9	38	56	110	224	252	281	301	312	270	221	185	178	163	150	96	61	42	17	3020
090523	T	5	4	2	8	9	45	131	212	287	286	321	368	373	386	370	410	478	469	280	182	159	72	42	14	4913
Month Total :		104	58	20	45	28	138	353	627	928	1328	1687	1896	2040	2030	1909	1758	1745	1613	1202	959	689	469	305	171	22102
Percent :		0%	0%	0%	0%	0%	1%	2%	3%	4%	6%	8%	9%	9%	9%	9%	8%	8%	7%	5%	4%	3%	2%	1%	1%	
ADT :		21	12	4	9	6	28	71	125	186	266	337	379	408	406	382	352	349	323	240	192	138	94	61	34	4423

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	3768	3020	4913	0	0	5856	4545	Weekday (Mon-Fri) :	13789	62%
# Days :	1.0	1.0	1.0	0.0	0.0	1.0	1.0	ADT :	4596	
ADT :	3768	3020	4913	0	0	5856	4545	Weekend (Sat-Sun) :	8313	38%
Percent :	17%	14%	22%	0%	0%	26%	21%	ADT :	4157	

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.	S	SB	Normal	Veh.	No	

Lane #2 Basic Volume Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
081623	W	7	7	5	7	21	55	146	257	335	312	298	316	302	336	303	340	399	372	262	167	152	94	48	22	4563
081723	T	7	6	7	9	17	63	139	257	313	305	343	360	353	344	338	349	368	352	237	180	129	58	53	35	4622
081823	F	4	8	11	7	16	46	118	213	316	330	355	385	394	344	331	342	302	258	210	156	116	95	67	32	4456
081923	S	21	10	12	8	3	15	60	106	198	247	311	356	362	339	344	339	300	288	242	237	187	122	72	44	4223
082023	S	23	8	4	6	8	12	38	80	137	205	308	350	410	423	440	395	351	383	316	210	171	69	35	15	4397
082123	M	7	4	4	7	14	64	134	240	303	288	341	345	340	345	330	299	393	323	222	169	124	81	37	29	4443
082223	T	14	3	10	8	22	59	139	255	319	316	323	330	349	312	326	349	378	370	232	170	128	64	42	31	4549
082323	W	6	8	5	14	18	62	125	245	301	293	307	336	346	308	339	340	419	329	225	164	132	74	45	22	4463
082423	T	9	10	4	5	16	60	130	240	301	292	320	370	374	344	327	346	390	325	207	151	111	79	42	20	4473
082523	F	7	4	11	9	14	51	117	231	324	312	342	364	396	345	349	338	326	304	240	158	142	94	58	42	4578
082623	S	19	12	10	6	8	18	56	93	195	266	328	337	336	327	324	343	283	223	204	186	175	123	84	31	3987
082723	S	24	18	4	7	3	19	45	76	150	237	339	378	377	471	391	417	428	323	260	238	179	86	43	16	4529
082823	M	12	5	0	7	18	65	146	237	305	304	297	342	321	313	336	330	375	337	229	144	105	86	37	22	4373
082923	T	13	5	3	9	13	64	145	266	304	361	338	363	342	349	355	388	390	339	222	131	132	61	31	20	4644
083023	W	10	5	5	11	19	61	154	244	335	322	327	324	340	312	316	266	333	339	220	147	102	63	38	14	4307
083123	T	8	6	7	10	21	66	131	285	332	306	320	347	354	322	323	383	388	364	241	165	128	84	47	35	4673
Month Total :		191	119	102	130	231	780	1823	3325	4468	4696	5197	5603	5696	5534	5472	5564	5823	5229	3769	2773	2213	1333	779	430	71280
Percent :		0%	0%	0%	0%	0%	1%	3%	5%	6%	7%	7%	8%	8%	8%	8%	8%	8%	7%	5%	4%	3%	2%	1%	1%	
ADT :		12	7	6	8	14	49	114	208	279	294	325	350	356	346	342	348	364	327	236	173	138	83	49	27	4455

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	8926	8816	9193	13333	13768	9034	8210
# Days :	2.0	2.0	2.0	3.0	3.0	2.0	2.0
ADT :	4463	4408	4597	4444	4589	4517	4105
Percent :	13%	12%	13%	19%	19%	13%	12%

	Total	Percent
Weekday (Mon-Fri) :	54144	76%
ADT :	4512	
Weekend (Sat-Sun) :	17136	24%
ADT :	4284	

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
090123	F	8	8	4	13	19	52	111	252	310	340	348	384	355	363	317	344	357	310	230	169	121	80	47	36	4578
090223	S	24	12	10	9	7	21	39	123	150	247	330	305	346	326	307	321	272	232	177	174	181	115	72	36	3836
090323	S	30	16	7	1	7	13	34	54	135	202	343	346	405	361	366	321	331	318	281	211	212	110	47	32	4183
090423	M	17	3	3	2	8	8	40	97	109	193	334	399	422	441	454	496	433	349	307	237	156	67	37	14	4626
090523	T	3	1	4	6	17	60	139	349	400	428	419	386	381	361	383	339	360	319	208	153	108	61	36	17	4938
Month Total :		82	40	28	31	58	154	363	875	1104	1410	1774	1820	1909	1852	1827	1821	1753	1528	1203	944	778	433	239	135	22161
Percent :		0%	0%	0%	0%	0%	1%	2%	4%	5%	6%	8%	8%	9%	8%	8%	8%	8%	7%	5%	4%	4%	2%	1%	1%	
ADT :		16	8	6	6	12	31	73	175	221	282	355	364	382	370	365	364	351	306	241	189	156	87	48	27	4435

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	4183	4626	4938	0	0	4578	3836	Weekday (Mon-Fri) :	14142	64%
# Days :	1.0	1.0	1.0	0.0	0.0	1.0	1.0	ADT :	4714	
ADT :	4183	4626	4938	0	0	4578	3836	Weekend (Sat-Sun) :	8019	36%
Percent :	19%	21%	22%	0%	0%	21%	17%	ADT :	4010	

Basic Volume Summary: P2320001

Grand Total For Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	427	241	155	173	188	845	2132	3476	4488	5501	6563	7692	8000	8020	7980	7539	7905	7684	5396	4526	3461	2211	1418	715	96736
Lane #2	273	159	130	161	289	934	2186	4200	5572	6106	6971	7423	7605	7386	7299	7385	7576	6757	4972	3717	2991	1766	1018	565	93441
TOTAL	700	400	285	334	477	1779	4318	7676	10060	11607	13534	15115	15605	15406	15279	14924	15481	14441	10368	8243	6452	3977	2436	1280	190177

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	0%	0%	0%	0%	0%	1%	2%	4%	5%	6%	7%	8%	8%	8%	8%	8%	8%	8%	6%	5%	4%	2%	1%	1%
Lane #2	0%	0%	0%	0%	0%	1%	2%	4%	6%	7%	7%	8%	8%	8%	8%	8%	8%	7%	5%	4%	3%	2%	1%	1%
TOTAL	0%	0%	0%	0%	0%	1%	2%	4%	5%	6%	7%	8%	8%	8%	8%	8%	8%	8%	5%	4%	3%	2%	1%	1%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	20	11	7	8	9	40	102	166	214	262	313	366	381	382	380	359	376	366	257	216	165	105	68	34	4607
Lane #2	13	8	6	8	14	44	104	200	265	291	332	353	362	352	348	352	361	322	237	177	142	84	48	27	4450
TOTAL	33	19	13	16	23	84	206	366	479	553	645	719	743	734	728	711	737	688	494	393	307	189	116	61	9057

LANE #1

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	11029	11825	14281	14122	15144	16797	13538	Weekday (Mon-Fri) :	72169	75%
# Days :	3.0	3.0	3.0	3.0	3.0	3.0	3.0	ADT :	4811	
ADT :	3676	3942	4760	4707	5048	5599	4513	Weekend (Sat-Sun) :	24567	25%
Percent :	11%	12%	15%	15%	16%	17%	14%	ADT :	4095	

LANE #2

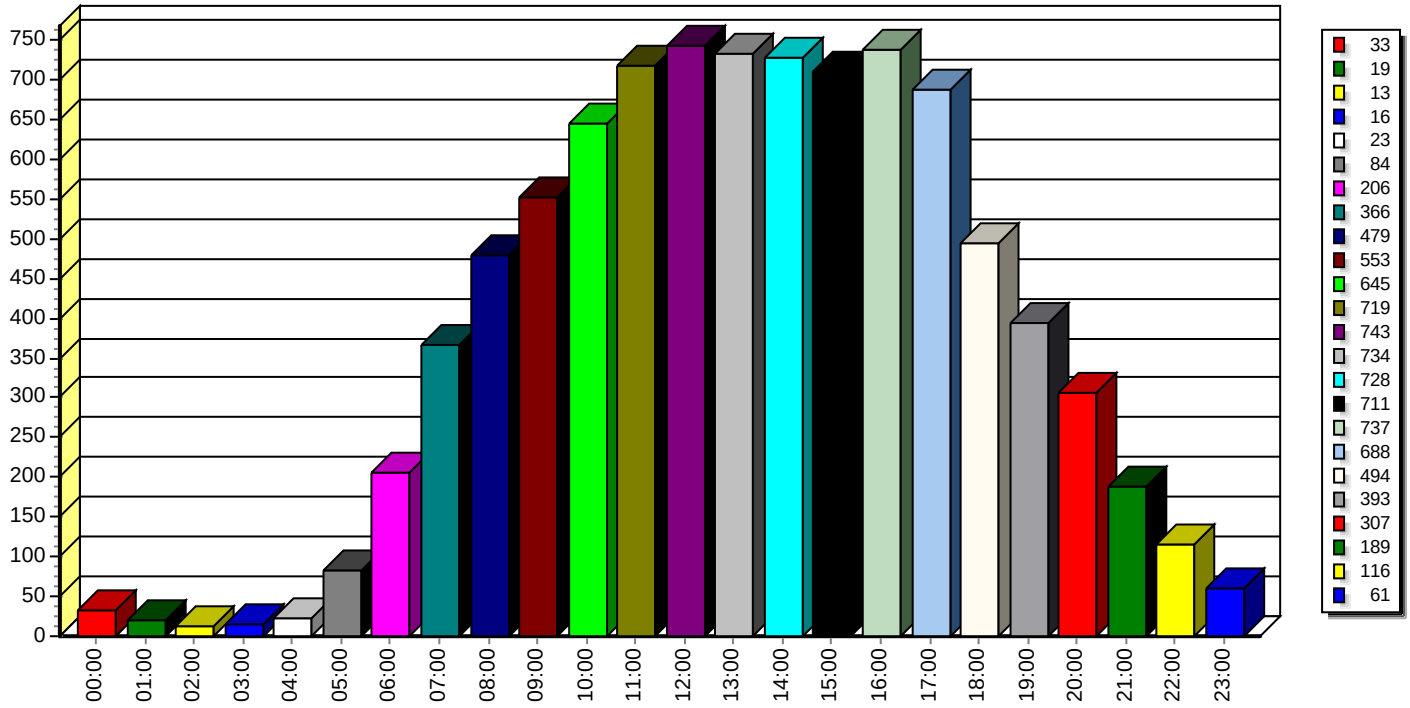
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	13109	13442	14131	13333	13768	13612	12046	Weekday (Mon-Fri) :	68286	73%
# Days :	3.0	3.0	3.0	3.0	3.0	3.0	3.0	ADT :	4552	
ADT :	4370	4481	4710	4444	4589	4537	4015	Weekend (Sat-Sun) :	25155	27%
Percent :	14%	14%	15%	14%	15%	15%	13%	ADT :	4193	

ALL LANES

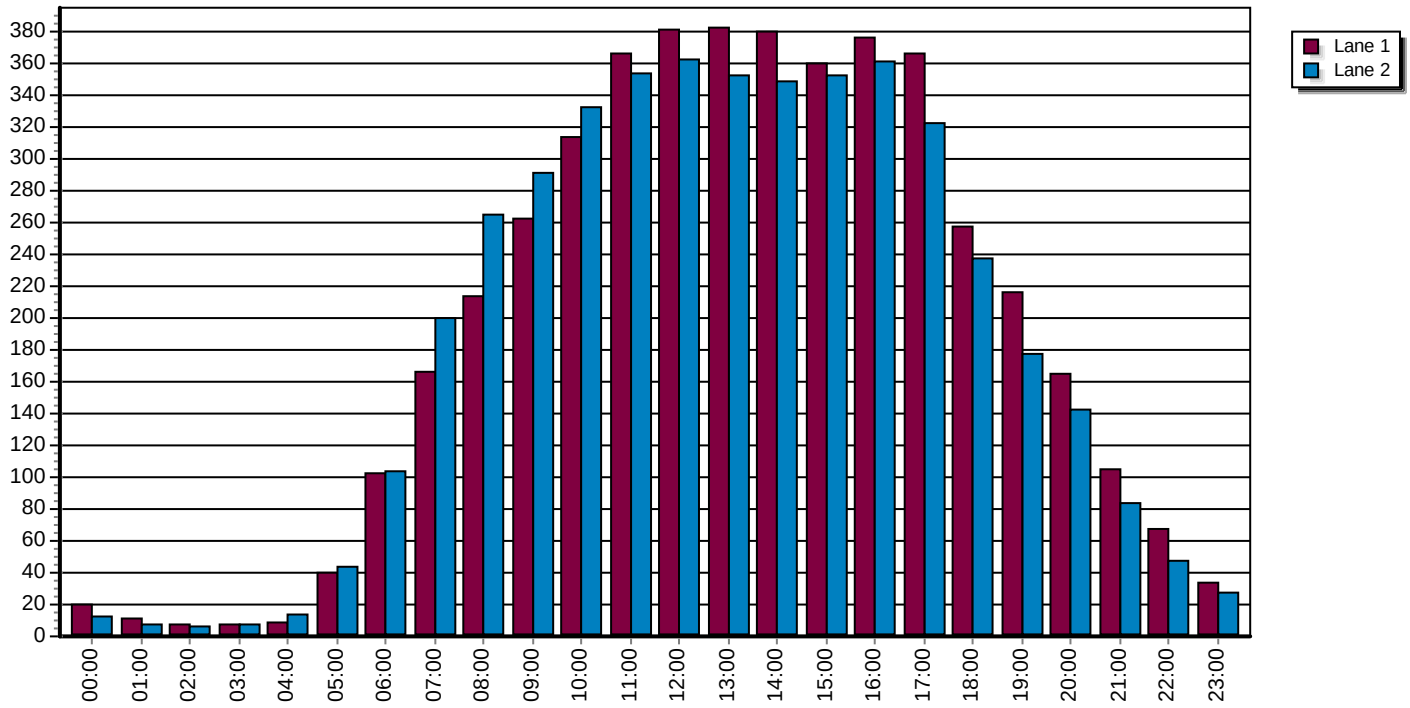
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	24138	25267	28412	27455	28912	30409	25584	Weekday (Mon-Fri) :	140455	74%
# Days :	3.0	3.0	3.0	3.0	3.0	3.0	3.0	ADT :	9364	
ADT :	8046	8422	9471	9152	9637	10136	8528	Weekend (Sat-Sun) :	49722	26%
Percent :	13%	13%	15%	14%	15%	16%	13%	ADT :	8287	

P2320001 Charts For Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

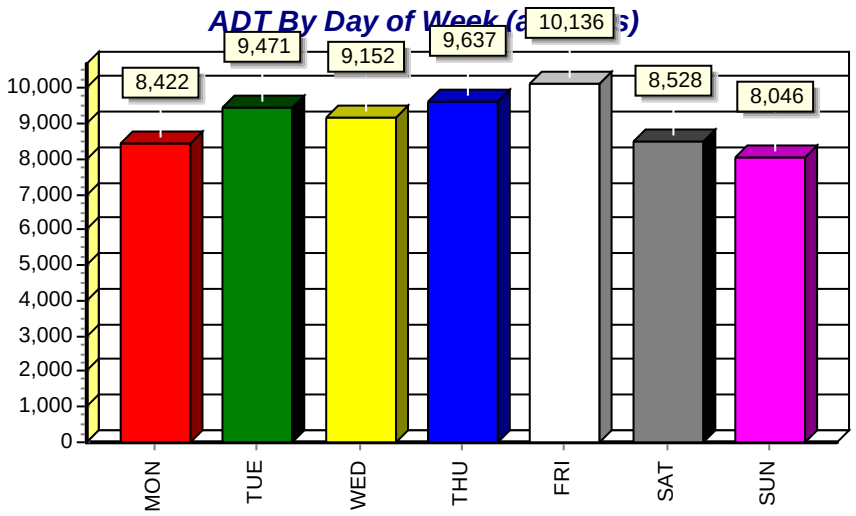
ADT Volume vs. Time (all lanes combined)



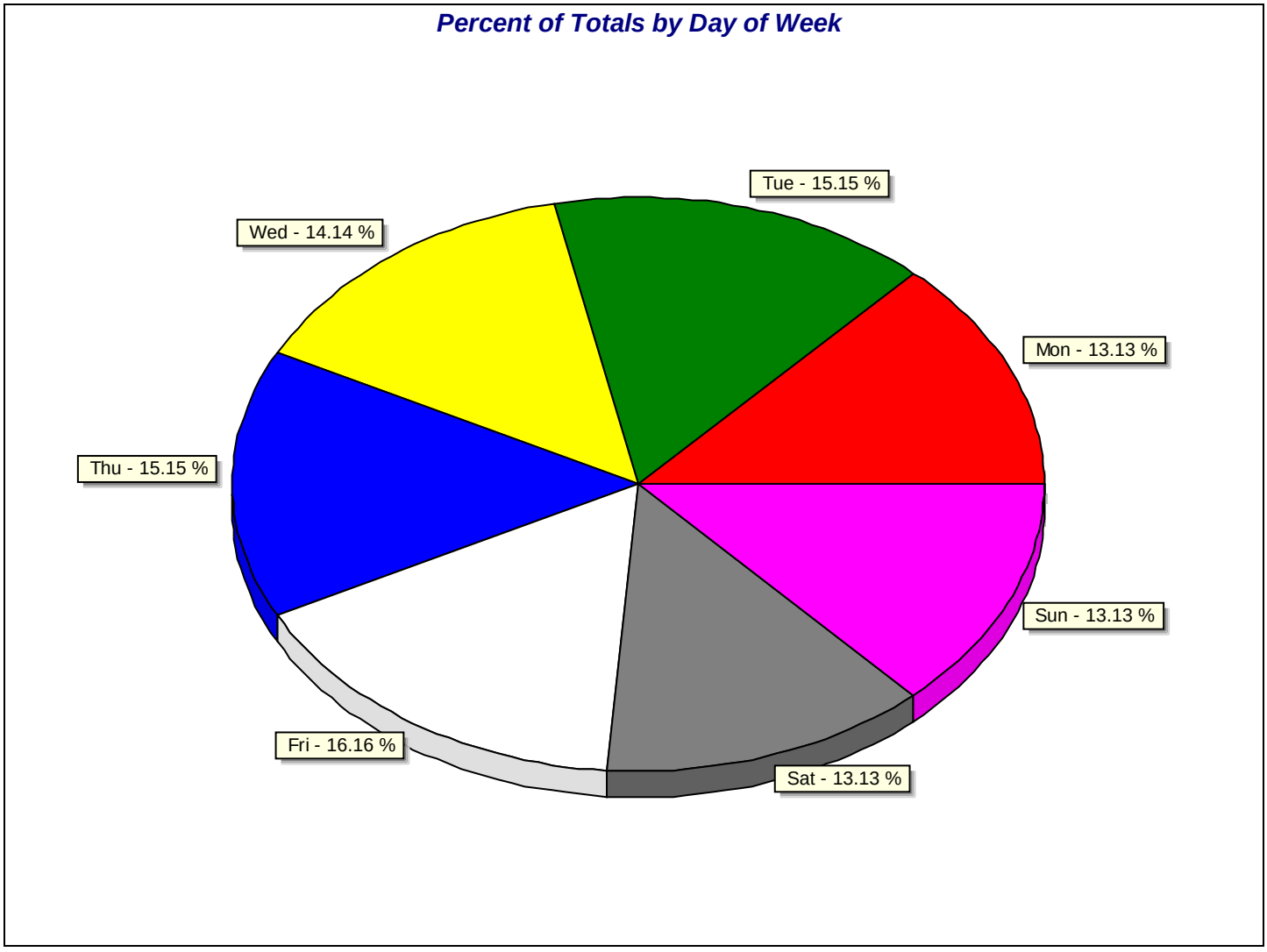
ADT Volume vs. Time (lane comparison)



P2320001 Charts For Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023



DAY	ADT	TOTAL	# DAYS
Mon	8422	25267	3.0
Tue	9471	28412	3.0
Wed	9152	27455	3.0
Thu	9637	28912	3.0
Fri	10136	30409	3.0
Sat	8528	25584	3.0
Sun	8046	24138	3.0



Basic Axle Classification Report: P2320001

Station ID : P2320001

Info Line 1 : Ward Street (CR 18) 200m N
Info Line 2 : of Causeway (CR 14)
GPS Lat/Lon :
DB File : DBFILE 091623 - 9.DB

Last Connected Device Type : Phoenix
Version Number : 3.00
Serial Number : 62911
Number of Lanes : 2
Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	N	NB	Ax-Ax	150 cm	183 cm	

Lane #1 Basic Axle Classification Data From: 00:00 - 09/06/2023 To: 23:59 - 09/12/2023

(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
09/06/23	00:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
Wed	01:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	6	0	0	0	1	0	0	0	0	0	0	0	7
	04:00	0	5	3	0	0	1	0	0	0	0	0	0	0	9
	05:00	1	23	20	0	2	1	0	0	1	4	1	0	0	53
	06:00	1	65	67	0	2	4	1	1	3	2	2	0	3	151
	07:00	0	98	80	0	7	7	2	3	1	1	15	0	2	216
	08:00	5	125	88	0	10	6	1	3	9	5	16	3	9	280
	09:00	8	135	86	0	5	4	0	4	3	5	12	0	1	263
	10:00	2	174	96	0	7	10	0	5	7	1	18	2	7	329
	11:00	2	174	97	1	3	9	2	6	10	3	19	3	3	332
	12:00	5	212	97	0	2	9	1	4	6	3	25	2	8	374
	13:00	7	194	99	0	4	10	1	8	10	6	21	0	1	361
	14:00	0	201	118	1	2	12	3	6	3	2	18	2	3	371
	15:00	0	208	124	0	4	4	0	3	10	2	28	5	11	399
	16:00	1	255	123	0	5	4	0	6	7	1	25	1	10	438
	17:00	2	271	121	0	5	2	3	6	5	2	22	3	7	449
	18:00	4	173	76	0	0	0	2	3	1	0	10	2	2	273
	19:00	0	101	52	0	1	0	1	3	2	1	3	0	0	164
	20:00	0	98	41	0	0	2	0	0	1	0	3	0	0	145
	21:00	0	61	24	0	0	1	0	1	0	0	1	0	0	88
	22:00	0	34	18	0	0	1	0	0	1	0	2	0	0	56
	23:00	0	16	5	0	0	0	0	0	0	0	0	0	0	21
Daily Total :		38	2643	1441	2	59	88	17	62	80	38	241	23	67	4799
Percent :		1%	55%	30%	0%	1%	2%	0%	1%	2%	1%	5%	0%	1%	
Average :		2	110	60	0	2	4	1	3	3	2	10	1	3	201

(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
09/07/23	00:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11
Thu	01:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	5	4	0	0	2	0	0	0	0	0	0	0	11
	05:00	0	24	21	0	1	1	0	0	2	2	0	0	0	51
	06:00	0	73	47	0	4	5	0	0	0	0	5	0	1	135
	07:00	0	105	81	0	7	4	3	1	7	0	7	1	5	221
	08:00	3	146	83	0	8	8	1	6	4	3	25	2	6	295
	09:00	0	142	96	0	3	10	1	9	8	2	12	2	5	290
	10:00	1	141	101	0	3	5	1	2	5	3	15	3	5	285
	11:00	1	186	109	0	3	8	1	2	7	2	15	2	7	343
	12:00	3	192	107	0	4	8	1	7	5	2	25	2	11	367
	13:00	2	208	136	0	3	3	1	7	8	1	19	4	7	399
	14:00	3	244	121	0	3	2	0	9	5	3	25	6	6	427
	15:00	0	247	120	0	4	3	3	3	8	0	20	0	9	417
	16:00	0	261	141	0	6	3	3	5	11	3	30	0	15	478
	17:00	3	263	135	1	2	2	3	4	4	1	30	0	12	460
	18:00	3	201	92	0	0	0	1	3	2	0	8	1	0	311
	19:00	2	182	55	0	0	1	0	1	1	1	9	0	0	252
	20:00	0	128	50	0	1	1	0	3	2	0	0	1	1	187
	21:00	0	58	29	0	1	0	0	0	0	0	1	0	0	89
	22:00	0	39	12	0	0	0	1	0	1	0	1	0	0	54
	23:00	0	19	4	0	1	0	0	0	1	0	0	0	0	25
Daily Total :		21	2884	1551	1	54	66	20	62	81	23	247	24	90	5124
Percent :		0%	56%	30%	0%	1%	1%	0%	1%	2%	0%	5%	0%	2%	
Average :		1	120	65	0	2	3	1	3	3	1	10	1	4	214

(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
09/08/23	00:00	0	9	6	0	0	0	0	0	0	0	0	0	0	15
Fri	01:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	02:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	7	0	0	0	1	0	0	0	0	0	0	0	8
	04:00	0	5	6	0	0	1	0	0	0	0	0	0	0	12
	05:00	0	20	24	0	1	1	0	0	0	2	1	0	0	49
	06:00	0	64	50	0	2	3	0	3	1	1	6	0	0	130
	07:00	0	112	75	0	9	4	0	2	5	4	15	2	7	235
	08:00	2	156	87	2	12	5	3	1	8	2	13	1	6	298
	09:00	0	165	111	0	6	3	1	4	9	3	21	3	7	333
	10:00	1	194	117	0	4	3	2	5	4	1	21	2	7	361
	11:00	1	228	114	0	2	4	0	9	9	1	23	4	9	404
	12:00	4	225	129	0	1	4	1	7	6	3	30	2	15	427
	13:00	2	267	127	0	3	6	1	5	7	2	32	2	7	461
	14:00	1	257	151	0	4	5	1	12	11	3	26	0	12	483
	15:00	4	271	128	0	2	4	3	9	5	3	29	4	18	480
	16:00	0	266	146	1	4	5	2	10	12	2	37	1	8	494
	17:00	4	303	155	0	3	0	2	7	10	2	34	2	4	526
	18:00	1	248	137	0	3	0	0	5	6	0	15	0	1	416
	19:00	2	170	87	0	0	1	1	3	2	0	10	0	1	277
	20:00	0	128	70	0	2	0	1	3	0	2	3	1	2	212
	21:00	0	89	40	0	0	0	0	0	0	1	4	0	0	134
	22:00	0	58	21	0	0	0	0	0	1	0	1	0	0	81
	23:00	0	29	4	0	0	0	0	1	0	0	0	0	1	35
Daily Total :		22	3287	1786	3	58	50	18	86	96	32	321	24	105	5888
Percent :		0%	56%	30%	0%	1%	1%	0%	1%	2%	1%	5%	0%	2%	
Average :		1	137	74	0	2	2	1	4	4	1	13	1	4	244

(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
09/09/23	00:00	0	18	10	0	0	0	0	0	0	0	0	0	0	28
Sat	01:00	0	13	4	0	0	0	0	1	0	0	0	0	0	18
	02:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	03:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	04:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	05:00	0	5	11	0	0	0	0	1	0	0	0	0	0	17
	06:00	0	28	12	0	2	0	0	1	0	0	0	0	0	43
	07:00	3	65	51	0	1	0	1	1	1	0	3	0	0	126
	08:00	5	113	79	0	0	1	1	2	3	0	11	1	0	216
	09:00	2	163	93	0	1	1	0	3	3	1	14	1	1	283
	10:00	3	191	130	0	0	1	0	5	6	0	18	2	0	356
	11:00	11	237	134	0	1	1	0	4	11	0	19	3	8	429
	12:00	16	270	145	0	0	0	1	7	7	1	28	1	14	490
	13:00	6	256	113	0	0	1	1	7	8	1	29	3	10	435
	14:00	7	243	112	0	1	0	3	3	9	0	20	3	7	408
	15:00	5	219	86	0	1	0	0	5	7	0	13	2	4	342
	16:00	3	200	83	0	0	0	2	6	5	2	10	0	3	314
	17:00	2	147	60	0	1	0	1	4	3	0	10	1	4	233
	18:00	1	153	63	0	1	0	0	1	3	1	7	0	0	230
	19:00	1	120	60	0	0	2	1	1	0	0	6	0	1	192
	20:00	0	106	39	1	1	0	0	2	0	0	5	2	0	156
	21:00	0	71	31	0	1	0	0	1	0	0	4	0	0	108
	22:00	0	61	20	0	0	0	0	0	0	0	2	0	0	83
	23:00	0	26	17	0	0	0	0	0	0	0	0	0	0	43
Daily Total :		65	2730	1362	1	11	7	11	55	66	6	199	19	52	4584
Percent :		1%	60%	30%	0%	0%	0%	0%	1%	1%	0%	4%	0%	1%	
Average :		3	114	57	0	0	0	0	2	3	0	8	1	2	190

(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
09/10/23	00:00	0	23	22	0	0	0	0	1	0	0	1	0	0	47
Sun	01:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
	02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	8	1	1	0	0	0	0	0	0	0	0	0	10
	04:00	0	6	7	0	0	0	0	0	0	0	0	0	0	13
	05:00	0	9	9	0	0	0	0	1	0	0	0	0	0	19
	06:00	0	16	14	0	1	0	0	1	0	0	0	0	0	32
	07:00	0	40	24	0	0	0	0	3	0	0	2	0	0	69
	08:00	2	62	40	0	0	0	1	5	1	0	2	0	0	113
	09:00	0	116	93	0	2	0	1	6	0	0	10	0	2	230
	10:00	7	164	78	0	0	1	1	3	2	1	12	3	2	274
	11:00	12	203	91	0	0	0	2	8	4	0	22	2	6	350
	12:00	2	208	100	0	1	0	3	4	5	1	24	2	9	359
	13:00	3	203	87	0	0	1	0	8	5	0	27	3	14	351
	14:00	10	189	72	0	2	1	1	8	8	0	22	5	4	322
	15:00	7	173	101	0	1	1	1	3	7	0	23	1	4	322
	16:00	0	146	67	0	1	0	0	5	2	0	16	2	4	243
	17:00	3	110	52	0	0	1	0	2	2	0	15	0	4	189
	18:00	4	102	61	0	0	0	0	3	3	1	5	1	2	182
	19:00	0	102	46	0	0	1	0	0	1	0	3	1	0	154
	20:00	0	71	31	0	0	0	1	1	0	0	5	0	0	109
	21:00	0	44	20	0	0	0	0	2	0	0	0	0	0	66
	22:00	1	21	7	0	0	1	0	0	0	0	0	0	1	31
	23:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
Daily Total :		51	2041	1032	1	8	7	11	64	40	3	189	20	52	3519
Percent :		1%	58%	29%	0%	0%	0%	0%	2%	1%	0%	5%	1%	1%	
Average :		2	85	43	0	0	0	0	3	2	0	8	1	2	146

(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
09/11/23	00:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
Mon	01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
	03:00	0	8	3	0	0	1	0	0	0	0	0	0	0	12
	04:00	0	4	4	0	0	1	0	0	0	0	0	0	0	9
	05:00	2	20	23	0	0	2	0	0	0	0	0	0	0	47
	06:00	0	71	48	0	2	3	0	0	2	1	2	0	1	130
	07:00	0	123	81	0	10	4	3	3	7	1	7	0	3	242
	08:00	0	131	104	0	12	11	1	4	6	0	22	2	7	300
	09:00	1	119	109	0	7	6	1	3	8	1	17	1	4	277
	10:00	1	143	86	0	7	9	1	4	6	5	14	0	3	279
	11:00	0	170	135	0	6	11	1	8	6	3	20	1	3	364
	12:00	1	179	110	0	6	2	0	6	8	1	12	1	4	330
	13:00	2	204	107	0	6	6	0	10	5	0	18	3	7	368
	14:00	4	236	102	0	4	7	1	6	3	3	21	1	8	396
	15:00	1	206	97	1	10	6	1	7	7	1	14	2	13	366
	16:00	1	225	113	0	8	5	2	4	7	1	34	2	12	414
	17:00	3	240	127	0	2	3	2	6	4	1	14	0	9	411
	18:00	6	172	97	0	1	1	1	2	2	0	15	2	1	300
	19:00	3	140	72	0	1	2	0	2	1	0	8	0	0	229
	20:00	0	96	39	0	1	1	0	1	1	0	5	0	0	144
	21:00	0	43	24	0	0	0	0	0	0	0	0	0	0	67
	22:00	0	28	12	0	1	0	0	1	0	0	1	0	0	43
	23:00	0	14	6	0	0	0	0	0	0	0	0	0	0	20
Daily Total :		25	2581	1506	1	84	81	14	67	73	18	224	15	75	4764
Percent :		1%	54%	32%	0%	2%	2%	0%	1%	2%	0%	5%	0%	2%	
Average :		1	108	63	0	4	3	1	3	3	1	9	1	3	200

(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
09/12/23	00:00	0	8	4	0	1	0	0	0	0	0	0	0	0	13
Tue	01:00	0	6	0	0	1	0	0	0	0	0	0	0	0	7
	02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	03:00	0	8	2	1	0	0	0	0	0	0	0	0	0	11
	04:00	0	7	2	0	1	1	0	0	1	0	0	0	0	12
	05:00	0	19	27	0	2	2	0	0	3	3	1	0	0	57
	06:00	0	66	54	0	3	1	1	0	4	2	2	0	1	134
	07:00	0	115	80	0	11	6	0	2	6	4	9	0	6	239
	08:00	0	147	104	0	12	5	3	6	7	3	12	0	8	307
	09:00	0	94	93	0	4	6	0	0	3	3	11	1	3	218
	10:00	0	134	71	0	3	6	0	2	6	5	9	1	3	240
	11:00	0	143	78	0	8	5	0	4	6	4	16	0	6	270
	12:00	0	155	89	1	4	4	0	3	9	2	13	1	8	289
	13:00	1	185	78	0	5	5	3	6	7	4	19	0	9	322
	14:00	0	191	115	0	3	7	1	3	8	2	16	0	6	352
	15:00	0	211	116	0	10	4	0	4	7	3	20	0	7	382
	16:00	0	262	142	0	3	3	1	8	6	0	28	3	6	462
	17:00	0	250	127	0	3	3	0	1	4	0	24	0	6	418
	18:00	0	174	83	0	5	0	1	0	1	0	9	1	1	275
	19:00	0	122	60	0	2	0	0	1	0	0	5	1	3	194
	20:00	0	77	37	0	0	1	0	0	0	0	2	0	0	117
	21:00	0	48	26	0	0	0	0	0	0	0	1	0	0	75
	22:00	0	40	10	0	0	0	0	0	0	0	0	0	0	50
	23:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16
Daily Total :		1	2480	1402	2	81	59	10	40	78	35	197	8	73	4466
Percent :		0%	56%	31%	0%	2%	1%	0%	1%	2%	1%	4%	0%	2%	
Average :		0	103	58	0	3	2	0	2	3	1	8	0	3	183

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	S	SB	Ax-Ax	150 cm	183 cm	

Lane #2 Basic Axle Classification Data From: 00:00 - 09/06/2023 To: 23:59 - 09/12/2023

(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
09/06/23	00:00	0	6	1	0	0	0	0	0	0	1	0	0	0	8
Wed	01:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	4	1	0	1	0	0	0	1	0	0	0	0	7
	03:00	0	6	3	0	1	0	0	0	0	0	0	0	0	10
	04:00	0	11	7	0	0	1	0	0	0	0	0	0	0	19
	05:00	3	43	24	0	3	0	0	0	0	0	0	0	0	73
	06:00	1	72	47	0	1	2	0	3	2	1	0	0	0	129
	07:00	0	180	101	0	6	6	0	2	3	7	15	1	4	325
	08:00	0	233	100	0	7	2	5	9	7	3	29	0	11	406
	09:00	2	235	76	0	2	2	1	4	6	2	12	0	5	347
	10:00	4	208	87	0	4	4	3	8	7	2	11	4	7	349
	11:00	2	178	70	0	6	6	3	4	3	9	18	7	20	326
	12:00	7	194	91	0	6	5	0	6	6	2	18	3	9	347
	13:00	2	211	89	0	2	9	3	6	3	2	19	3	13	362
	14:00	3	168	97	0	6	10	1	7	6	5	22	0	9	334
	15:00	0	156	81	0	4	11	1	4	7	4	26	1	8	303
	16:00	5	226	73	0	8	4	3	4	5	1	30	0	12	371
	17:00	3	181	83	0	2	3	1	8	4	0	24	1	5	315
	18:00	4	136	57	1	2	1	0	4	2	0	5	1	3	216
	19:00	1	105	38	0	0	2	1	1	0	0	6	0	0	154
	20:00	0	75	26	0	1	0	0	1	0	2	1	0	0	106
	21:00	0	41	9	0	1	2	0	2	0	0	3	0	0	58
	22:00	0	20	7	0	1	0	0	1	1	0	1	0	1	32
	23:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
Daily Total :		37	2705	1175	1	64	70	22	74	63	41	240	21	107	4620
Percent :		1%	59%	25%	0%	1%	2%	0%	2%	1%	1%	5%	0%	2%	
Average :		2	113	49	0	3	3	1	3	3	2	10	1	4	194

(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
09/07/23	00:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
Thu	01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	2	1	0	0	0	0	0	1	0	0	0	0	4
	03:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	11	10	0	0	0	0	0	0	0	0	0	0	21
	05:00	0	42	24	0	3	0	0	0	0	0	0	0	1	70
	06:00	0	72	56	0	4	0	1	3	0	1	6	0	0	143
	07:00	0	181	105	0	4	5	2	5	3	3	17	0	3	328
	08:00	0	236	90	0	7	3	3	5	7	8	23	0	4	386
	09:00	2	214	94	0	7	3	2	3	5	1	17	0	5	353
	10:00	0	178	82	0	4	8	1	7	5	2	21	2	8	318
	11:00	1	208	87	0	6	5	4	7	8	5	24	1	10	366
	12:00	4	204	110	0	4	5	4	14	10	4	20	0	6	385
	13:00	2	207	88	0	3	3	4	9	6	3	22	1	4	352
	14:00	1	178	84	0	6	3	5	8	3	3	30	1	11	333
	15:00	4	195	79	0	8	4	3	6	5	1	27	4	12	348
	16:00	1	217	94	0	6	3	1	9	7	2	28	1	12	381
	17:00	1	197	92	0	3	3	4	11	8	0	26	1	10	356
	18:00	0	157	42	0	3	0	0	1	1	0	10	1	2	217
	19:00	2	105	38	0	3	2	3	0	2	0	9	1	1	166
	20:00	0	80	27	0	2	1	0	0	1	0	4	0	0	115
	21:00	1	48	20	0	1	0	0	0	0	0	3	0	0	73
	22:00	0	22	7	0	1	0	0	0	0	0	0	0	0	30
	23:00	0	15	6	0	0	0	0	0	0	0	0	0	0	21
Daily Total :		19	2785	1240	0	75	48	37	88	72	33	287	13	89	4786
Percent :		0%	58%	26%	0%	2%	1%	1%	2%	2%	1%	6%	0%	2%	
Average :		1	116	52	0	3	2	2	4	3	1	12	1	4	201

(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
09/08/23	00:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Fri	01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	03:00	0	2	4	0	0	1	0	0	1	0	0	0	0	8
	04:00	0	13	9	0	0	0	0	0	0	0	0	0	0	22
	05:00	1	30	20	0	2	0	0	0	0	0	1	0	0	54
	06:00	1	63	58	0	2	0	0	1	1	0	0	0	1	127
	07:00	0	163	90	0	4	2	1	5	3	2	14	1	4	289
	08:00	1	203	109	0	10	2	2	9	6	7	16	2	8	375
	09:00	1	225	90	0	4	2	3	5	4	1	11	1	7	354
	10:00	2	214	99	0	5	3	3	9	6	1	15	2	11	370
	11:00	0	198	89	0	4	6	4	10	11	3	26	2	16	369
	12:00	1	208	100	0	7	8	0	11	7	6	26	3	12	389
	13:00	3	197	90	0	1	5	2	8	5	4	26	0	9	350
	14:00	2	201	80	1	2	2	3	14	2	3	25	4	14	353
	15:00	2	141	85	0	4	2	6	16	11	4	26	6	35	338
	16:00	4	213	91	0	6	2	0	11	7	2	43	4	6	389
	17:00	1	181	71	0	2	1	1	11	5	0	33	3	8	317
	18:00	0	136	65	0	0	2	1	3	6	1	20	1	2	237
	19:00	4	112	43	0	0	0	0	3	2	0	7	0	0	171
	20:00	0	100	39	0	2	0	0	5	1	0	1	0	1	149
	21:00	0	72	29	0	1	0	0	1	0	0	1	0	0	104
	22:00	0	42	9	0	0	0	0	0	0	1	0	0	0	52
	23:00	0	23	8	0	0	0	0	0	0	0	0	0	0	31
Daily Total :		23	2753	1280	1	56	38	26	122	78	35	291	29	134	4866
Percent :		0%	57%	26%	0%	1%	1%	1%	3%	2%	1%	6%	1%	3%	
Average :		1	115	53	0	2	2	1	5	3	1	12	1	6	202

(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
09/09/23	00:00	0	13	6	0	1	0	0	0	0	0	0	0	0	20
Sat	01:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	03:00	0	4	4	0	0	0	0	0	1	0	0	0	0	9
	04:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	05:00	1	14	6	0	0	0	0	0	0	0	0	0	0	21
	06:00	0	35	23	0	0	0	0	0	0	0	0	0	0	58
	07:00	1	55	46	0	2	0	0	1	0	0	4	0	2	111
	08:00	2	160	62	0	0	0	2	4	2	0	6	1	3	242
	09:00	1	176	84	0	1	0	1	3	2	0	10	1	4	283
	10:00	4	213	103	0	1	0	0	5	12	2	18	2	8	368
	11:00	3	194	84	0	2	2	1	10	6	3	25	1	7	338
	12:00	4	193	93	0	1	0	0	7	6	0	22	2	1	329
	13:00	4	223	67	0	1	1	3	6	3	1	28	3	8	348
	14:00	3	230	83	0	0	2	2	1	6	1	24	4	6	362
	15:00	4	172	71	0	1	1	3	7	4	1	23	0	5	292
	16:00	5	195	64	0	0	1	1	6	4	2	14	1	4	297
	17:00	6	195	62	0	0	0	1	2	3	0	8	2	4	283
	18:00	4	135	44	0	0	0	2	6	1	2	10	2	1	207
	19:00	2	126	42	0	0	0	0	2	1	0	5	0	0	178
	20:00	0	113	44	0	0	0	1	2	2	0	5	0	0	167
	21:00	0	78	20	0	0	0	0	3	0	0	1	1	0	103
	22:00	1	59	7	0	0	0	0	1	1	0	2	0	0	71
	23:00	0	35	10	0	0	0	0	0	0	1	2	0	0	48
Daily Total :		45	2635	1030	0	10	7	17	66	54	13	207	20	53	4157
Percent :		1%	63%	25%	0%	0%	0%	0%	2%	1%	0%	5%	0%	1%	
Average :		2	110	43	0	0	0	1	3	2	1	9	1	2	174

(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
09/10/23	00:00	0	24	7	0	0	0	0	0	0	0	0	0	0	31
Sun	01:00	0	12	5	0	1	0	0	0	0	0	0	0	0	18
	02:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	03:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
	04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	16	6	0	0	0	0	0	0	0	0	0	0	22
	06:00	0	27	10	0	1	0	0	0	0	1	0	0	1	40
	07:00	0	41	25	0	0	0	0	2	0	0	2	0	0	70
	08:00	2	97	45	0	0	0	0	1	3	0	3	0	2	153
	09:00	1	164	47	0	2	0	1	3	2	1	13	0	3	237
	10:00	2	214	85	0	0	0	1	8	5	0	12	3	7	337
	11:00	2	225	112	0	1	2	2	2	8	2	28	0	5	389
	12:00	5	245	89	0	0	3	3	9	9	1	27	3	9	403
	13:00	8	249	100	0	1	1	1	5	6	0	24	3	7	405
	14:00	10	241	115	0	1	1	2	4	1	1	26	1	8	411
	15:00	3	240	99	0	2	0	2	11	5	0	18	0	3	383
	16:00	9	244	100	0	2	0	1	6	2	0	18	2	1	385
	17:00	2	189	71	0	0	0	0	3	1	1	15	1	3	286
	18:00	3	165	57	0	0	0	1	3	1	1	6	1	1	239
	19:00	3	149	57	0	0	0	0	3	0	0	3	0	0	215
	20:00	1	112	49	0	0	0	0	1	0	0	1	0	0	164
	21:00	0	39	19	0	0	1	0	1	0	0	0	0	0	60
	22:00	0	25	4	0	0	0	0	0	0	0	0	0	0	29
	23:00	0	11	5	0	0	0	0	0	0	0	0	0	0	16
Daily Total :		51	2753	1111	0	11	8	14	62	43	8	196	14	50	4321
Percent :		1%	64%	26%	0%	0%	0%	0%	1%	1%	0%	5%	0%	1%	
Average :		2	115	46	0	0	0	1	3	2	0	8	1	2	180

(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
09/11/23	00:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Mon	01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	5	4	0	1	0	0	0	0	0	0	0	0	10
	04:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
	05:00	3	42	28	0	0	0	0	0	0	0	3	0	0	76
	06:00	0	63	48	0	2	2	1	2	0	2	2	0	0	122
	07:00	1	197	109	0	7	4	2	2	2	1	11	2	4	342
	08:00	2	240	97	0	7	11	1	5	3	5	15	1	10	397
	09:00	1	196	89	0	5	7	1	3	4	2	16	0	5	329
	10:00	0	213	86	0	1	10	5	5	3	2	14	2	10	351
	11:00	2	200	84	0	4	6	2	5	5	1	17	1	4	331
	12:00	1	212	84	0	7	10	4	8	2	4	26	0	8	366
	13:00	1	182	89	0	2	4	1	8	4	1	18	0	5	315
	14:00	1	199	96	0	7	7	2	9	4	3	26	0	10	364
	15:00	1	181	107	0	3	9	6	11	4	1	27	1	12	363
	16:00	2	213	98	0	6	1	5	10	8	1	26	1	16	387
	17:00	2	181	90	0	1	1	2	3	6	2	19	2	7	316
	18:00	2	142	62	0	2	1	2	1	1	0	6	0	2	221
	19:00	2	89	42	0	1	2	0	1	1	3	6	0	0	147
	20:00	1	74	36	0	1	1	1	0	1	0	2	1	1	119
	21:00	0	55	30	0	0	0	0	0	0	0	0	0	0	85
	22:00	0	31	15	0	1	0	0	0	0	0	1	0	0	48
	23:00	0	10	2	0	0	0	0	0	0	0	2	0	0	14
Daily Total :		22	2743	1304	0	58	76	35	73	48	28	237	11	94	4729
Percent :		0%	58%	28%	0%	1%	2%	1%	2%	1%	1%	5%	0%	2%	
Average :		1	114	54	0	2	3	1	3	2	1	10	0	4	195

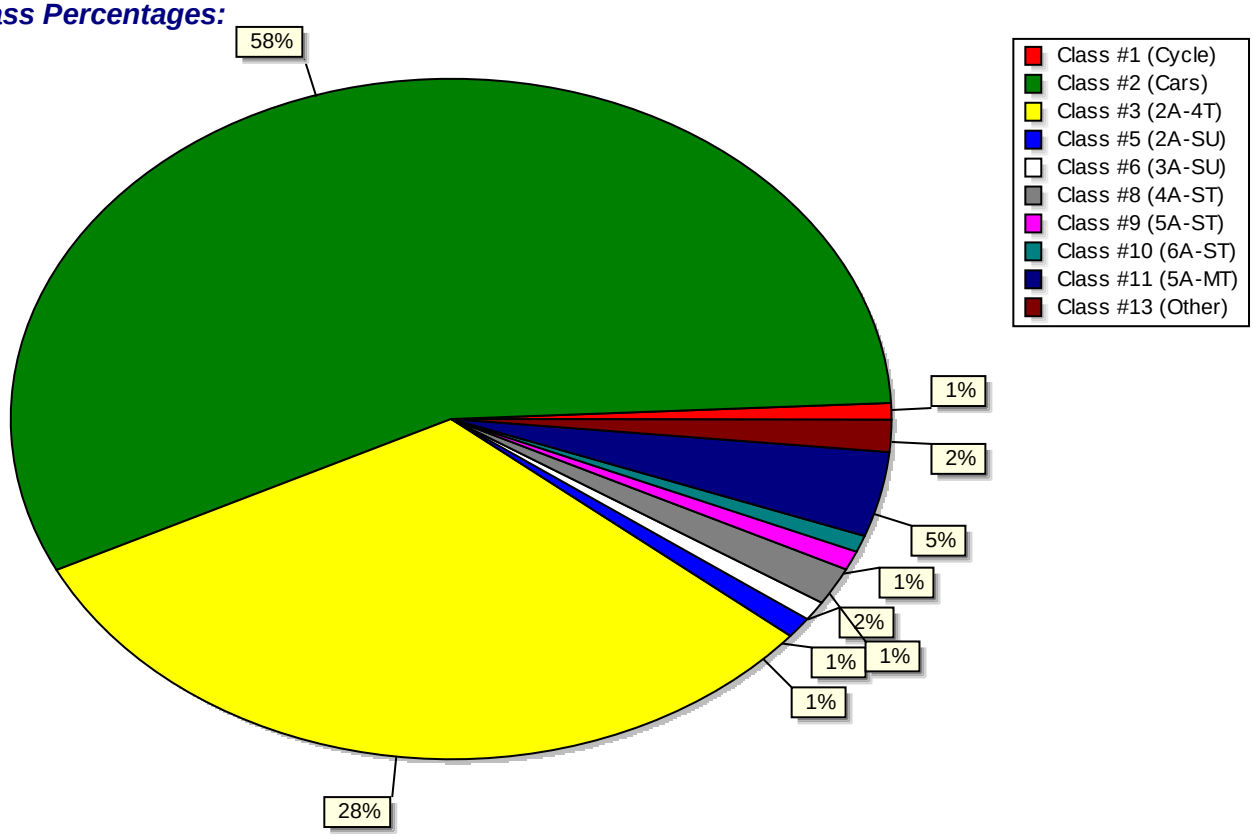
(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
09/12/23	00:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
Tue	01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
	03:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	04:00	0	14	5	0	1	0	0	0	0	0	0	0	1	21
	05:00	1	34	23	0	1	0	0	0	0	1	1	0	1	62
	06:00	0	72	48	0	4	0	0	2	0	3	3	0	3	135
	07:00	0	178	88	0	7	3	0	5	3	8	15	0	4	311
	08:00	0	243	88	0	10	2	2	9	5	1	16	2	8	386
	09:00	0	181	82	0	3	2	2	4	0	4	12	3	5	298
	10:00	0	182	91	0	0	1	0	6	1	3	15	1	12	312
	11:00	0	210	88	0	2	5	1	3	2	5	11	0	5	332
	12:00	0	175	89	0	6	4	2	7	7	4	19	1	10	324
	13:00	0	176	79	0	2	6	3	4	4	1	13	3	12	303
	14:00	0	168	70	0	6	2	1	3	2	6	14	1	11	284
	15:00	2	139	79	0	8	6	3	1	9	4	24	0	13	288
	16:00	0	176	86	0	4	5	3	4	15	4	30	2	9	338
	17:00	0	167	92	0	2	1	1	6	4	1	21	2	9	306
	18:00	0	126	54	0	1	0	0	2	2	1	6	0	1	193
	19:00	0	108	49	0	1	0	0	1	1	0	7	0	0	167
	20:00	0	55	27	0	1	0	0	1	0	0	3	0	0	87
	21:00	0	43	16	0	1	0	0	0	0	0	2	0	1	63
	22:00	0	24	10	0	0	0	0	0	0	1	0	0	1	36
	23:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
Daily Total :		3	2499	1170	0	60	37	18	58	56	47	212	15	106	4281
Percent :		0%	58%	27%	0%	1%	1%	0%	1%	1%	1%	5%	0%	2%	
Average :		0	104	49	0	3	2	1	2	2	2	9	1	4	179

Basic Axle Class Summary: P2320001

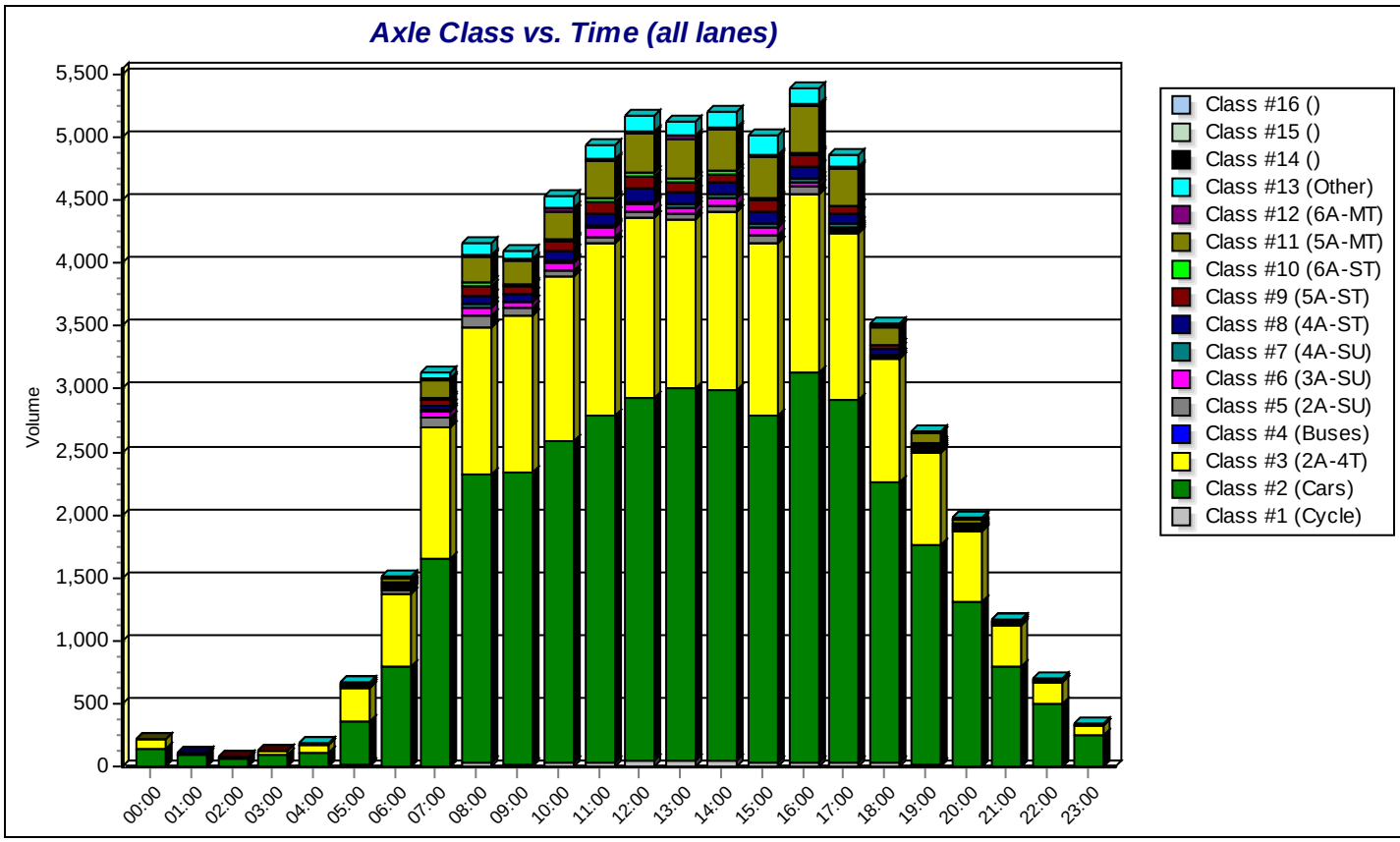
(DEFAULTC) Description	Lane	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
TOTAL COUNT :	#1.	223	18646	10080	11	355	358	101	436	514	155	1618	133	514	33144
	#2.	200	18873	8310	2	334	284	169	543	414	205	1670	123	633	31760
		423	37519	18390	13	689	642	270	979	928	360	3288	256	1147	64904
Percents :	#1.	1%	56%	30%	0%	1%	1%	0%	1%	2%	0%	5%	0%	2%	51%
	#2.	1%	59%	26%	0%	1%	1%	1%	2%	1%	1%	5%	0%	2%	49%
		1%	58%	28%	0%	1%	1%	0%	2%	1%	1%	5%	0%	2%	
Average :	#1.	1	111	60	0	2	2	1	3	3	1	10	1	3	198
	#2.	1	112	49	0	2	2	1	3	2	1	10	1	4	188
		2	223	109	0	4	4	2	6	5	2	20	2	7	386
Days & ADT :	#1.	7.0	4734												
	#2.	7.0	4537												
		7.0	9272												

P2320001 Axle Class Charts For Data From: 00:00 - 09/06/2023 To: 23:59 - 09/12/2023

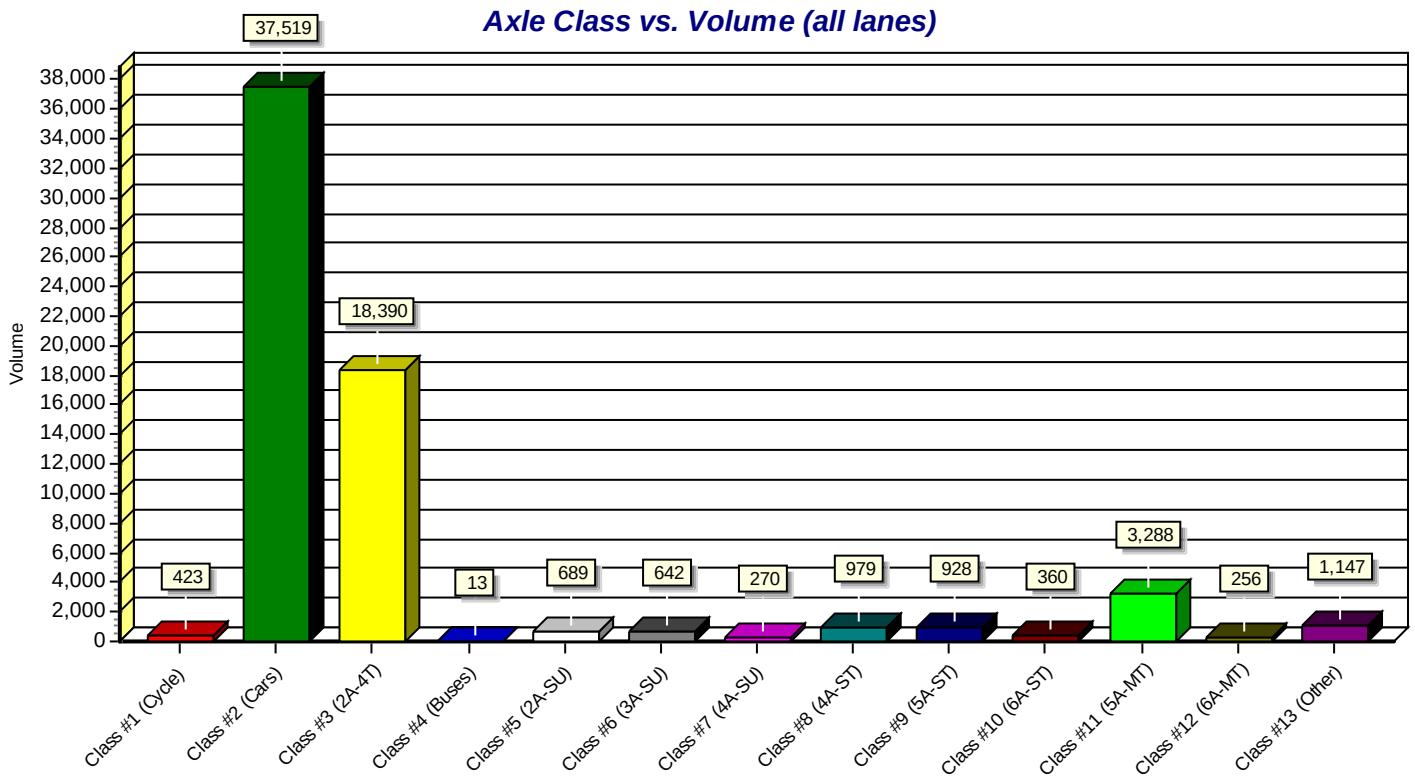
Axle Class Percentages:



Axle Class vs. Time (all lanes)



P2320001 Axle Class Charts For Data From: 00:00 - 09/06/2023 To: 23:59 - 09/12/2023



Basic Speed Classification Report: P2320001

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	N	NB	Ax-Ax	150 cm	183 cm	

Lane #1 Basic Speed Classification Data From: 00:00 - 09/06/2023 To: 23:59 - 09/12/2023

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/06/23	00:00	0	0	0	1	1	8	1	1	0	0	0	0	0	0	0	0	12
Wed	01:00	0	0	0	0	5	1	1	0	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	1	2	3	0	1	0	0	0	0	0	0	0	0	7
	04:00	0	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	9
	05:00	0	0	0	1	18	28	6	0	0	0	0	0	0	0	0	0	53
	06:00	0	1	2	20	73	45	7	2	0	0	0	0	0	0	0	1	151
	07:00	0	0	3	22	111	71	7	0	0	0	2	0	0	0	0	0	216
	08:00	0	1	11	51	152	57	4	1	0	1	0	0	0	0	0	2	280
	09:00	0	0	0	40	146	69	6	0	2	0	0	0	0	0	0	0	263
	10:00	0	1	15	37	202	65	8	1	0	0	0	0	0	0	0	0	329
	11:00	0	1	18	63	194	50	5	0	0	1	0	0	0	0	0	0	332
	12:00	3	2	5	46	219	95	2	1	1	0	0	0	0	0	0	0	374
	13:00	1	0	4	47	183	107	14	1	2	1	0	0	0	0	0	1	361
	14:00	1	1	19	65	176	94	12	1	1	0	0	0	0	1	0	0	371
	15:00	2	6	7	34	235	107	6	1	0	0	0	0	0	0	0	1	399
	16:00	0	2	3	55	231	135	9	1	0	1	1	0	0	0	0	0	438
	17:00	0	0	0	39	229	171	7	1	1	0	0	1	0	0	0	0	449
	18:00	0	0	0	31	132	96	13	0	0	0	1	0	0	0	0	0	273
	19:00	0	0	0	11	97	53	2	1	0	0	0	0	0	0	0	0	164
	20:00	0	0	1	17	73	46	6	2	0	0	0	0	0	0	0	0	145
	21:00	0	1	0	16	44	23	3	0	0	0	1	0	0	0	0	0	88
	22:00	0	0	0	7	23	22	3	1	0	0	0	0	0	0	0	0	56
	23:00	0	0	0	1	10	8	2	0	0	0	0	0	0	0	0	0	21
Daily Total :		7	16	88	605	2558	1360	126	16	7	4	5	1	0	1	0	5	4799
Percent :		0%	0%	2%	13%	53%	28%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	4	25	107	57	5	1	0	0	0	0	0	0	0	0	188

Speeds - Average: 56.8 50% : 56.7 67% : 59.8 85% : 66.0 20kph Pace: 50.1 - 70.0 (81.6%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/07/23	00:00	0	0	0	0	4	5	2	0	0	0	0	0	0	0	0	0	11
Thu	01:00	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	0	0	8	3	0	0	0	0	0	0	0	0	0	11
	05:00	0	0	0	0	15	30	5	1	0	0	0	0	0	0	0	0	51
	06:00	0	0	0	2	57	61	15	0	0	0	0	0	0	0	0	0	135
	07:00	0	0	1	24	112	75	7	0	0	0	0	0	2	0	0	0	221
	08:00	0	0	4	42	157	80	7	1	0	0	0	1	1	1	1	0	295
	09:00	0	1	3	62	155	61	8	0	0	0	0	0	0	0	0	0	290
	10:00	0	0	0	36	145	93	11	0	0	0	0	0	0	0	0	0	285
	11:00	1	1	6	76	174	76	8	0	0	0	0	0	0	0	1	0	343
	12:00	11	18	27	105	171	30	4	0	0	0	0	0	0	0	0	1	367
	13:00	0	1	4	75	212	100	6	0	0	0	0	0	0	0	0	1	399
	14:00	1	1	5	47	245	117	8	2	0	0	0	0	0	0	0	1	427
	15:00	1	6	12	66	215	106	10	0	0	0	0	0	0	0	0	1	417
	16:00	0	7	11	87	272	92	8	0	0	0	0	0	0	0	0	1	478
	17:00	2	0	2	75	253	112	12	3	0	0	0	0	1	0	0	0	460
	18:00	0	1	0	15	149	134	12	0	0	0	0	0	0	0	0	0	311
	19:00	0	0	5	37	130	71	8	0	0	1	0	0	0	0	0	0	252
	20:00	0	1	1	19	107	51	8	0	0	0	0	0	0	0	0	0	187
	21:00	0	0	0	11	43	29	5	1	0	0	0	0	0	0	0	0	89
	22:00	0	0	0	3	22	23	5	1	0	0	0	0	0	0	0	0	54
	23:00	0	0	0	3	11	11	0	0	0	0	0	0	0	0	0	0	25
Daily Total :		16	37	81	786	2655	1374	152	9	0	1	0	1	4	1	2	5	5124
Percent :		0%	1%	2%	15%	52%	27%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	2	3	33	111	57	6	0	0	0	0	0	0	0	0	0	200

Speeds - Average: 56.2 50% : 56.3 67% : 59.5 85% : 65.8 20kph Pace: 50.1 - 70.0 (78.6%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/08/23	00:00	0	0	0	5	6	4	0	0	0	0	0	0	0	0	0	0	15
Fri	01:00	0	0	0	0	4	5	1	0	0	0	0	0	0	0	0	0	10
	02:00	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	0	4	2	1	1	0	0	0	0	0	0	0	0	8
	04:00	0	0	0	3	2	6	1	0	0	0	0	0	0	0	0	0	12
	05:00	0	0	0	5	12	21	10	1	0	0	0	0	0	0	0	0	49
	06:00	0	0	1	4	67	51	7	0	0	0	0	0	0	0	0	0	130
	07:00	5	2	4	41	105	65	12	1	0	0	0	0	0	0	0	0	235
	08:00	5	3	5	58	158	63	4	1	0	0	0	0	1	0	0	0	298
	09:00	0	0	4	47	210	65	5	0	0	0	0	1	0	0	0	1	333
	10:00	0	0	0	75	203	73	8	0	0	0	0	0	0	1	0	1	361
	11:00	0	1	5	81	231	77	7	0	0	1	0	0	0	0	0	1	404
	12:00	0	0	2	71	264	80	9	1	0	0	0	0	0	0	0	0	427
	13:00	2	1	2	75	273	99	7	0	0	0	0	1	0	1	0	0	461
	14:00	1	1	6	98	286	86	3	1	0	1	0	0	0	0	0	0	483
	15:00	4	5	17	114	252	77	7	0	1	0	0	1	1	0	0	1	480
	16:00	0	2	5	75	269	126	14	1	0	1	0	0	0	1	0	0	494
	17:00	1	2	2	91	302	115	10	2	0	0	0	0	0	0	1	0	526
	18:00	0	0	2	32	212	159	10	1	0	0	0	0	0	0	0	0	416
	19:00	0	0	1	18	166	80	12	0	0	0	0	0	0	0	0	0	277
	20:00	0	6	2	24	119	54	7	0	0	0	0	0	0	0	0	0	212
	21:00	0	0	0	13	78	38	5	0	0	0	0	0	0	0	0	0	134
	22:00	0	0	0	6	50	24	0	0	1	0	0	0	0	0	0	0	81
	23:00	0	0	0	5	12	14	2	1	1	0	0	0	0	0	0	0	35
Daily Total :		18	23	58	942	3288	1387	142	11	3	3	0	3	2	3	1	4	5888
Percent :		0%	0%	1%	16%	56%	24%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	1	2	39	137	58	6	0	0	0	0	0	0	0	0	0	213

Speeds - Average: 55.9 50% : 55.9 67% : 58.9 85% : 65.0 20kph Pace: 50.1 - 70.0 (79.4%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/09/23	00:00	0	0	0	1	13	11	3	0	0	0	0	0	0	0	0	0	28
Sat	01:00	0	0	0	1	9	7	1	0	0	0	0	0	0	0	0	0	18
	02:00	0	1	0	0	5	6	0	0	0	0	0	0	0	0	0	0	12
	03:00	0	0	0	1	6	5	0	0	1	0	0	0	0	0	0	0	13
	04:00	0	0	0	3	2	4	0	0	0	0	0	0	0	0	0	0	9
	05:00	0	0	0	0	9	6	1	1	0	0	0	0	0	0	0	0	17
	06:00	0	0	0	3	14	20	4	1	1	0	0	0	0	0	0	0	43
	07:00	0	1	0	1	53	58	12	1	0	0	0	0	0	0	0	0	126
	08:00	0	3	2	12	123	66	8	1	0	0	0	0	1	0	0	0	216
	09:00	0	0	1	31	162	79	9	1	0	0	0	0	0	0	0	0	283
	10:00	0	0	1	38	201	108	5	1	2	0	0	0	0	0	0	0	356
	11:00	0	0	2	51	261	104	10	0	0	0	0	0	1	0	0	0	429
	12:00	0	0	2	81	251	135	17	2	0	0	0	0	1	0	0	1	490
	13:00	1	0	11	62	238	107	13	0	0	2	0	0	1	0	0	0	435
	14:00	0	0	0	49	230	116	12	0	1	0	0	0	0	0	0	0	408
	15:00	0	4	1	29	208	92	7	0	0	1	0	0	0	0	0	0	342
	16:00	0	0	0	23	193	84	9	2	1	1	0	1	0	0	0	0	314
	17:00	0	0	4	21	127	69	9	1	2	0	0	0	0	0	0	0	233
	18:00	0	0	0	9	107	99	14	0	0	0	1	0	0	0	0	0	230
	19:00	0	1	1	11	99	69	7	1	1	0	0	0	0	1	1	0	192
	20:00	0	0	4	21	84	43	3	0	0	0	0	0	0	0	0	1	156
	21:00	0	0	0	12	52	36	8	0	0	0	0	0	0	0	0	0	108
	22:00	0	0	0	6	47	27	3	0	0	0	0	0	0	0	0	0	83
	23:00	0	0	1	8	15	16	3	0	0	0	0	0	0	0	0	0	43
Daily Total :		1	10	30	474	2509	1367	158	12	9	4	1	1	4	1	1	2	4584
Percent :		0%	0%	1%	10%	55%	30%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	20	105	57	7	1	0	0	0	0	0	0	0	0	244

Speeds - Average: 57.7 50% : 57.1 67% : 60.5 85% : 66.4 20kph Pace: 50.1 - 70.0 (84.6%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/10/23	00:00	0	1	1	8	20	13	2	2	0	0	0	0	0	0	0	0	47
Sun	01:00	0	0	0	1	4	11	1	0	0	0	0	0	0	0	0	0	17
	02:00	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	0	1	3	6	0	0	0	0	0	0	0	0	0	0	10
	04:00	0	0	0	2	5	4	2	0	0	0	0	0	0	0	0	0	13
	05:00	0	0	0	0	10	8	1	0	0	0	0	0	0	0	0	0	19
	06:00	0	0	0	4	15	11	2	0	0	0	0	0	0	0	0	0	32
	07:00	0	0	0	1	24	38	4	1	0	1	0	0	0	0	0	0	69
	08:00	0	0	0	7	59	39	7	0	0	0	0	1	0	0	0	0	113
	09:00	1	0	2	18	119	81	6	1	0	1	0	0	0	0	0	1	230
	10:00	0	0	3	27	144	91	6	0	1	0	0	0	0	1	0	1	274
	11:00	0	1	1	43	200	95	7	1	0	0	1	0	0	0	1	0	350
	12:00	0	0	1	54	212	79	10	1	0	0	0	0	0	1	1	0	359
	13:00	0	1	0	41	191	109	5	0	1	1	1	0	1	0	0	0	351
	14:00	0	0	2	31	165	113	9	0	1	0	0	0	1	0	0	0	322
	15:00	0	0	0	15	190	104	9	0	1	1	1	0	0	1	0	0	322
	16:00	0	0	0	22	141	68	12	0	0	0	0	0	0	0	0	0	243
	17:00	0	0	0	13	85	76	13	2	0	0	0	0	0	0	0	0	189
	18:00	0	0	3	16	86	69	7	1	0	0	0	0	0	0	0	0	182
	19:00	0	1	0	17	83	43	10	0	0	0	0	0	0	0	0	0	154
	20:00	0	2	1	7	55	40	3	1	0	0	0	0	0	0	0	0	109
	21:00	0	0	1	4	31	27	3	0	0	0	0	0	0	0	0	0	66
	22:00	0	0	1	1	19	10	0	0	0	0	0	0	0	0	0	0	31
	23:00	0	0	0	0	7	2	3	0	0	0	0	0	0	0	0	0	12
Daily Total :		1	6	16	335	1869	1138	123	10	4	4	3	1	2	3	2	2	3519
Percent :		0%	0%	0%	10%	53%	32%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	14	78	47	5	0	0	0	0	0	0	0	0	0	191

Speeds - Average: 58.2 50% : 57.6 67% : 61.3 85% : 66.7 20kph Pace: 50.1 - 70.0 (85.5%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/11/23	00:00	0	0	0	1	1	6	0	0	0	0	0	0	0	0	0	0	8
Mon	01:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	02:00	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6
	03:00	0	0	0	2	0	8	2	0	0	0	0	0	0	0	0	0	12
	04:00	0	0	0	0	3	5	1	0	0	0	0	0	0	0	0	0	9
	05:00	0	0	0	0	16	24	7	0	0	0	0	0	0	0	0	0	47
	06:00	0	0	0	2	63	55	10	0	0	0	0	0	0	0	0	0	130
	07:00	0	3	3	27	113	87	8	0	0	1	0	0	0	0	0	0	242
	08:00	1	1	4	43	167	75	8	0	0	1	0	0	0	0	0	0	300
	09:00	0	0	0	46	157	65	8	0	0	0	0	0	0	0	0	1	277
	10:00	0	0	2	44	168	63	2	0	0	0	0	0	0	0	0	0	279
	11:00	0	1	6	53	202	96	5	1	0	0	0	0	0	0	0	0	364
	12:00	0	2	4	37	188	94	5	0	0	0	0	0	0	0	0	0	330
	13:00	1	2	16	34	199	102	10	2	0	0	1	0	1	0	0	0	368
	14:00	0	4	8	50	229	96	7	1	1	0	0	0	0	0	0	0	396
	15:00	0	0	8	83	200	69	4	0	0	1	1	0	0	0	0	0	366
	16:00	0	1	4	79	243	78	6	1	1	0	0	0	0	0	0	1	414
	17:00	0	0	6	64	226	106	7	0	1	1	0	0	0	0	0	0	411
	18:00	0	5	5	30	137	111	11	1	0	0	0	0	0	0	0	0	300
	19:00	1	0	2	31	105	78	10	1	0	0	1	0	0	0	0	0	229
	20:00	0	0	0	19	67	53	2	2	0	0	0	0	1	0	0	0	144
	21:00	0	0	0	6	36	21	2	2	0	0	0	0	0	0	0	0	67
	22:00	0	1	0	5	24	12	1	0	0	0	0	0	0	0	0	0	43
	23:00	0	0	0	1	10	9	0	0	0	0	0	0	0	0	0	0	20
Daily Total :		3	20	68	657	2556	1316	118	12	3	4	3	0	2	0	0	2	4764
Percent :		0%	0%	1%	14%	54%	28%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	3	27	107	55	5	1	0	0	0	0	0	0	0	0	145

Speeds - Average: 56.6 50% : 56.5 67% : 59.6 85% : 65.7 20kph Pace: 50.1 - 70.0 (81.3%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/12/23	00:00	0	0	0	2	6	4	0	1	0	0	0	0	0	0	0	0	13
Tue	01:00	0	0	0	1	1	4	1	0	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	0	6
	03:00	0	0	0	2	3	5	1	0	0	0	0	0	0	0	0	0	11
	04:00	0	0	0	0	3	5	3	1	0	0	0	0	0	0	0	0	12
	05:00	0	0	1	2	18	26	6	4	0	0	0	0	0	0	0	0	57
	06:00	0	0	0	4	70	49	11	0	0	0	0	0	0	0	0	0	134
	07:00	0	5	5	31	127	67	2	2	0	0	0	0	0	0	0	0	239
	08:00	5	1	5	68	166	54	6	0	0	1	0	0	0	0	1	0	307
	09:00	0	1	0	28	121	61	5	0	1	0	1	0	0	0	0	0	218
	10:00	0	0	3	61	132	37	5	1	0	0	0	0	0	0	1	0	240
	11:00	0	0	0	38	171	56	4	0	0	0	0	0	1	0	0	0	270
	12:00	0	0	0	56	159	69	3	1	0	1	0	0	0	0	0	0	289
	13:00	5	4	10	56	172	70	3	2	0	0	0	0	0	0	0	0	322
	14:00	1	1	4	65	201	73	5	0	0	0	0	1	0	1	0	0	352
	15:00	1	4	10	69	221	69	4	1	2	0	0	0	1	0	0	0	382
	16:00	1	1	6	53	281	113	4	2	0	1	0	0	0	0	0	0	462
	17:00	0	0	1	46	223	142	5	0	0	0	0	1	0	0	0	0	418
	18:00	0	0	0	13	150	97	15	0	0	0	0	0	0	0	0	0	275
	19:00	1	2	3	19	82	79	8	0	0	0	0	0	0	0	0	0	194
	20:00	0	0	0	10	73	28	5	1	0	0	0	0	0	0	0	0	117
	21:00	0	1	0	6	33	27	8	0	0	0	0	0	0	0	0	0	75
	22:00	0	0	1	5	27	15	2	0	0	0	0	0	0	0	0	0	50
	23:00	0	0	0	2	5	8	1	0	0	0	0	0	0	0	0	0	16
Daily Total :		14	20	49	638	2446	1159	110	16	3	3	1	2	2	1	2	0	4466
Percent :		0%	0%	1%	14%	55%	26%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	1	2	27	102	48	5	1	0	0	0	0	0	0	0	0	199

Speeds - Average: 56.4 50% : 56.3 67% : 59.3 85% : 65.5 20kph Pace: 50.1 - 70.0 (80.7%)

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	S	SB	Ax-Ax	150 cm	183 cm	

Lane #2 Basic Speed Classification Data From: 00:00 - 09/06/2023 To: 23:59 - 09/12/2023

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/06/23	00:00	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	8
Wed	01:00	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	0	1	0	1	4	1	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	0	6	2	2	0	0	0	0	0	0	0	0	0	10
	04:00	0	0	1	0	12	4	1	1	0	0	0	0	0	0	0	0	19
	05:00	0	0	0	9	24	35	5	0	0	0	0	0	0	0	0	0	73
	06:00	0	0	1	13	62	40	12	1	0	0	0	0	0	0	0	0	129
	07:00	0	0	11	88	169	53	3	0	1	0	0	0	0	0	0	0	325
	08:00	1	1	28	136	208	31	1	0	0	0	0	0	0	0	0	0	406
	09:00	0	0	3	109	208	23	2	0	1	0	0	0	0	0	0	1	347
	10:00	1	0	5	70	235	36	1	0	0	0	0	0	1	0	0	0	349
	11:00	23	7	15	83	159	36	1	0	0	0	0	0	0	1	1	0	326
	12:00	1	2	5	124	187	25	1	1	0	0	1	0	0	0	0	0	347
	13:00	0	0	2	96	223	39	0	1	0	0	0	1	0	0	0	0	362
	14:00	0	3	28	103	175	24	0	0	0	0	0	0	0	0	0	1	334
	15:00	3	3	2	87	170	34	1	0	0	2	0	0	0	0	0	1	303
	16:00	0	0	3	77	241	44	2	1	1	0	0	0	2	0	0	0	371
	17:00	0	0	5	46	195	64	4	0	0	1	0	0	0	0	0	0	315
	18:00	0	0	7	46	126	33	3	0	0	0	0	0	0	1	0	0	216
	19:00	0	0	0	38	74	37	5	0	0	0	0	0	0	0	0	0	154
	20:00	0	0	2	23	61	15	4	1	0	0	0	0	0	0	0	0	106
	21:00	0	0	0	9	35	13	0	0	0	1	0	0	0	0	0	0	58
	22:00	0	0	1	6	15	8	2	0	0	0	0	0	0	0	0	0	32
	23:00	0	0	0	2	7	8	0	0	0	0	0	0	0	0	0	0	17
Daily Total :		29	16	120	1166	2602	612	51	6	3	4	1	1	3	2	1	3	4620
Percent :		1%	0%	3%	25%	56%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	1	5	49	108	26	2	0	0	0	0	0	0	0	0	0	187

Speeds - Average: 53.3 50% : 53.9 67% : 56.8 85% : 60.0 20kph Pace: 40.1 - 60.0 (81.6%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/07/23	00:00	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	7
Thu	01:00	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	8
	04:00	0	0	1	1	8	9	2	0	0	0	0	0	0	0	0	0	21
	05:00	0	0	0	5	26	31	6	2	0	0	0	0	0	0	0	0	70
	06:00	0	0	0	12	83	41	6	1	0	0	0	0	0	0	0	0	143
	07:00	0	0	7	83	177	59	1	0	0	1	0	0	0	0	0	0	328
	08:00	1	3	6	129	217	23	1	1	1	0	0	0	0	0	2	2	386
	09:00	0	1	4	100	220	26	1	0	0	1	0	0	0	0	0	0	353
	10:00	0	0	1	81	201	32	1	0	0	1	0	1	0	0	0	0	318
	11:00	1	5	16	157	164	22	0	1	0	0	0	0	0	0	0	0	366
	12:00	1	6	35	186	145	10	0	0	1	1	0	0	0	0	0	0	385
	13:00	0	2	8	110	199	31	2	0	0	0	0	0	0	0	0	0	352
	14:00	0	0	2	101	203	24	1	0	0	1	1	0	0	0	0	0	333
	15:00	1	2	12	104	181	44	1	1	0	0	0	1	0	1	0	0	348
	16:00	1	0	3	131	221	22	0	1	1	0	0	1	0	0	0	0	381
	17:00	4	5	9	72	206	54	4	0	0	1	0	0	0	0	0	1	356
	18:00	0	0	1	24	136	52	4	0	0	0	0	0	0	0	0	0	217
	19:00	0	3	4	38	87	33	1	0	0	0	0	0	0	0	0	0	166
	20:00	1	1	6	19	71	17	0	0	0	0	0	0	0	0	0	0	115
	21:00	0	1	0	12	44	15	0	1	0	0	0	0	0	0	0	0	73
	22:00	0	0	0	5	19	6	0	0	0	0	0	0	0	0	0	0	30
	23:00	0	0	0	1	4	14	2	0	0	0	0	0	0	0	0	0	21
Daily Total :		10	29	115	1373	2623	573	36	8	3	6	1	3	0	1	2	3	4786
Percent :		0%	1%	2%	29%	55%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	5	57	109	24	2	0	0	0	0	0	0	0	0	0	192

Speeds - Average: 52.9 50% : 53.4 67% : 56.5 85% : 59.7 20kph Pace: 40.1 - 60.0 (83.5%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/08/23	00:00	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5
Fri	01:00	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	03:00	0	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	8
	04:00	0	0	0	3	11	5	2	1	0	0	0	0	0	0	0	0	22
	05:00	0	0	1	3	19	23	7	1	0	0	0	0	0	0	0	0	54
	06:00	0	0	1	11	67	41	5	2	0	0	0	0	0	0	0	0	127
	07:00	0	1	21	95	136	33	3	0	0	0	0	0	0	0	0	0	289
	08:00	2	4	19	118	209	20	2	0	1	0	0	0	0	0	0	0	375
	09:00	1	2	12	95	203	39	1	0	0	0	1	0	0	0	0	0	354
	10:00	0	0	3	139	206	21	0	0	0	1	0	0	0	0	0	0	370
	11:00	0	3	12	144	198	10	1	1	0	0	0	0	0	0	0	0	369
	12:00	0	2	6	146	206	25	0	0	0	0	2	1	1	0	0	0	389
	13:00	0	3	8	108	195	30	1	0	1	0	1	0	0	1	0	2	350
	14:00	0	1	11	157	158	20	1	1	1	0	1	1	0	0	0	1	353
	15:00	20	24	14	119	139	20	1	0	0	0	0	0	0	0	0	1	338
	16:00	0	2	9	128	214	31	0	0	2	0	1	0	1	1	0	0	389
	17:00	0	0	1	49	195	66	3	0	1	0	1	0	1	0	0	0	317
	18:00	0	2	0	25	155	52	3	0	0	0	0	0	0	0	0	0	237
	19:00	0	0	0	26	105	38	2	0	0	0	0	0	0	0	0	0	171
	20:00	0	0	3	34	92	19	1	0	0	0	0	0	0	0	0	0	149
	21:00	0	0	0	12	55	33	3	1	0	0	0	0	0	0	0	0	104
	22:00	0	0	0	6	26	18	2	0	0	0	0	0	0	0	0	0	52
	23:00	0	0	0	2	13	11	3	2	0	0	0	0	0	0	0	0	31
Daily Total :		23	44	121	1421	2612	568	43	9	6	1	7	2	3	2	0	4	4866
Percent :		0%	1%	2%	29%	54%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	2	5	59	109	24	2	0	0	0	0	0	0	0	0	0	198

Speeds - Average: 52.7 50% : 53.3 67% : 56.4 85% : 59.7 20kph Pace: 40.1 - 60.0 (82.9%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/09/23	00:00	0	0	0	1	10	7	1	1	0	0	0	0	0	0	0	0	20
Sat	01:00	0	0	0	0	5	1	1	2	0	0	0	0	0	0	0	0	9
	02:00	0	1	0	1	0	3	0	1	0	0	0	0	0	0	0	0	6
	03:00	0	0	0	1	5	2	0	1	0	0	0	0	0	0	0	0	9
	04:00	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	1	0	12	6	2	0	0	0	0	0	0	0	0	0	21
	06:00	0	0	0	7	23	24	3	0	0	1	0	0	0	0	0	0	58
	07:00	0	0	1	14	55	37	4	0	0	0	0	0	0	0	0	0	111
	08:00	1	0	0	25	158	52	6	0	0	0	0	0	0	0	0	0	242
	09:00	0	0	0	46	192	42	3	0	0	0	0	0	0	0	0	0	283
	10:00	0	10	0	54	248	49	6	0	0	0	0	0	0	0	0	1	368
	11:00	0	0	3	78	222	33	1	0	1	0	0	0	0	0	0	0	338
	12:00	1	0	2	72	220	32	1	0	0	0	0	0	0	0	0	1	329
	13:00	1	2	2	99	219	22	1	0	0	1	0	1	0	0	0	0	348
	14:00	0	6	11	94	206	43	2	0	0	0	0	0	0	0	0	0	362
	15:00	0	0	12	78	176	21	2	1	0	0	0	0	1	0	0	1	292
	16:00	0	1	8	70	179	36	2	0	0	0	0	0	1	0	0	0	297
	17:00	0	0	0	44	184	51	3	0	0	0	0	0	0	0	0	1	283
	18:00	0	0	1	29	130	43	4	0	0	0	0	0	0	0	0	0	207
	19:00	0	0	1	28	120	25	3	0	1	0	0	0	0	0	0	0	178
	20:00	0	0	1	42	107	16	1	0	0	0	0	0	0	0	0	0	167
	21:00	0	0	0	26	55	21	1	0	0	0	0	0	0	0	0	0	103
	22:00	0	0	0	9	46	13	3	0	0	0	0	0	0	0	0	0	71
	23:00	0	0	0	9	21	14	2	1	0	0	0	0	0	1	0	0	48
Daily Total :		3	20	43	829	2597	594	52	7	2	2	0	1	2	1	0	4	4157
Percent :		0%	0%	1%	20%	62%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	2	35	108	25	2	0	0	0	0	0	0	0	0	0	202

Speeds - Average: 54.4 50% : 54.7 67% : 57.3 85% : 60.8 20kph Pace: 40.1 - 60.0 (82.4%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/10/23	00:00	0	0	2	5	19	5	0	0	0	0	0	0	0	0	0	0	31
Sun	01:00	0	1	0	1	9	7	0	0	0	0	0	0	0	0	0	0	18
	02:00	0	0	0	1	5	4	2	0	0	0	0	0	0	0	0	0	12
	03:00	0	0	0	3	5	4	0	0	0	0	0	0	0	0	0	0	12
	04:00	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
	05:00	1	0	0	1	9	9	2	0	0	0	0	0	0	0	0	0	22
	06:00	0	0	1	1	21	16	1	0	0	0	0	0	0	0	0	0	40
	07:00	0	0	0	4	40	21	5	0	0	0	0	0	0	0	0	0	70
	08:00	0	1	0	23	80	45	3	1	0	0	0	0	0	0	0	0	153
	09:00	0	0	2	49	142	39	3	0	0	0	0	0	0	0	0	2	237
	10:00	0	0	7	75	221	31	3	0	0	0	0	0	0	0	0	0	337
	11:00	1	1	6	112	235	33	0	0	0	0	1	0	0	0	0	0	389
	12:00	0	0	5	123	243	27	3	0	1	0	1	0	0	0	0	0	403
	13:00	1	0	2	114	247	37	1	1	0	0	0	1	0	0	0	1	405
	14:00	0	1	10	114	239	46	1	0	0	0	0	0	0	0	0	0	411
	15:00	0	0	4	78	244	55	0	0	0	0	1	0	0	1	0	0	383
	16:00	0	0	5	78	235	64	1	1	0	0	0	0	1	0	0	0	385
	17:00	0	0	1	50	165	64	4	1	1	0	0	0	0	0	0	0	286
	18:00	0	0	0	35	146	54	4	0	0	0	0	0	0	0	0	0	239
	19:00	0	1	1	34	143	31	5	0	0	0	0	0	0	0	0	0	215
	20:00	0	0	3	45	91	24	1	0	0	0	0	0	0	0	0	0	164
	21:00	0	0	0	7	39	13	1	0	0	0	0	0	0	0	0	0	60
	22:00	0	0	0	3	18	8	0	0	0	0	0	0	0	0	0	0	29
	23:00	0	0	0	4	12	0	0	0	0	0	0	0	0	0	0	0	16
Daily Total :		3	5	49	961	2610	638	40	4	2	0	3	1	1	1	0	3	4321
Percent :		0%	0%	1%	22%	60%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	40	109	27	2	0	0	0	0	0	0	0	0	0	173

Speeds - Average: 54.2 50% : 54.5 67% : 57.2 85% : 60.9 20kph Pace: 40.1 - 60.0 (82.6%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/11/23	00:00	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
Mon	01:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	1	3	4	2	0	0	0	0	0	0	0	0	0	10
	04:00	0	0	0	1	10	4	2	0	0	0	0	0	0	0	0	0	17
	05:00	0	0	1	5	35	23	12	0	0	0	0	0	0	0	0	0	76
	06:00	0	0	3	17	53	38	11	0	0	0	0	0	0	0	0	0	122
	07:00	0	1	8	60	206	62	4	0	0	0	1	0	0	0	0	0	342
	08:00	5	10	25	132	189	32	2	0	1	1	0	0	0	0	0	0	397
	09:00	0	0	4	87	200	37	1	0	0	0	0	0	0	0	0	0	329
	10:00	0	0	7	114	201	27	1	0	0	0	0	0	0	0	0	1	351
	11:00	0	0	4	72	208	42	1	1	2	0	0	0	0	0	0	1	331
	12:00	0	1	13	116	197	36	1	0	0	0	0	1	0	0	0	1	366
	13:00	0	0	3	91	178	39	2	0	1	0	0	1	0	0	0	0	315
	14:00	0	0	7	97	223	36	0	0	0	0	1	0	0	0	0	0	364
	15:00	0	3	22	137	176	22	0	0	0	2	1	0	0	0	0	0	363
	16:00	0	0	26	139	198	22	1	0	1	0	0	0	0	0	0	0	387
	17:00	0	2	3	67	189	51	2	2	0	0	0	0	0	0	0	0	316
	18:00	0	1	3	46	125	41	5	0	0	0	0	0	0	0	0	0	221
	19:00	2	0	1	26	86	29	2	1	0	0	0	0	0	0	0	0	147
	20:00	0	0	3	22	68	20	6	0	0	0	0	0	0	0	0	0	119
	21:00	0	0	0	8	47	29	1	0	0	0	0	0	0	0	0	0	85
	22:00	1	1	0	5	29	10	2	0	0	0	0	0	0	0	0	0	48
	23:00	0	0	0	1	7	6	0	0	0	0	0	0	0	0	0	0	14
Daily Total :		8	19	133	1244	2632	613	60	4	5	3	3	2	0	0	0	3	4729
Percent :		0%	0%	3%	26%	56%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	6	52	110	26	3	0	0	0	0	0	0	0	0	0	180

Speeds - Average: 53.2 50% : 53.8 67% : 56.8 85% : 60.0 20kph Pace: 40.1 - 60.0 (82.0%)

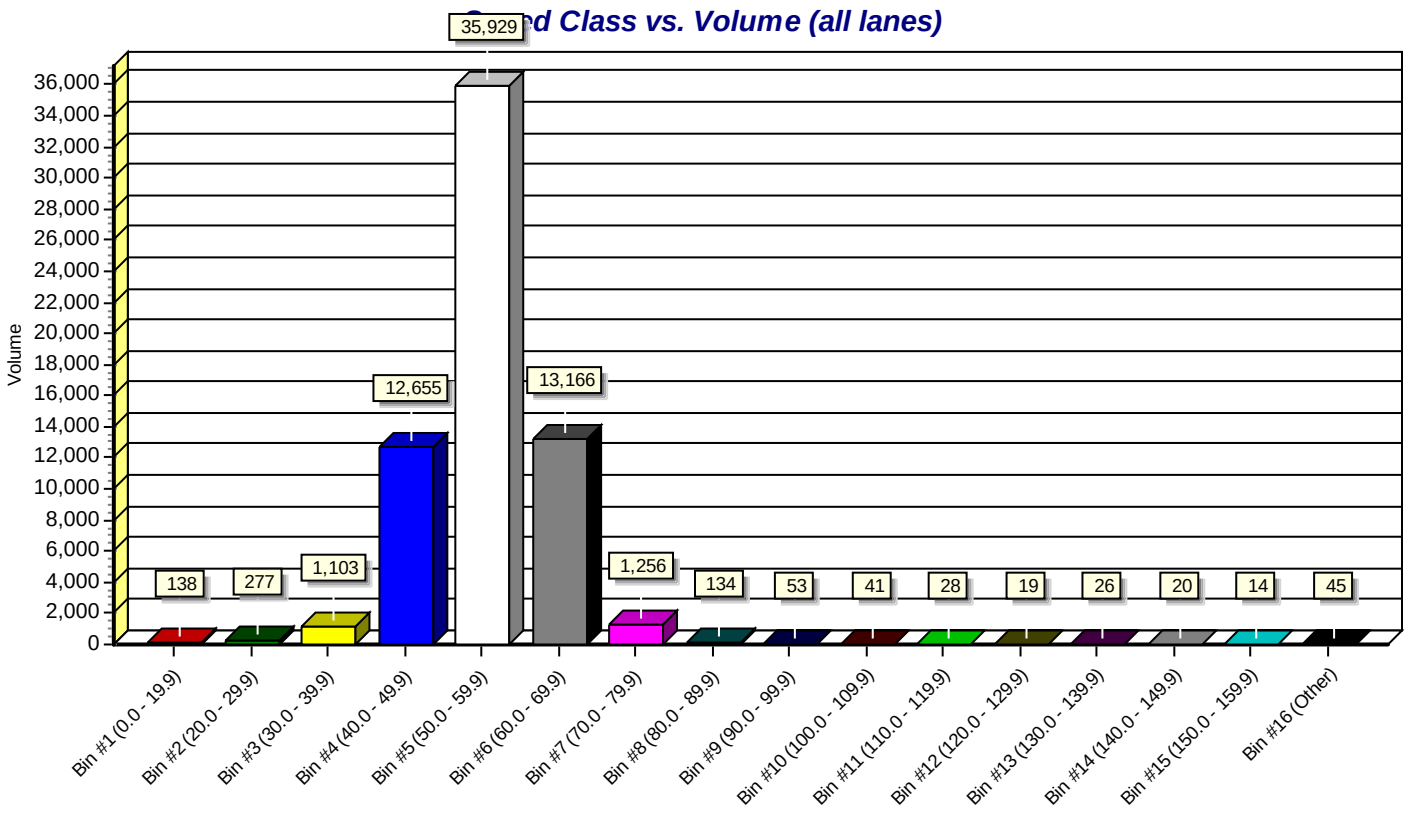
(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/12/23	00:00	0	0	3	4	0	3	0	0	0	0	0	0	0	0	0	0	10
Tue	01:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	5
	04:00	0	0	0	2	15	2	2	0	0	0	0	0	0	0	0	0	21
	05:00	0	0	0	2	25	25	7	3	0	0	0	0	0	0	0	0	62
	06:00	0	0	0	23	76	27	7	2	0	0	0	0	0	0	0	0	135
	07:00	0	2	17	94	167	29	1	0	0	0	0	0	0	0	1	0	311
	08:00	0	0	32	159	166	23	0	2	0	0	0	0	0	1	2	1	386
	09:00	0	1	1	65	196	31	3	0	0	0	0	0	0	1	0	0	298
	10:00	0	0	12	108	170	19	0	0	1	0	0	0	1	0	0	1	312
	11:00	0	0	1	117	181	30	2	0	0	1	0	0	0	0	0	0	332
	12:00	0	0	8	115	181	15	2	1	0	0	0	0	0	1	0	1	324
	13:00	1	1	6	125	148	17	4	0	0	0	0	0	0	0	0	1	303
	14:00	0	0	3	79	176	25	0	0	0	1	0	0	0	0	0	0	284
	15:00	0	6	34	88	143	16	1	0	0	0	0	0	0	0	0	0	288
	16:00	1	0	6	107	197	25	1	0	0	0	0	0	0	0	0	1	338
	17:00	0	0	6	45	196	55	3	0	1	0	0	0	0	0	0	0	306
	18:00	0	0	0	33	111	42	6	1	0	0	0	0	0	0	0	0	193
	19:00	0	0	0	16	117	31	1	1	1	0	0	0	0	0	0	0	167
	20:00	0	0	1	17	45	24	0	0	0	0	0	0	0	0	0	0	87
	21:00	0	1	2	9	38	12	1	0	0	0	0	0	0	0	0	0	63
	22:00	0	1	0	14	14	6	1	0	0	0	0	0	0	0	0	0	36
	23:00	0	0	0	2	8	5	1	0	0	0	0	0	0	0	0	0	16
Daily Total :		2	12	132	1224	2372	467	45	10	3	2	0	0	1	3	3	5	4281
Percent :		0%	0%	3%	29%	55%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	6	51	99	19	2	0	0	0	0	0	0	0	0	0	198

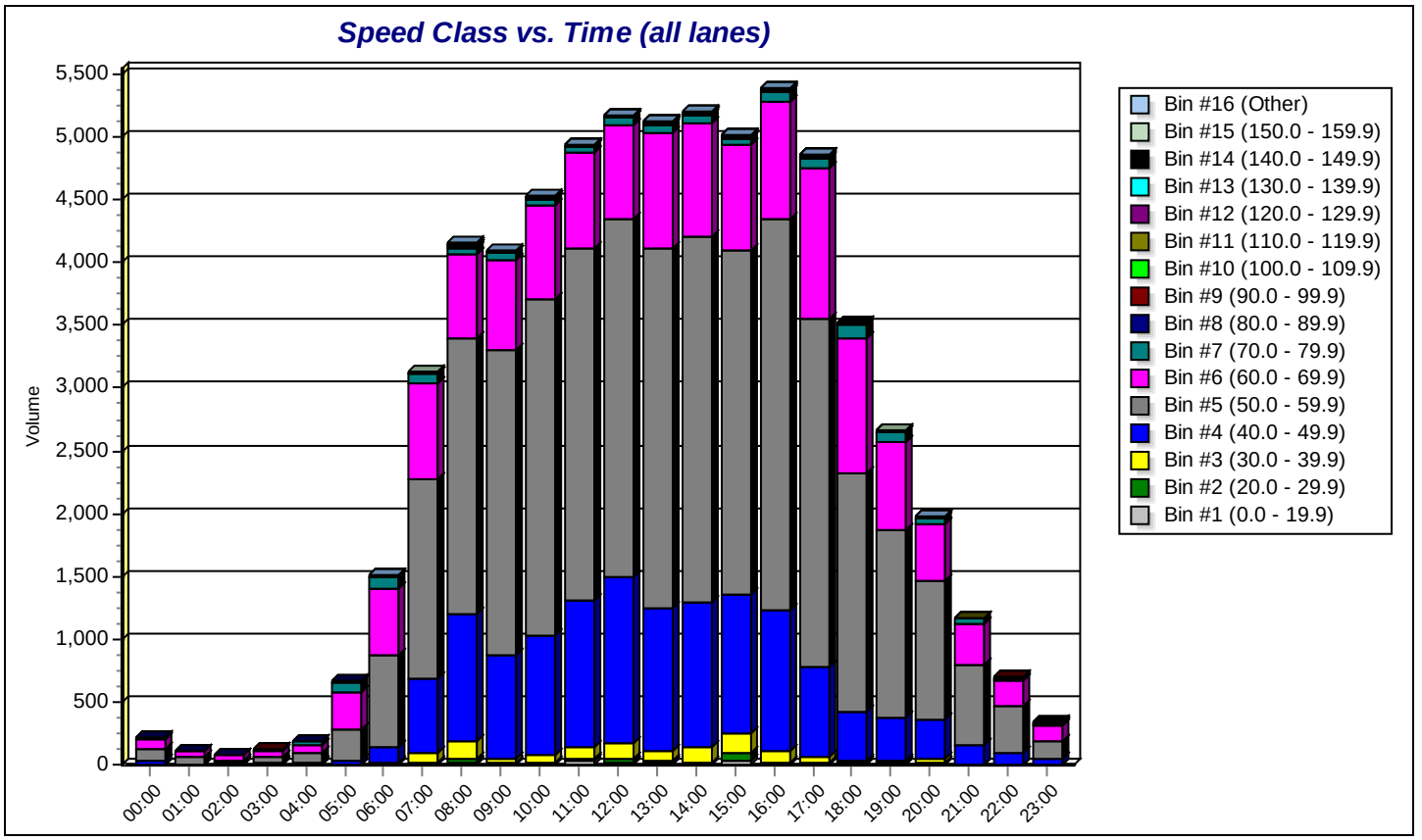
Speeds - Average: 52.9 50% : 53.4 67% : 56.4 85% : 59.6 20kph Pace: 40.1 - 60.0 (84.0%)

Basic Speed Class Summary: P2320001

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Description	Lane	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
TOTAL COUNT :	#1.	60	132	390	4437	17881	9101	929	86	29	23	13	9	16	10	8	20	33144
	#2.	78	145	713	8218	18048	4065	327	48	24	18	15	10	10	10	6	25	31760
		138	277	1103	12655	35929	13166	1256	134	53	41	28	19	26	20	14	45	64904
Percents :	#1.	0%	0%	1%	13%	54%	27%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	51%
	#2.	0%	0%	2%	26%	57%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	49%
		0%	0%	2%	19%	55%	20%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :	#1.	0	1	2	26	106	54	6	1	0	0	0	0	0	0	0	0	196
	#2.	0	1	4	49	107	24	2	0	0	0	0	0	0	0	0	0	187
		0	2	6	75	213	78	8	1	0	0	0	0	0	0	0	0	383
Days & ADT :	#1.	7.0	4734															
	#2.	7.0	4537															
		7.0	9272															
Avg,50,67,85%:	#1.	56.7	56.5	59.7	65.9	50.1	- 70.0	81%										
Pace (pace %)	#2.	53.3	53.8	56.8	59.9	40.1	- 60.0	83%										
		55.1	55.2	58.2	64.0	50.1	- 70.0	76%										

P2320001 Speed Class Charts For Data From: 00:00 - 09/06/2023 To: 23:59 - 09/12/2023





Basic Axle Classification Report: P2320001

Station ID : P2320001

Info Line 1 : Ward Street (CR 18) 200m N
Info Line 2 : of Causeway (CR 14)
GPS Lat/Lon :
DB File : P2320001.DB

Last Connected Device Type : Phoenix
Version Number : 3.00
Serial Number : 62911
Number of Lanes : 2
Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	N	NB	Ax-Ax	150 cm	183 cm	

Lane #1 Basic Axle Classification Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

(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
08/16/23	00:00	0	14	9	0	0	0	0	0	0	0	0	0	0	23
Wed	01:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	02:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	03:00	0	8	0	0	0	1	0	0	0	0	0	0	0	9
	04:00	0	4	1	0	1	1	0	0	0	0	0	0	0	7
	05:00	1	32	27	0	0	0	0	1	0	0	1	0	1	63
	06:00	1	68	65	0	3	3	0	0	2	1	2	0	0	145
	07:00	1	105	92	0	2	4	1	6	5	0	5	2	3	226
	08:00	4	112	110	0	5	2	1	4	7	1	12	0	3	261
	09:00	5	145	87	0	3	1	1	5	7	1	17	3	3	278
	10:00	6	165	92	0	1	4	0	2	5	3	13	4	3	298
	11:00	8	199	102	0	3	6	0	4	5	1	19	1	1	349
	12:00	7	240	104	0	5	7	0	4	1	0	17	0	1	386
	13:00	6	222	106	0	2	8	1	5	6	2	24	3	7	392
	14:00	8	211	105	0	5	9	2	5	2	1	18	1	5	372
	15:00	4	232	88	0	3	4	0	7	4	2	16	1	5	366
	16:00	3	234	95	0	6	6	3	6	6	0	25	3	17	404
	17:00	3	237	116	0	3	1	0	2	4	1	14	1	4	386
	18:00	2	160	84	0	1	0	1	3	3	1	10	1	0	266
	19:00	2	131	59	0	2	0	0	3	2	1	5	0	4	209
	20:00	2	120	51	0	1	0	0	2	1	0	1	0	0	178
	21:00	0	93	22	0	0	0	0	2	0	0	3	0	0	120
	22:00	1	62	18	0	0	0	0	0	0	0	1	0	0	82
	23:00	0	18	12	0	0	0	0	0	0	0	0	0	0	30
Daily Total :		64	2827	1449	0	46	57	10	61	60	15	203	20	57	4869
Percent :		1%	58%	30%	0%	1%	1%	0%	1%	1%	0%	4%	0%	1%	
Average :		3	118	60	0	2	2	0	3	3	1	8	1	2	203

(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
08/17/23	00:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
Thu	01:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	8	1	0	0	0	0	1	0	1	0	0	0	11
	03:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
	04:00	0	9	1	0	1	1	0	0	0	0	0	0	0	12
	05:00	2	30	29	0	0	2	0	0	0	2	0	0	0	65
	06:00	0	73	59	0	2	5	0	1	2	0	2	0	0	144
	07:00	1	104	78	0	6	8	0	4	4	1	11	1	2	220
	08:00	5	111	96	0	6	8	1	6	2	1	15	0	5	256
	09:00	2	133	92	0	4	9	2	8	3	1	13	1	1	269
	10:00	0	165	79	0	3	8	0	5	6	3	11	3	10	293
	11:00	9	194	94	0	6	5	2	7	6	2	26	2	4	357
	12:00	1	205	103	0	4	5	2	3	7	1	26	2	2	361
	13:00	5	228	95	0	3	8	2	5	10	3	22	3	7	391
	14:00	1	214	107	0	4	7	2	3	10	0	25	2	2	377
	15:00	2	226	95	0	3	4	0	6	3	2	22	2	3	368
	16:00	4	264	114	0	2	4	2	8	9	1	25	3	9	445
	17:00	5	240	115	0	3	1	1	4	4	0	29	0	5	407
	18:00	3	167	85	0	0	0	1	3	0	0	13	0	1	273
	19:00	1	168	73	0	1	0	1	2	0	0	10	0	0	256
	20:00	2	129	48	0	0	1	0	1	0	0	2	1	0	184
	21:00	0	89	31	0	1	0	0	0	0	0	2	0	0	123
	22:00	1	72	28	0	0	0	0	0	0	0	0	0	0	101
	23:00	0	27	10	0	1	0	0	0	0	0	0	0	0	38
Daily Total :		44	2880	1438	0	51	76	16	67	66	18	254	20	51	4981
	Percent :	1%	58%	29%	0%	1%	2%	0%	1%	1%	0%	5%	0%	1%	
	Average :	2	120	60	0	2	3	1	3	3	1	11	1	2	209

(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
08/18/23	00:00	0	13	9	0	0	0	0	0	0	0	0	0	0	22
Fri	01:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	03:00	0	4	0	0	0	1	0	0	0	0	0	0	0	5
	04:00	0	7	2	0	1	1	3	0	0	0	0	0	0	14
	05:00	0	25	22	0	1	3	0	0	0	1	1	0	0	53
	06:00	0	72	41	0	1	2	1	0	0	2	1	0	0	120
	07:00	2	94	60	0	4	2	1	2	2	2	4	3	0	176
	08:00	2	151	83	0	2	4	1	3	0	2	13	0	2	263
	09:00	3	159	91	0	4	3	0	3	7	1	11	3	3	288
	10:00	4	184	97	1	3	3	2	6	6	3	25	1	10	345
	11:00	0	219	114	0	2	2	2	1	7	0	21	5	12	385
	12:00	0	194	119	0	3	3	5	10	4	2	33	2	9	384
	13:00	0	240	132	0	4	4	0	8	7	0	19	2	10	426
	14:00	1	248	144	0	5	2	2	6	10	2	18	4	7	449
	15:00	3	239	144	0	1	3	1	10	9	2	25	0	7	444
	16:00	1	282	130	0	0	0	3	8	6	1	27	4	12	474
	17:00	1	293	167	0	3	1	0	5	6	1	21	2	10	510
	18:00	0	214	117	0	1	2	0	2	5	0	15	0	4	360
	19:00	1	165	81	0	1	0	0	2	2	0	7	0	0	259
	20:00	0	143	56	0	0	0	0	1	1	0	3	0	0	204
	21:00	0	93	36	0	0	0	0	0	0	0	3	0	0	132
	22:00	0	63	24	0	0	0	0	0	0	0	2	0	0	89
	23:00	0	33	12	0	0	0	0	0	0	1	1	0	0	47
Daily Total :		18	3145	1686	1	36	36	21	67	72	20	250	26	86	5464
Percent :		0%	58%	31%	0%	1%	1%	0%	1%	1%	0%	5%	0%	2%	
Average :		1	131	70	0	2	2	1	3	3	1	10	1	4	229

(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
08/19/23	00:00	0	18	5	0	0	0	0	0	0	0	0	0	0	23
Sat	01:00	0	12	12	0	0	0	0	0	0	0	0	0	0	24
	02:00	0	19	6	0	0	0	0	0	0	0	0	0	0	25
	03:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
	04:00	0	3	3	0	1	0	0	0	0	0	0	0	0	7
	05:00	0	6	7	0	1	0	0	0	0	0	0	0	0	14
	06:00	2	23	16	0	1	0	0	1	0	0	0	0	0	43
	07:00	1	44	36	0	1	0	0	0	1	1	0	1	0	85
	08:00	3	92	53	0	4	2	0	5	1	0	6	0	3	169
	09:00	4	181	97	0	3	0	1	10	2	0	15	5	2	320
	10:00	7	209	123	0	2	1	0	8	5	1	31	2	2	391
	11:00	11	271	122	0	0	2	2	7	8	2	25	0	8	458
	12:00	11	260	123	0	0	0	3	8	5	1	30	1	12	454
	13:00	6	284	130	1	1	3	1	5	4	1	18	1	9	464
	14:00	4	266	85	0	0	1	1	7	5	0	29	5	4	407
	15:00	5	211	78	0	0	1	1	7	2	1	23	1	5	335
	16:00	4	204	85	0	1	0	0	7	1	0	24	0	1	327
	17:00	3	184	68	0	0	0	0	4	0	0	10	2	1	272
	18:00	2	131	54	0	0	0	0	3	3	0	8	0	2	203
	19:00	1	113	44	0	1	1	1	3	2	0	6	0	0	172
	20:00	2	102	35	0	1	0	0	3	1	1	4	1	0	150
	21:00	2	76	33	0	2	0	0	0	0	0	0	0	0	113
	22:00	0	62	21	0	0	0	0	1	0	0	0	0	0	84
	23:00	2	41	18	0	0	0	0	0	0	0	0	0	0	61
Daily Total :		70	2816	1255	1	20	11	10	79	40	8	229	19	49	4607
Percent :		2%	61%	27%	0%	0%	0%	0%	2%	1%	0%	5%	0%	1%	
Average :		3	117	52	0	1	0	0	3	2	0	10	1	2	191

(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
08/20/23	00:00	0	31	9	0	1	0	0	0	0	0	0	0	0	41
Sun	01:00	0	11	10	0	1	0	0	0	0	0	1	0	0	23
	02:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	03:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	04:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
	05:00	0	9	1	0	0	0	0	1	0	0	0	0	0	11
	06:00	0	22	10	0	0	0	0	3	0	0	0	0	0	35
	07:00	2	47	21	0	2	0	0	2	0	0	1	0	0	75
	08:00	2	62	32	0	0	0	0	2	0	0	5	0	0	103
	09:00	3	121	60	0	1	0	0	6	0	1	10	0	1	203
	10:00	2	178	79	0	0	0	1	2	6	2	10	1	6	287
	11:00	4	232	91	0	3	1	2	9	4	1	27	0	4	378
	12:00	3	237	86	0	0	0	1	6	3	0	20	3	10	369
	13:00	1	181	81	0	1	0	0	6	5	0	24	1	8	308
	14:00	6	173	67	0	1	0	0	4	4	0	28	1	7	291
	15:00	4	188	80	0	0	1	1	5	9	0	12	1	7	308
	16:00	2	188	74	1	0	0	0	5	3	0	13	0	3	289
	17:00	1	145	63	0	0	0	0	5	3	1	9	1	1	229
	18:00	0	116	47	0	0	0	1	5	1	0	7	0	1	178
	19:00	1	117	48	0	1	0	0	5	3	1	5	2	1	184
	20:00	0	59	31	0	0	0	0	0	0	0	0	0	0	90
	21:00	0	49	23	0	0	0	0	0	0	0	2	1	0	75
	22:00	0	36	12	0	0	0	0	0	1	0	0	0	0	49
	23:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20
Daily Total :		31	2234	937	1	11	2	6	66	42	6	174	11	49	3570
Percent :		1%	63%	26%	0%	0%	0%	0%	2%	1%	0%	5%	0%	1%	
Average :		1	93	39	0	0	0	0	3	2	0	7	0	2	147

(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
08/21/23	00:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
Mon	01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	2	6	0	0	1	0	0	0	0	0	0	0	9
	05:00	1	28	19	0	0	2	0	0	0	0	1	1	0	52
	06:00	0	62	56	0	1	6	0	1	0	0	0	0	2	128
	07:00	2	97	73	0	6	4	0	1	3	1	7	1	3	198
	08:00	1	99	70	1	4	6	0	5	3	0	6	0	3	198
	09:00	1	135	68	2	5	6	2	5	2	2	12	3	8	251
	10:00	1	148	97	0	0	12	0	2	6	1	20	2	2	291
	11:00	3	168	95	0	4	7	2	5	9	3	22	2	5	325
	12:00	4	184	107	0	2	6	1	1	8	2	18	1	4	338
	13:00	2	192	96	0	1	6	2	3	4	1	16	3	4	330
	14:00	2	199	93	0	1	4	1	10	2	1	19	0	6	338
	15:00	3	198	92	0	4	5	1	5	1	1	15	3	12	340
	16:00	0	219	107	0	3	5	2	5	6	2	16	2	6	373
	17:00	3	236	120	0	4	3	3	6	6	0	18	1	5	405
	18:00	3	163	66	0	0	1	1	3	2	1	8	1	4	253
	19:00	1	179	66	0	1	0	0	2	2	0	4	0	0	255
	20:00	1	96	42	0	2	0	0	0	1	0	5	0	0	147
	21:00	0	61	26	0	0	0	0	0	1	0	0	0	0	88
	22:00	1	51	10	0	0	0	0	0	0	0	1	0	0	63
	23:00	0	12	6	0	0	0	0	0	0	0	0	0	0	18
Daily Total :		29	2555	1320	3	38	74	15	54	56	15	188	20	64	4431
Percent :		1%	58%	30%	0%	1%	2%	0%	1%	1%	0%	4%	0%	1%	
Average :		1	106	55	0	2	3	1	2	2	1	8	1	3	185

(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
08/22/23	00:00	0	13	4	0	1	0	0	0	0	0	0	0	0	18
Tue	01:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9
	04:00	0	4	3	0	1	1	0	0	0	1	0	0	0	10
	05:00	2	21	16	0	1	3	0	0	0	1	0	0	0	44
	06:00	0	69	62	0	1	6	0	1	1	0	2	1	1	144
	07:00	0	98	77	0	7	4	1	3	3	2	9	1	1	206
	08:00	0	120	90	0	3	8	0	4	2	1	16	2	5	251
	09:00	0	137	84	0	6	4	0	6	2	0	17	2	4	262
	10:00	2	175	84	0	1	4	0	2	5	5	20	3	5	306
	11:00	2	185	99	0	1	13	0	8	3	3	17	1	1	333
	12:00	4	203	102	0	1	3	1	6	6	4	14	1	5	350
	13:00	4	212	101	0	4	6	4	2	12	5	12	0	6	368
	14:00	2	207	103	0	1	9	2	3	3	5	20	1	6	362
	15:00	1	192	91	0	2	7	1	2	8	5	20	4	6	339
	16:00	0	220	102	1	3	4	0	4	3	1	20	6	9	373
	17:00	1	241	117	0	2	1	2	6	5	0	23	2	5	405
	18:00	3	163	84	0	0	0	0	0	3	2	7	0	1	263
	19:00	5	143	61	0	2	0	1	3	0	1	1	0	2	219
	20:00	3	109	54	0	1	0	0	1	1	0	5	0	0	174
	21:00	1	73	26	0	0	0	0	2	0	0	2	0	0	104
	22:00	0	53	11	0	0	0	0	1	0	0	0	0	0	65
	23:00	0	16	4	0	0	0	0	0	0	0	0	0	0	20
Daily Total :		30	2665	1380	1	39	73	12	54	57	36	205	24	57	4633
Percent :		1%	58%	30%	0%	1%	2%	0%	1%	1%	1%	4%	1%	1%	
Average :		1	111	58	0	2	3	1	2	2	2	9	1	2	194

(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
08/23/23	00:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
Wed	01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	03:00	0	7	2	0	0	1	0	0	0	0	0	0	0	10
	04:00	0	7	1	0	1	1	0	0	0	0	0	0	0	10
	05:00	1	28	28	0	1	1	0	3	0	2	1	0	0	65
	06:00	1	64	55	0	2	5	0	2	1	2	3	0	1	136
	07:00	1	100	84	0	3	3	0	0	1	1	6	2	6	207
	08:00	1	125	85	0	3	8	0	5	2	2	16	2	5	254
	09:00	2	138	88	0	4	7	1	4	6	1	8	1	4	264
	10:00	2	151	79	0	4	7	0	4	2	5	13	1	9	277
	11:00	1	174	88	1	6	6	1	7	3	1	19	1	7	315
	12:00	4	195	75	0	2	3	4	9	8	2	24	3	0	329
	13:00	3	195	120	0	3	5	0	4	5	3	20	2	2	362
	14:00	2	210	110	0	4	3	2	6	8	0	10	2	3	360
	15:00	8	204	109	0	1	2	0	3	2	0	5	3	6	343
	16:00	0	245	92	0	1	2	0	6	7	3	30	0	12	398
	17:00	0	226	118	0	4	1	2	6	6	0	26	1	6	396
	18:00	1	157	73	0	0	1	0	0	1	0	14	0	6	253
	19:00	1	124	65	0	1	0	0	3	1	0	5	0	0	200
	20:00	0	139	60	0	0	0	2	0	0	0	2	0	1	204
	21:00	0	85	28	0	0	0	0	0	0	0	2	0	2	117
	22:00	0	57	18	0	0	0	0	0	0	0	2	0	0	77
	23:00	0	24	9	0	0	0	0	0	0	0	0	0	0	33
Daily Total :		28	2678	1392	1	40	56	12	62	53	22	206	18	70	4638
	Percent :	1%	58%	30%	0%	1%	1%	0%	1%	1%	0%	4%	0%	2%	
	Average :	1	112	58	0	2	2	1	3	2	1	9	1	3	195

(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
08/24/23	00:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
Thu	01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	7	5	0	1	1	0	0	0	0	0	0	0	14
	05:00	1	19	20	0	0	1	0	0	0	1	1	0	0	43
	06:00	1	67	53	0	2	4	0	5	2	2	4	0	2	142
	07:00	0	105	93	0	4	6	0	1	3	4	4	0	0	220
	08:00	1	118	80	0	3	9	1	1	4	2	10	0	2	231
	09:00	1	149	100	0	4	7	1	2	2	4	6	2	5	283
	10:00	2	137	109	0	4	5	2	6	8	0	11	1	6	291
	11:00	1	168	75	0	5	4	1	9	9	3	25	3	14	317
	12:00	2	182	95	0	6	11	2	1	9	1	30	1	3	343
	13:00	0	214	97	0	4	4	0	4	8	1	17	1	7	357
	14:00	2	233	119	0	5	6	1	9	12	0	19	2	8	416
	15:00	3	262	119	1	0	5	2	4	5	2	25	0	6	434
	16:00	1	249	101	0	2	2	1	3	8	1	26	1	12	407
	17:00	3	243	141	0	1	0	2	2	5	0	25	1	5	428
	18:00	0	194	80	0	1	0	0	2	0	0	8	1	2	288
	19:00	0	188	60	0	1	0	1	1	1	0	9	0	0	261
	20:00	1	135	52	0	0	0	0	1	1	0	3	0	0	193
	21:00	0	66	22	0	0	0	1	0	1	0	3	0	0	93
	22:00	0	49	9	0	0	0	0	0	0	0	1	0	0	59
	23:00	0	23	11	0	0	1	0	0	0	0	0	0	0	35
Daily Total :		19	2830	1446	1	43	66	15	51	78	21	227	13	72	4882
Percent :		0%	58%	30%	0%	1%	1%	0%	1%	2%	0%	5%	0%	1%	
Average :		1	118	60	0	2	3	1	2	3	1	9	1	3	204

(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
08/25/23	00:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11
Fri	01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
	04:00	0	5	3	0	1	1	0	0	0	0	0	0	0	10
	05:00	1	21	23	0	0	3	0	0	1	3	1	0	0	53
	06:00	0	64	52	0	3	0	0	1	2	2	3	0	0	127
	07:00	6	109	82	0	3	6	0	3	4	2	3	2	3	223
	08:00	6	144	63	0	4	3	1	5	5	2	17	3	9	262
	09:00	3	141	96	0	6	5	1	4	4	2	11	3	5	281
	10:00	0	187	97	0	1	10	1	9	6	1	21	1	5	339
	11:00	5	220	104	0	1	7	3	5	11	3	24	2	12	397
	12:00	1	203	121	0	1	7	2	9	9	5	24	3	13	398
	13:00	2	199	130	0	3	8	2	9	9	2	25	2	6	397
	14:00	6	223	145	0	3	12	0	5	7	0	28	4	10	443
	15:00	3	251	130	0	2	4	2	9	4	2	25	3	6	441
	16:00	3	251	125	0	2	2	2	6	2	0	37	4	14	448
	17:00	3	306	160	0	2	2	2	4	7	0	18	3	7	514
	18:00	3	222	114	0	3	1	1	6	2	1	14	0	2	369
	19:00	2	173	81	0	2	0	0	2	0	0	5	0	2	267
	20:00	2	132	58	0	0	1	1	3	0	0	5	0	1	203
	21:00	0	102	43	0	0	0	0	0	0	0	3	0	0	148
	22:00	0	67	23	0	0	0	0	0	1	0	0	0	0	91
	23:00	0	29	8	0	0	0	0	0	0	0	0	0	0	37
Daily Total :		46	3069	1667	0	37	72	18	80	74	25	264	30	95	5477
	Percent :	1%	56%	30%	0%	1%	1%	0%	1%	1%	0%	5%	1%	2%	
	Average :	2	128	69	0	2	3	1	3	3	1	11	1	4	228

(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
08/26/23	00:00	0	22	8	0	0	0	0	0	0	0	0	0	0	30
Sat	01:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22
	02:00	1	8	1	0	0	0	0	0	0	0	0	0	0	10
	03:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	4	1	0	1	0	0	1	0	0	0	0	0	7
	05:00	0	7	7	0	0	0	0	1	0	0	0	0	0	15
	06:00	1	26	14	0	1	0	0	1	0	1	0	0	0	44
	07:00	0	45	35	0	0	0	1	2	0	0	4	0	0	87
	08:00	3	99	68	0	2	0	0	0	0	0	7	1	3	183
	09:00	2	151	83	0	1	1	1	3	3	1	11	0	2	259
	10:00	4	190	93	0	0	4	0	5	8	0	18	0	4	326
	11:00	17	257	130	0	3	0	4	5	2	4	22	0	14	458
	12:00	6	269	123	0	2	1	0	7	4	0	23	2	8	445
	13:00	8	219	116	0	1	0	0	12	8	0	18	1	6	389
	14:00	6	236	111	0	1	2	1	5	5	0	20	0	11	398
	15:00	0	194	78	0	1	0	0	1	5	0	18	1	4	302
	16:00	0	223	65	0	0	0	1	5	4	0	18	0	5	321
	17:00	4	181	67	0	2	0	0	2	2	0	10	0	0	268
	18:00	2	149	63	0	0	0	0	0	4	0	1	0	4	223
	19:00	2	137	52	0	0	1	0	2	2	0	5	0	1	202
	20:00	0	88	40	0	0	0	0	2	0	0	5	1	1	137
	21:00	1	76	30	0	0	1	0	0	0	0	2	0	0	110
	22:00	0	54	29	0	0	0	0	0	0	0	1	0	1	85
	23:00	0	38	18	0	0	0	0	0	0	0	1	0	0	57
Daily Total :		57	2697	1238	0	15	10	8	54	47	6	184	6	64	4386
Percent :		1%	61%	28%	0%	0%	0%	0%	1%	1%	0%	4%	0%	1%	
Average :		2	112	52	0	1	0	0	2	2	0	8	0	3	182

(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
08/27/23	00:00	0	33	15	0	0	0	0	0	0	0	0	0	0	48
Sun	01:00	0	21	12	0	1	0	0	0	0	0	0	0	0	34
	02:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11
	03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	7	6	0	0	0	0	3	0	0	0	0	0	16
	06:00	0	19	12	0	1	0	0	2	0	0	0	1	0	35
	07:00	2	46	28	0	0	0	0	0	1	0	1	0	0	78
	08:00	3	70	35	0	0	0	0	3	0	0	3	0	0	114
	09:00	7	126	55	0	1	1	1	2	0	1	12	0	2	208
	10:00	8	156	71	0	2	1	0	11	1	0	17	1	5	273
	11:00	10	226	102	0	2	1	1	4	6	1	18	2	5	378
	12:00	3	228	102	0	0	1	1	7	7	2	28	1	7	387
	13:00	8	195	81	0	1	0	3	3	6	3	26	2	9	337
	14:00	5	176	70	0	0	1	3	9	6	0	24	1	8	303
	15:00	2	186	55	0	0	0	0	5	5	0	18	0	8	279
	16:00	2	159	67	0	1	0	0	4	4	0	15	6	3	261
	17:00	2	147	60	0	0	1	1	6	2	0	8	1	3	231
	18:00	4	130	55	0	0	1	0	2	4	0	10	0	1	207
	19:00	1	125	43	0	0	0	0	1	0	0	6	0	0	176
	20:00	1	100	40	0	1	0	0	0	2	0	3	1	1	149
	21:00	0	60	17	0	0	0	0	0	1	0	0	0	0	78
	22:00	0	32	11	0	0	0	0	0	0	0	0	0	0	43
	23:00	0	24	8	0	0	0	0	0	0	0	1	0	0	33
Daily Total :		58	2280	954	0	10	7	10	62	45	7	190	16	52	3691
Percent :		2%	62%	26%	0%	0%	0%	0%	2%	1%	0%	5%	0%	1%	
Average :		2	95	40	0	0	0	0	3	2	0	8	1	2	153

(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
08/28/23	00:00	0	12	2	0	1	0	0	0	0	0	0	0	0	15
Mon	01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	6	2	0	0	1	0	0	0	0	0	0	0	9
	04:00	0	6	5	0	0	2	0	0	0	0	0	0	0	13
	05:00	1	23	27	0	0	1	0	0	0	2	1	0	0	55
	06:00	0	55	45	0	1	2	0	3	1	0	4	0	0	111
	07:00	1	99	84	0	3	7	0	3	3	0	5	1	3	209
	08:00	3	134	81	0	5	6	1	4	4	3	13	0	6	260
	09:00	1	119	77	0	4	9	0	4	5	1	7	1	1	229
	10:00	3	136	72	2	1	6	0	3	11	1	9	1	4	249
	11:00	2	154	96	1	2	6	0	8	7	1	18	0	2	297
	12:00	2	188	95	0	5	6	0	3	7	0	15	0	9	330
	13:00	4	194	88	0	2	6	1	5	3	0	12	1	7	323
	14:00	1	226	94	0	2	4	1	4	5	2	18	1	10	368
	15:00	4	211	84	0	0	3	1	6	4	0	12	2	6	333
	16:00	1	219	122	0	3	5	1	10	7	5	25	0	5	403
	17:00	6	216	120	0	3	2	1	9	8	0	17	3	11	396
	18:00	5	143	63	0	0	1	0	1	3	1	10	1	1	229
	19:00	1	131	61	0	1	2	0	0	2	0	2	0	0	200
	20:00	2	126	45	0	1	2	0	1	0	0	2	0	1	180
	21:00	0	57	31	1	0	0	0	0	0	0	3	0	0	92
	22:00	1	32	8	0	0	0	0	0	0	0	2	0	0	43
	23:00	0	17	5	0	0	0	0	0	0	0	0	0	0	22
Daily Total :		38	2510	1309	4	34	71	6	64	70	16	175	11	66	4374
Percent :		1%	57%	30%	0%	1%	2%	0%	1%	2%	0%	4%	0%	2%	
Average :		2	105	55	0	1	3	0	3	3	1	7	0	3	183

(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
08/29/23	00:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
Tue	01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	4	4	1	0	1	0	0	0	0	0	0	0	10
	05:00	2	18	23	0	1	3	0	0	0	2	2	0	0	51
	06:00	1	71	60	0	1	4	1	2	0	0	1	1	3	145
	07:00	1	110	84	0	5	7	0	1	2	1	7	2	4	224
	08:00	2	122	90	0	6	9	1	1	2	3	18	1	4	259
	09:00	3	149	110	0	6	5	1	3	6	0	16	1	5	305
	10:00	4	140	103	0	4	8	1	11	5	1	17	0	10	304
	11:00	3	173	112	0	4	5	1	3	5	3	19	0	3	331
	12:00	2	199	95	0	3	6	1	6	7	4	17	2	5	347
	13:00	8	212	121	0	5	6	0	6	4	1	17	2	8	390
	14:00	3	240	110	1	4	1	1	5	4	4	22	2	2	399
	15:00	8	209	87	0	2	0	2	5	2	2	19	0	11	347
	16:00	2	237	127	0	6	2	3	4	9	2	23	4	9	428
	17:00	3	230	106	0	2	3	0	5	6	0	25	1	7	388
	18:00	4	159	73	0	1	0	0	5	2	2	2	0	1	249
	19:00	2	129	60	0	1	0	1	3	1	2	4	1	1	205
	20:00	1	100	45	0	0	0	0	3	0	0	0	0	0	149
	21:00	0	77	26	0	0	0	0	0	0	0	1	0	0	104
	22:00	0	37	10	0	0	0	0	0	1	0	0	0	0	48
	23:00	0	15	5	0	0	0	0	0	0	0	0	0	0	20
Daily Total :		49	2657	1457	2	51	60	13	63	56	27	210	17	73	4735
Percent :		1%	56%	31%	0%	1%	1%	0%	1%	1%	1%	4%	0%	2%	
Average :		2	111	61	0	2	3	1	3	2	1	9	1	3	199

(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
08/30/23	00:00	0	8	6	0	0	0	0	0	0	0	0	0	0	14
Wed	01:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	02:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	8	1	0	0	1	0	1	0	0	0	0	0	11
	04:00	0	5	3	0	0	1	0	0	0	0	0	0	0	9
	05:00	1	28	20	0	0	3	0	0	0	2	1	0	0	55
	06:00	0	59	55	0	0	6	0	2	2	0	2	1	1	128
	07:00	0	109	83	0	2	4	1	2	4	0	10	0	2	217
	08:00	0	126	84	0	1	10	2	4	4	4	12	1	1	249
	09:00	0	107	77	0	2	7	0	7	2	2	4	0	3	211
	10:00	0	151	94	1	4	2	0	6	2	1	26	2	3	292
	11:00	1	169	95	0	0	10	3	5	3	0	13	2	2	303
	12:00	4	173	94	0	4	2	1	5	5	2	23	4	3	320
	13:00	0	209	102	0	4	4	1	5	11	2	18	2	9	367
	14:00	2	215	98	0	6	8	2	4	2	1	16	1	4	359
	15:00	0	238	115	0	0	9	0	6	5	1	24	2	5	405
	16:00	0	263	107	0	3	6	1	8	6	0	23	1	6	424
	17:00	0	200	130	0	4	1	2	3	4	0	20	1	8	373
	18:00	2	156	76	0	1	1	2	1	1	0	5	0	1	246
	19:00	0	133	62	0	1	0	0	1	4	0	6	1	0	208
	20:00	0	128	66	0	0	0	0	0	1	0	6	0	0	201
	21:00	0	90	24	0	1	0	0	0	0	0	0	0	0	115
	22:00	0	45	10	0	2	0	0	0	0	0	0	0	0	57
	23:00	0	22	13	0	0	0	0	0	0	0	0	0	0	35
Daily Total :		10	2654	1419	1	35	75	15	60	56	15	209	18	48	4615
Percent :		0%	58%	31%	0%	1%	2%	0%	1%	1%	0%	5%	0%	1%	
Average :		0	111	59	0	1	3	1	3	2	1	9	1	2	193

(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
08/31/23	00:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
Thu	01:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
	02:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
	03:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	04:00	0	11	3	0	1	2	0	0	0	0	0	0	0	17
	05:00	0	23	24	0	1	2	0	1	0	0	1	0	0	52
	06:00	0	67	63	0	7	6	0	6	1	1	1	0	0	152
	07:00	1	93	76	1	2	5	1	3	1	3	10	0	2	198
	08:00	3	110	85	1	6	9	1	3	6	1	17	2	3	247
	09:00	3	147	80	0	2	5	0	3	5	2	10	1	4	262
	10:00	3	164	99	0	4	5	2	5	7	2	16	3	4	314
	11:00	1	225	129	0	5	7	1	5	8	0	26	2	6	415
	12:00	5	234	111	0	5	5	1	12	8	0	26	3	9	419
	13:00	6	208	116	0	8	3	1	2	9	4	22	2	8	389
	14:00	2	243	129	0	4	4	2	4	4	2	26	4	5	429
	15:00	1	242	111	0	2	3	1	6	3	2	16	2	8	397
	16:00	6	235	104	0	2	2	0	7	3	1	18	1	6	385
	17:00	5	279	134	0	5	2	0	6	5	0	23	1	3	463
	18:00	4	201	100	0	0	2	3	4	3	0	11	2	4	334
	19:00	6	184	88	0	2	0	0	1	1	1	9	0	2	294
	20:00	2	143	73	0	1	0	1	2	0	0	5	0	2	229
	21:00	1	94	32	0	1	0	0	1	0	0	1	0	0	130
	22:00	0	54	23	0	0	0	0	0	0	0	0	0	0	77
	23:00	0	28	8	0	0	0	0	1	0	0	1	0	0	38
Daily Total :		49	3017	1596	2	58	62	14	72	64	19	239	23	66	5281
	Percent :	1%	57%	30%	0%	1%	1%	0%	1%	1%	0%	5%	0%	1%	
	Average :	2	126	67	0	2	3	1	3	3	1	10	1	3	222

(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
09/01/23	00:00	0	7	8	0	0	0	0	0	0	0	0	0	1	16
Fri	01:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	02:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	6	3	0	0	1	0	0	0	0	0	0	0	10
	04:00	0	4	3	0	0	1	0	0	0	0	0	0	0	8
	05:00	1	29	15	0	1	1	0	0	0	3	0	0	0	50
	06:00	0	52	38	0	4	2	0	1	2	1	2	0	1	103
	07:00	1	110	77	0	1	8	1	2	3	2	4	0	0	209
	08:00	2	129	96	1	3	1	0	2	2	1	11	3	4	255
	09:00	1	156	120	0	6	9	0	5	5	0	14	3	1	320
	10:00	4	223	115	1	3	2	2	4	7	1	15	2	6	385
	11:00	2	220	128	0	7	4	0	9	5	4	24	4	8	415
	12:00	4	261	111	0	2	6	0	12	8	1	37	3	16	461
	13:00	5	267	154	0	6	4	0	9	4	0	31	1	10	491
	14:00	3	268	123	2	3	5	1	7	4	2	31	1	16	466
	15:00	2	289	146	0	4	1	2	4	7	1	26	2	10	494
	16:00	3	317	150	0	2	0	2	7	6	1	27	0	6	521
	17:00	3	271	160	0	2	1	0	4	4	2	27	0	5	479
	18:00	3	250	108	0	0	0	0	4	3	0	9	1	1	379
	19:00	2	203	96	0	2	0	0	5	0	0	5	0	0	313
	20:00	2	134	60	0	0	0	0	0	1	1	3	0	1	202
	21:00	0	102	31	0	2	0	1	0	0	0	3	0	0	139
	22:00	0	62	16	0	0	0	0	1	1	1	0	0	0	81
	23:00	0	30	16	0	0	0	0	0	0	0	1	0	0	47
Daily Total :		38	3397	1779	4	48	46	9	76	62	21	270	20	86	5856
Percent :		1%	58%	30%	0%	1%	1%	0%	1%	1%	0%	5%	0%	1%	
Average :		2	142	74	0	2	2	0	3	3	1	11	1	4	245

(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
09/02/23	00:00	0	23	5	0	0	0	0	0	0	0	0	0	0	28
Sat	01:00	0	11	7	0	0	0	0	0	0	0	0	0	0	18
	02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
	04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	05:00	0	7	7	0	1	0	0	1	0	0	0	0	0	16
	06:00	0	32	13	0	2	0	0	1	0	0	0	0	0	48
	07:00	1	60	27	0	0	0	0	1	0	0	0	1	0	90
	08:00	1	99	57	0	2	0	0	4	0	0	5	0	1	169
	09:00	6	132	97	0	3	1	2	9	2	0	9	1	3	265
	10:00	9	235	126	0	4	0	3	2	3	0	16	3	3	404
	11:00	6	273	117	0	3	2	0	5	5	1	31	0	12	455
	12:00	5	296	138	0	3	1	1	10	10	1	28	2	10	505
	13:00	7	272	108	0	1	2	0	11	6	0	19	2	7	435
	14:00	4	274	113	0	3	2	1	3	8	0	19	4	9	440
	15:00	3	229	86	0	2	0	1	7	8	1	12	2	1	352
	16:00	2	195	63	0	1	1	1	5	4	0	13	0	5	290
	17:00	2	154	75	0	0	0	1	4	5	0	9	0	2	252
	18:00	3	137	55	0	0	0	2	1	1	0	7	1	2	209
	19:00	1	118	47	0	0	0	1	0	1	0	9	0	0	177
	20:00	1	76	34	0	0	0	0	0	3	0	4	0	0	118
	21:00	0	83	29	0	0	0	0	0	0	0	4	0	0	116
	22:00	0	52	21	0	1	0	0	0	0	0	1	0	0	75
	23:00	0	42	21	0	0	0	1	0	0	0	0	1	0	65
Daily Total :		51	2816	1247	0	27	9	14	64	56	3	186	17	55	4545
Percent :		1%	62%	27%	0%	1%	0%	0%	1%	1%	0%	4%	0%	1%	
Average :		2	117	52	0	1	0	1	3	2	0	8	1	2	189

(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
09/03/23	00:00	0	22	9	0	0	1	0	0	0	0	0	0	0	32
Sun	01:00	0	13	7	0	0	0	0	0	0	0	0	0	0	20
	02:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	10	8	0	0	0	0	0	0	0	0	0	0	18
	06:00	0	25	6	0	1	0	0	0	0	0	1	0	0	33
	07:00	0	36	20	0	0	0	0	4	0	0	0	0	0	60
	08:00	0	60	43	0	0	0	0	0	1	0	3	0	0	107
	09:00	5	148	71	0	1	0	0	1	4	0	2	0	1	233
	10:00	8	187	81	1	2	3	2	3	3	0	26	3	6	325
	11:00	7	228	90	0	1	1	2	10	9	0	17	4	8	377
	12:00	2	247	93	0	1	0	0	6	11	1	29	2	8	400
	13:00	5	264	99	0	1	3	1	5	4	1	16	2	5	406
	14:00	6	254	69	0	0	0	2	7	5	0	15	1	4	363
	15:00	7	171	68	0	0	1	1	4	2	1	20	1	5	281
	16:00	1	178	65	0	1	2	1	4	3	0	14	0	2	271
	17:00	1	163	51	0	1	0	0	2	2	0	13	0	2	235
	18:00	4	106	49	0	0	0	0	2	3	0	4	3	0	171
	19:00	2	97	26	0	1	0	0	0	1	0	9	0	1	137
	20:00	1	75	29	0	1	0	0	0	0	0	7	1	0	114
	21:00	1	63	17	0	0	0	0	0	0	0	0	0	0	81
	22:00	1	47	17	0	0	0	0	0	0	0	0	0	0	65
	23:00	0	21	6	0	0	0	0	0	0	0	1	0	0	28
Daily Total :		51	2420	930	1	11	11	9	48	48	3	177	17	42	3768
Percent :		1%	64%	25%	0%	0%	0%	0%	1%	1%	0%	5%	0%	1%	
Average :		2	101	39	0	0	0	0	2	2	0	7	1	2	156

(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
09/04/23	00:00	0	18	5	0	0	0	0	0	0	0	0	0	0	23
Mon	01:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	03:00	0	9	2	0	0	1	0	0	0	0	0	0	0	12
	04:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
	05:00	1	4	3	0	0	0	0	0	0	0	1	0	0	9
	06:00	0	23	10	0	0	0	0	5	0	0	0	0	0	38
	07:00	2	39	15	0	0	0	0	0	0	0	0	0	0	56
	08:00	0	71	30	0	0	1	0	1	1	1	5	0	0	110
	09:00	8	138	61	0	0	2	0	5	3	1	4	0	2	224
	10:00	2	153	67	0	0	0	1	8	3	0	12	0	6	252
	11:00	4	151	77	0	1	0	1	5	5	1	30	0	6	281
	12:00	2	179	76	0	1	2	1	4	4	1	29	0	2	301
	13:00	5	185	69	0	1	3	0	4	7	0	31	1	6	312
	14:00	6	162	67	0	1	1	1	5	5	0	18	2	2	270
	15:00	0	127	59	0	0	3	1	6	6	0	16	1	2	221
	16:00	3	108	53	0	1	0	0	1	2	0	13	1	3	185
	17:00	2	109	50	0	2	0	0	2	4	1	7	0	1	178
	18:00	1	107	45	0	0	0	0	0	1	0	9	0	0	163
	19:00	4	96	40	0	1	0	0	1	2	1	4	0	1	150
	20:00	0	67	22	0	0	1	0	3	0	0	3	0	0	96
	21:00	0	44	17	0	0	0	0	0	0	0	0	0	0	61
	22:00	1	35	5	0	0	0	0	0	0	0	1	0	0	42
	23:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
Daily Total :		41	1848	786	0	8	14	5	50	43	6	183	5	31	3020
Percent :		1%	61%	26%	0%	0%	0%	0%	2%	1%	0%	6%	0%	1%	
Average :		2	77	33	0	0	1	0	2	2	0	8	0	1	126

(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
09/05/23	00:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Tue	01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	03:00	1	5	2	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	2	5	0	0	2	0	0	0	0	0	0	0	9
	05:00	2	19	20	0	0	1	1	1	0	1	0	0	0	45
	06:00	0	74	53	0	0	0	0	1	1	0	2	0	0	131
	07:00	1	111	62	0	8	6	0	2	2	2	11	1	6	212
	08:00	1	130	105	1	6	2	0	6	7	0	21	1	7	287
	09:00	2	119	98	0	6	3	3	6	3	6	25	4	11	286
	10:00	3	170	93	0	2	9	0	6	13	3	17	1	4	321
	11:00	1	195	112	0	3	8	2	5	6	2	22	4	8	368
	12:00	4	201	97	0	0	10	0	9	6	2	28	4	12	373
	13:00	2	208	119	0	5	5	2	5	8	4	24	0	4	386
	14:00	2	211	98	0	3	8	1	5	10	3	24	1	4	370
	15:00	2	227	125	0	5	3	2	7	7	2	19	0	11	410
	16:00	4	250	153	0	5	4	0	5	15	2	29	1	10	478
	17:00	5	263	134	1	3	1	1	8	9	1	32	2	9	469
	18:00	5	163	89	0	1	1	1	3	5	0	9	2	1	280
	19:00	5	121	44	0	2	3	0	3	1	0	3	0	0	182
	20:00	0	99	54	0	0	2	1	2	0	0	1	0	0	159
	21:00	0	53	17	0	0	1	0	0	0	0	1	0	0	72
	22:00	1	31	7	0	0	1	0	0	1	0	0	0	1	42
	23:00	1	10	2	0	0	0	0	0	0	0	1	0	0	14
Daily Total :		42	2672	1490	2	49	70	14	74	94	28	269	21	88	4913
Percent :		1%	54%	30%	0%	1%	1%	0%	2%	2%	1%	5%	0%	2%	
Average :		2	111	62	0	2	3	1	3	4	1	11	1	4	205

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	S	SB	Ax-Ax	150 cm	183 cm	

Lane #2 Basic Axle Classification Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

(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
08/16/23	00:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Wed	01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	2	2	0	0	0	0	0	1	0	0	0	0	5
	03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	12	8	0	1	0	0	0	0	0	0	0	0	21
	05:00	1	27	26	0	1	0	0	0	0	0	0	0	0	55
	06:00	0	85	52	0	1	1	1	1	0	0	4	1	0	146
	07:00	1	138	94	0	3	5	5	1	2	2	5	1	0	257
	08:00	2	199	90	0	3	5	3	6	5	1	18	1	2	335
	09:00	2	207	76	0	2	4	1	7	5	2	6	0	0	312
	10:00	1	189	60	0	3	3	1	8	6	2	12	4	9	298
	11:00	3	203	76	0	1	3	0	4	4	0	15	2	5	316
	12:00	3	172	78	0	2	6	2	7	7	1	16	2	6	302
	13:00	4	201	81	0	4	7	2	10	6	2	13	2	4	336
	14:00	3	190	69	0	4	2	1	8	4	3	15	1	3	303
	15:00	11	214	65	0	1	5	2	2	3	1	22	2	12	340
	16:00	5	226	108	0	3	2	2	4	4	4	29	4	8	399
	17:00	3	213	101	0	1	3	3	4	7	1	25	2	9	372
	18:00	6	165	65	0	1	0	0	2	5	1	13	0	4	262
	19:00	2	119	36	0	1	1	1	1	2	0	2	0	2	167
	20:00	1	105	29	0	1	0	1	4	0	2	7	1	1	152
	21:00	1	67	21	0	0	0	0	4	0	0	1	0	0	94
	22:00	1	35	9	0	1	0	1	1	0	0	0	0	0	48
	23:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22
Daily Total :		50	2808	1150	0	34	47	26	74	61	22	203	23	65	4563
Percent :		1%	62%	25%	0%	1%	1%	1%	2%	1%	0%	4%	1%	1%	
Average :		2	117	48	0	1	2	1	3	3	1	8	1	3	190

(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
08/17/23	00:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Thu	01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
	03:00	0	7	1	0	0	0	0	0	1	0	0	0	0	9
	04:00	0	9	7	0	1	0	0	0	0	0	0	0	0	17
	05:00	1	29	29	0	1	0	0	1	0	1	1	0	0	63
	06:00	2	86	47	0	1	1	0	1	0	1	0	0	0	139
	07:00	0	142	87	0	2	4	0	3	3	1	9	1	5	257
	08:00	0	197	84	0	4	5	1	1	2	3	11	1	4	313
	09:00	2	197	72	0	1	4	2	3	4	1	14	0	5	305
	10:00	0	217	80	0	4	8	0	5	1	3	19	2	4	343
	11:00	2	214	98	0	4	3	1	7	5	1	13	5	7	360
	12:00	2	201	103	0	6	4	2	3	5	3	17	1	6	353
	13:00	0	210	85	0	5	2	1	3	9	2	21	1	5	344
	14:00	3	202	81	0	5	8	4	6	5	0	14	2	8	338
	15:00	1	203	94	0	2	2	2	8	7	1	17	2	10	349
	16:00	5	218	95	0	2	2	0	6	7	4	13	3	13	368
	17:00	2	205	85	0	3	2	0	7	9	2	30	2	5	352
	18:00	2	135	73	0	2	3	2	3	2	0	11	1	3	237
	19:00	0	122	44	0	0	0	1	1	2	0	9	0	1	180
	20:00	0	90	27	0	1	0	1	0	1	0	8	0	1	129
	21:00	2	36	16	0	1	0	0	0	0	0	3	0	0	58
	22:00	0	43	7	0	2	0	0	0	0	0	1	0	0	53
	23:00	0	24	10	0	0	0	0	0	0	0	1	0	0	35
Daily Total :		24	2805	1226	0	48	48	17	58	63	23	212	21	77	4622
Percent :		1%	61%	27%	0%	1%	1%	0%	1%	1%	0%	5%	0%	2%	
Average :		1	117	51	0	2	2	1	2	3	1	9	1	3	193

(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
08/18/23	00:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Fri	01:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	6	3	0	1	0	0	0	1	0	0	0	0	11
	03:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	6	9	0	1	0	0	0	0	0	0	0	0	16
	05:00	0	26	19	0	1	0	0	0	0	0	0	0	0	46
	06:00	0	66	42	0	2	1	0	2	1	0	3	0	1	118
	07:00	1	122	70	0	2	3	1	1	3	1	5	0	4	213
	08:00	0	204	80	0	4	2	1	3	5	1	11	0	5	316
	09:00	1	201	85	0	2	5	2	2	4	2	19	2	5	330
	10:00	0	219	80	0	4	4	0	4	3	2	26	1	12	355
	11:00	1	222	95	0	1	2	4	7	7	4	33	2	7	385
	12:00	0	223	114	0	1	6	1	8	5	1	22	2	11	394
	13:00	0	191	82	0	5	2	3	5	4	3	35	4	10	344
	14:00	1	191	87	0	5	1	3	3	3	1	26	3	7	331
	15:00	0	194	82	0	3	4	2	9	9	1	26	2	10	342
	16:00	0	187	73	0	3	1	0	6	5	2	16	1	8	302
	17:00	4	147	65	0	0	1	1	3	5	2	24	1	5	258
	18:00	0	132	56	0	3	0	1	2	2	0	12	1	1	210
	19:00	0	107	35	0	0	0	0	1	3	0	8	0	2	156
	20:00	0	94	17	0	1	0	0	1	0	0	3	0	0	116
	21:00	0	72	21	0	0	1	1	0	0	0	0	0	0	95
	22:00	0	51	15	0	1	0	0	0	0	0	0	0	0	67
	23:00	0	26	6	0	0	0	0	0	0	0	0	0	0	32
Daily Total :		8	2704	1138	0	40	33	20	57	60	20	269	19	88	4456
Percent :		0%	61%	26%	0%	1%	1%	0%	1%	1%	0%	6%	0%	2%	
Average :		0	113	47	0	2	1	1	2	3	1	11	1	4	186

(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
08/19/23	00:00	0	12	9	0	0	0	0	0	0	0	0	0	0	21
Sat	01:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
	02:00	1	9	1	0	0	0	0	0	1	0	0	0	0	12
	03:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
	04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	9	6	0	0	0	0	0	0	0	0	0	0	15
	06:00	0	38	22	0	0	0	0	0	0	0	0	0	0	60
	07:00	0	65	35	0	0	0	0	3	0	0	1	1	1	106
	08:00	2	123	61	0	0	0	0	1	2	0	9	0	0	198
	09:00	3	142	76	0	0	0	1	7	1	0	13	1	3	247
	10:00	2	185	79	0	0	0	2	4	1	1	26	1	10	311
	11:00	8	221	77	0	4	2	4	3	5	1	25	3	3	356
	12:00	5	212	80	0	0	1	3	7	11	3	31	4	5	362
	13:00	9	221	58	0	1	1	2	6	3	3	29	0	6	339
	14:00	5	228	62	0	1	0	4	5	5	0	24	4	6	344
	15:00	8	216	78	0	1	1	1	9	4	2	16	0	3	339
	16:00	5	205	58	0	2	0	3	4	3	1	15	1	3	300
	17:00	7	199	57	0	1	1	0	5	2	0	13	2	1	288
	18:00	3	168	56	0	1	1	0	3	2	0	5	1	2	242
	19:00	7	162	60	0	0	0	0	2	3	0	2	1	0	237
	20:00	3	119	53	0	1	0	1	2	0	0	7	0	1	187
	21:00	0	91	24	0	2	0	0	1	2	0	1	1	0	122
	22:00	1	52	16	0	1	0	0	0	1	0	0	0	1	72
	23:00	1	31	11	0	0	0	0	0	1	0	0	0	0	44
Daily Total :		70	2725	982	0	16	7	21	62	47	11	217	20	45	4223
	Percent :	2%	65%	23%	0%	0%	0%	0%	1%	1%	0%	5%	0%	1%	
	Average :	3	114	41	0	1	0	1	3	2	0	9	1	2	177

(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
08/20/23	00:00	1	19	2	0	1	0	0	0	0	0	0	0	0	23
Sun	01:00	0	6	1	0	0	0	0	0	0	0	1	0	0	8
	02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
	04:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	05:00	0	7	5	0	0	0	0	0	0	0	0	0	0	12
	06:00	1	29	8	0	0	0	0	0	0	0	0	0	0	38
	07:00	1	42	35	0	1	0	0	1	0	0	0	0	0	80
	08:00	1	91	42	0	0	0	0	0	0	0	2	0	1	137
	09:00	2	133	53	0	1	1	1	3	0	0	10	1	0	205
	10:00	3	209	72	0	0	0	0	2	1	1	16	1	3	308
	11:00	4	212	96	0	1	2	0	2	2	2	22	1	6	350
	12:00	4	243	100	0	0	1	2	9	7	1	34	2	7	410
	13:00	3	262	109	0	0	2	2	5	5	0	24	0	11	423
	14:00	8	281	97	0	1	2	3	7	3	1	27	2	8	440
	15:00	3	240	104	0	0	0	5	5	5	0	21	3	9	395
	16:00	4	231	72	0	0	1	0	7	2	0	25	2	7	351
	17:00	5	265	83	0	0	0	1	4	3	0	17	0	5	383
	18:00	6	213	73	0	0	0	0	8	1	2	9	0	4	316
	19:00	2	143	52	0	1	2	0	1	3	0	4	1	1	210
	20:00	1	112	51	0	0	0	0	0	0	0	5	0	2	171
	21:00	0	51	17	0	0	0	0	1	0	0	0	0	0	69
	22:00	0	24	9	0	1	0	0	1	0	0	0	0	0	35
	23:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
Daily Total :		49	2837	1089	0	8	11	14	56	32	7	217	13	64	4397
Percent :		1%	65%	25%	0%	0%	0%	0%	1%	1%	0%	5%	0%	1%	
Average :		2	118	45	0	0	0	1	2	1	0	9	1	3	182

(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
08/21/23	00:00	1	6	0	0	0	0	0	0	0	0	0	0	0	7
Mon	01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	7	7	0	0	0	0	0	0	0	0	0	0	14
	05:00	1	39	23	0	1	0	0	0	0	0	0	0	0	64
	06:00	1	74	51	0	1	1	0	2	0	0	4	0	0	134
	07:00	0	132	85	0	1	7	0	2	2	2	8	0	1	240
	08:00	0	190	77	0	5	3	1	2	4	1	13	2	5	303
	09:00	0	184	68	1	1	5	1	4	7	2	10	0	5	288
	10:00	2	197	98	0	5	6	2	6	7	1	9	0	8	341
	11:00	1	216	78	0	3	6	1	9	3	4	17	2	5	345
	12:00	1	196	100	0	2	6	0	7	2	2	20	0	4	340
	13:00	5	208	85	0	2	6	2	4	6	2	18	3	4	345
	14:00	2	190	79	0	6	7	0	6	5	3	25	1	6	330
	15:00	3	177	83	0	1	1	3	3	1	2	16	3	6	299
	16:00	5	220	98	0	2	3	5	3	10	3	35	1	8	393
	17:00	0	190	89	0	1	2	5	7	4	1	15	1	8	323
	18:00	3	141	57	0	1	1	1	4	3	0	9	0	2	222
	19:00	3	115	39	0	1	0	1	2	2	1	4	0	1	169
	20:00	0	82	31	0	2	1	1	2	0	0	2	2	1	124
	21:00	0	60	19	0	0	0	0	1	0	0	0	0	1	81
	22:00	0	26	9	0	1	0	0	1	0	0	0	0	0	37
	23:00	0	26	2	0	0	0	0	0	0	0	1	0	0	29
Daily Total :		28	2687	1182	1	36	55	23	65	56	24	206	15	65	4443
Percent :		1%	60%	27%	0%	1%	1%	1%	1%	1%	1%	5%	0%	1%	
Average :		1	112	49	0	2	2	1	3	2	1	9	1	3	186

(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
08/22/23	00:00	0	8	5	0	1	0	0	0	0	0	0	0	0	14
Tue	01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	6	2	0	1	0	0	0	1	0	0	0	0	10
	03:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	13	8	0	1	0	0	0	0	0	0	0	0	22
	05:00	1	29	26	0	1	0	0	1	0	0	0	0	1	59
	06:00	1	72	57	0	1	0	2	1	0	1	2	0	2	139
	07:00	0	151	73	0	2	9	0	2	1	1	13	0	3	255
	08:00	0	202	77	0	3	7	2	6	2	2	12	0	6	319
	09:00	0	196	74	0	5	8	1	4	2	0	18	1	7	316
	10:00	4	213	77	0	4	4	0	5	3	1	11	0	1	323
	11:00	4	205	72	0	4	8	2	7	0	3	9	5	11	330
	12:00	4	214	84	0	3	11	1	3	6	1	19	1	2	349
	13:00	3	185	75	0	2	3	3	4	3	1	21	1	11	312
	14:00	5	170	91	0	1	5	3	4	4	6	22	5	10	326
	15:00	5	197	93	0	3	6	3	7	3	2	22	2	6	349
	16:00	2	208	99	0	3	3	1	10	6	2	34	1	9	378
	17:00	4	225	92	0	2	1	2	7	1	5	24	3	4	370
	18:00	1	145	61	0	1	0	2	2	1	1	16	1	1	232
	19:00	3	119	34	0	0	1	0	2	1	1	5	1	3	170
	20:00	1	86	34	0	0	0	1	0	1	0	4	0	1	128
	21:00	0	46	13	0	0	0	0	2	0	0	3	0	0	64
	22:00	2	32	5	0	1	0	0	0	1	0	0	0	1	42
	23:00	0	28	3	0	0	0	0	0	0	0	0	0	0	31
Daily Total :		40	2758	1158	0	39	66	23	67	36	27	235	21	79	4549
Percent :		1%	61%	25%	0%	1%	1%	1%	1%	1%	1%	5%	0%	2%	
Average :		2	115	48	0	2	3	1	3	2	1	10	1	3	191

(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
08/23/23	00:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Wed	01:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
	04:00	0	11	5	0	1	0	0	0	1	0	0	0	0	18
	05:00	0	37	24	0	0	0	0	0	0	0	1	0	0	62
	06:00	2	65	50	0	0	1	0	1	0	1	2	0	3	125
	07:00	2	133	79	0	3	6	3	5	5	1	4	1	3	245
	08:00	2	178	81	0	4	2	2	8	5	2	10	0	7	301
	09:00	1	170	84	0	4	10	1	3	5	3	6	2	4	293
	10:00	1	197	74	0	2	3	0	3	4	2	15	0	6	307
	11:00	0	198	75	0	3	7	2	11	8	2	17	3	10	336
	12:00	3	214	74	0	3	2	2	4	7	5	25	2	5	346
	13:00	5	174	80	0	5	6	1	7	5	2	15	0	8	308
	14:00	4	190	97	0	3	3	1	4	3	3	24	0	7	339
	15:00	0	211	84	0	2	6	1	8	6	1	12	4	5	340
	16:00	4	246	105	0	4	5	4	3	11	3	17	5	12	419
	17:00	1	201	88	0	1	3	3	5	2	1	15	2	7	329
	18:00	1	156	50	0	1	0	1	4	3	0	7	0	2	225
	19:00	1	110	41	0	0	1	0	3	3	0	4	0	1	164
	20:00	0	87	37	0	1	1	0	1	1	0	3	0	1	132
	21:00	0	52	17	0	0	0	0	2	1	0	2	0	0	74
	22:00	0	39	4	0	1	0	0	0	0	0	1	0	0	45
	23:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22
Daily Total :		27	2717	1156	0	38	56	21	72	70	26	180	19	81	4463
	Percent :	1%	61%	26%	0%	1%	1%	0%	2%	2%	1%	4%	0%	2%	
	Average :	1	113	48	0	2	2	1	3	3	1	8	1	3	186

(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
08/24/23	00:00	1	7	1	0	0	0	0	0	0	0	0	0	0	9
Thu	01:00	0	9	0	0	1	0	0	0	0	0	0	0	0	10
	02:00	0	2	1	0	0	0	0	0	1	0	0	0	0	4
	03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	04:00	0	10	5	0	1	0	0	0	0	0	0	0	0	16
	05:00	1	33	24	0	0	1	0	0	0	0	1	0	0	60
	06:00	1	77	47	0	0	0	0	0	0	1	3	0	1	130
	07:00	1	139	74	0	1	5	3	2	4	2	7	0	2	240
	08:00	0	183	75	0	4	4	4	7	3	2	17	0	2	301
	09:00	2	194	64	0	4	0	2	4	2	2	11	2	5	292
	10:00	1	195	75	0	5	7	2	5	2	3	19	3	3	320
	11:00	2	217	84	0	4	10	5	7	8	4	22	0	7	370
	12:00	4	228	77	0	5	5	3	11	7	2	21	3	8	374
	13:00	1	186	88	0	6	8	2	8	10	4	20	3	8	344
	14:00	1	189	86	0	1	4	1	6	6	0	20	2	11	327
	15:00	3	201	80	0	3	5	0	7	6	3	31	0	7	346
	16:00	2	228	92	0	5	4	2	5	10	2	31	1	8	390
	17:00	0	206	83	0	1	1	0	4	4	0	17	4	5	325
	18:00	0	131	53	0	1	2	0	1	3	1	8	1	6	207
	19:00	1	106	32	0	0	0	0	1	1	0	8	1	1	151
	20:00	0	82	25	0	1	0	0	0	0	0	3	0	0	111
	21:00	0	64	14	0	0	0	0	0	0	0	0	0	1	79
	22:00	0	29	10	0	2	0	0	0	0	0	1	0	0	42
	23:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
Daily Total :		21	2737	1094	0	45	56	24	68	67	26	240	20	75	4473
Percent :		0%	61%	24%	0%	1%	1%	1%	2%	1%	1%	5%	0%	2%	
Average :		1	114	46	0	2	2	1	3	3	1	10	1	3	187

(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
08/25/23	00:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Fri	01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
	03:00	0	3	4	0	0	1	0	0	1	0	0	0	0	9
	04:00	0	10	3	0	1	0	0	0	0	0	0	0	0	14
	05:00	1	31	18	0	0	0	0	1	0	0	0	0	0	51
	06:00	1	54	51	0	1	2	0	1	1	1	2	0	3	117
	07:00	1	137	70	0	1	2	2	2	0	2	8	1	5	231
	08:00	7	209	73	0	3	3	0	3	3	2	9	2	10	324
	09:00	1	186	86	0	3	5	0	2	4	2	12	1	10	312
	10:00	1	197	84	0	3	7	1	9	5	2	19	3	11	342
	11:00	1	208	84	0	1	8	1	8	10	1	28	4	10	364
	12:00	0	224	93	0	1	6	4	10	9	1	33	1	14	396
	13:00	4	167	100	0	4	8	1	6	6	2	29	4	14	345
	14:00	2	205	76	0	1	7	3	6	4	2	25	4	14	349
	15:00	4	176	90	0	0	5	2	7	6	2	34	3	9	338
	16:00	3	177	90	0	4	2	1	9	8	1	21	1	9	326
	17:00	0	179	74	0	1	4	2	5	5	0	28	1	5	304
	18:00	1	154	56	0	1	2	0	4	4	1	13	2	2	240
	19:00	1	108	36	0	0	1	0	2	4	1	4	0	1	158
	20:00	2	99	29	0	1	1	1	1	1	0	5	0	2	142
	21:00	1	67	24	0	0	0	0	0	0	0	2	0	0	94
	22:00	0	42	14	0	1	0	0	0	0	0	1	0	0	58
	23:00	0	37	5	0	0	0	0	0	0	0	0	0	0	42
Daily Total :		31	2687	1164	0	28	64	18	76	71	20	273	27	119	4578
	Percent :	1%	59%	25%	0%	1%	1%	0%	2%	2%	0%	6%	1%	3%	
	Average :	1	112	49	0	1	3	1	3	3	1	11	1	5	191

(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
08/26/23	00:00	0	15	3	0	0	0	0	0	0	0	1	0	0	19
Sat	01:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
	02:00	1	8	0	0	0	0	0	0	1	0	0	0	0	10
	03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8
	05:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
	06:00	2	35	15	0	0	0	0	1	1	0	2	0	0	56
	07:00	0	68	23	0	0	0	0	1	0	0	1	0	0	93
	08:00	0	134	46	0	0	1	1	3	3	0	6	0	1	195
	09:00	4	158	76	0	0	1	4	4	3	0	8	0	8	266
	10:00	6	199	76	0	0	3	0	8	2	0	19	3	12	328
	11:00	2	197	97	0	1	3	1	4	5	1	21	2	3	337
	12:00	2	206	86	0	2	0	1	5	3	0	22	1	8	336
	13:00	4	182	84	0	2	1	2	7	3	1	28	1	12	327
	14:00	12	198	68	0	1	2	3	9	4	1	18	1	7	324
	15:00	16	212	71	0	0	1	2	8	4	0	19	2	8	343
	16:00	2	190	65	0	0	1	1	6	2	0	11	1	4	283
	17:00	1	153	48	0	1	0	1	3	2	1	12	0	1	223
	18:00	4	132	54	0	1	0	0	5	2	0	4	0	2	204
	19:00	1	132	42	0	0	0	1	1	1	0	5	0	3	186
	20:00	1	131	33	0	0	0	1	0	3	0	6	0	0	175
	21:00	3	97	19	0	0	1	0	1	0	0	2	0	0	123
	22:00	0	67	15	0	0	0	0	1	0	0	1	0	0	84
	23:00	0	24	7	0	0	0	0	0	0	0	0	0	0	31
Daily Total :		61	2571	938	0	9	14	18	67	39	4	186	11	69	3987
Percent :		2%	64%	24%	0%	0%	0%	0%	2%	1%	0%	5%	0%	2%	
Average :		3	107	39	0	0	1	1	3	2	0	8	0	3	167

(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
08/27/23	00:00	0	20	4	0	0	0	0	0	0	0	0	0	0	24
Sun	01:00	0	11	7	0	0	0	0	0	0	0	0	0	0	18
	02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	13	5	0	0	0	0	1	0	0	0	0	0	19
	06:00	0	32	13	0	0	0	0	0	0	0	0	0	0	45
	07:00	1	55	19	0	0	0	1	0	0	0	0	0	0	76
	08:00	6	108	30	0	0	0	0	0	2	0	3	1	0	150
	09:00	1	164	54	0	0	0	2	4	1	0	10	0	1	237
	10:00	3	219	83	0	0	2	0	4	5	0	18	2	3	339
	11:00	2	236	91	1	1	2	1	8	4	1	15	5	11	378
	12:00	4	236	92	0	0	0	1	8	7	1	20	2	6	377
	13:00	16	285	117	0	2	1	3	10	4	1	17	2	13	471
	14:00	7	269	72	0	0	3	1	3	1	4	23	1	7	391
	15:00	10	265	106	0	0	1	1	8	3	0	17	0	6	417
	16:00	4	280	103	0	0	1	0	9	6	3	16	2	4	428
	17:00	3	214	72	0	0	1	0	6	6	1	16	2	2	323
	18:00	2	176	54	0	1	0	1	8	3	0	8	4	3	260
	19:00	1	166	59	0	0	0	0	4	0	1	4	0	3	238
	20:00	0	131	42	0	0	0	0	0	2	0	4	0	0	179
	21:00	2	63	17	0	0	0	0	0	0	0	4	0	0	86
	22:00	0	34	8	0	0	0	0	0	0	0	1	0	0	43
	23:00	0	11	4	0	1	0	0	0	0	0	0	0	0	16
Daily Total :		62	2999	1055	1	5	11	11	73	44	12	176	21	59	4529
	Percent :	1%	66%	23%	0%	0%	0%	0%	2%	1%	0%	4%	0%	1%	
	Average :	3	125	44	0	0	0	0	3	2	1	7	1	2	188

(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
08/28/23	00:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
Mon	01:00	0	3	1	0	0	0	0	1	0	0	0	0	0	5
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	4	2	0	0	1	0	0	0	0	0	0	0	7
	04:00	0	11	7	0	0	0	0	0	0	0	0	0	0	18
	05:00	1	40	23	0	1	0	0	0	0	0	0	0	0	65
	06:00	1	82	57	0	2	1	0	0	1	0	2	0	0	146
	07:00	3	145	76	0	3	2	0	2	2	1	3	0	0	237
	08:00	1	174	89	0	2	8	2	8	5	2	6	2	6	305
	09:00	1	173	92	0	5	3	1	3	4	2	13	2	5	304
	10:00	0	182	75	0	4	3	1	5	3	2	18	0	4	297
	11:00	2	206	77	0	3	10	1	8	8	2	17	0	8	342
	12:00	1	190	81	0	3	10	2	7	4	1	16	1	5	321
	13:00	1	183	80	1	3	1	4	6	2	4	22	0	6	313
	14:00	7	199	84	0	4	3	0	5	5	0	25	1	3	336
	15:00	0	197	82	0	2	4	0	3	10	3	22	1	6	330
	16:00	6	203	99	0	4	8	4	11	4	3	20	3	10	375
	17:00	1	195	91	0	2	1	0	8	8	0	24	0	7	337
	18:00	4	151	55	0	2	2	0	1	0	0	11	0	3	229
	19:00	3	95	34	0	0	1	0	2	1	1	5	1	1	144
	20:00	0	80	17	0	1	0	1	0	2	0	4	0	0	105
	21:00	0	74	12	0	0	0	0	0	0	0	0	0	0	86
	22:00	0	28	8	0	1	0	0	0	0	0	0	0	0	37
	23:00	0	18	4	0	0	0	0	0	0	0	0	0	0	22
Daily Total :		32	2645	1146	1	42	58	16	70	59	21	208	11	64	4373
Percent :		1%	60%	26%	0%	1%	1%	0%	2%	1%	0%	5%	0%	1%	
Average :		1	110	48	0	2	2	1	3	2	1	9	0	3	182

(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
08/29/23	00:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
Tue	01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
	03:00	0	6	2	0	0	0	0	0	1	0	0	0	0	9
	04:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	05:00	2	38	23	0	1	0	0	0	0	0	0	0	0	64
	06:00	1	80	52	0	2	4	1	3	1	0	0	0	1	145
	07:00	2	141	93	0	4	4	1	3	4	1	11	0	2	266
	08:00	0	199	73	0	6	5	0	6	1	2	6	0	6	304
	09:00	0	230	88	0	5	6	2	5	0	2	15	1	7	361
	10:00	0	194	83	0	6	8	2	2	9	6	16	1	11	338
	11:00	2	206	109	0	4	6	2	5	3	2	16	2	6	363
	12:00	3	205	78	0	6	5	0	5	5	3	21	1	10	342
	13:00	2	203	87	0	5	5	3	10	5	2	24	1	2	349
	14:00	5	202	90	0	3	4	1	7	8	1	19	4	11	355
	15:00	3	211	98	0	3	5	7	7	6	3	28	1	16	388
	16:00	9	228	96	0	3	3	0	10	6	4	24	0	7	390
	17:00	2	172	97	0	3	2	2	8	9	5	29	2	8	339
	18:00	1	147	54	0	1	0	0	2	1	0	11	0	5	222
	19:00	4	85	29	0	1	0	0	4	3	0	5	0	0	131
	20:00	2	94	27	0	1	0	1	2	0	0	4	0	1	132
	21:00	0	50	11	0	0	0	0	0	0	0	0	0	0	61
	22:00	0	26	4	0	1	0	0	0	0	0	0	0	0	31
	23:00	0	15	4	0	0	1	0	0	0	0	0	0	0	20
Daily Total :		38	2758	1205	0	56	58	22	79	62	31	229	13	93	4644
Percent :		1%	59%	26%	0%	1%	1%	0%	2%	1%	1%	5%	0%	2%	
Average :		2	115	50	0	2	2	1	3	3	1	10	1	4	194

(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
08/30/23	00:00	2	6	2	0	0	0	0	0	0	0	0	0	0	10
Wed	01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	3	1	0	0	0	0	0	1	0	0	0	0	5
	03:00	0	6	5	0	0	0	0	0	0	0	0	0	0	11
	04:00	0	9	10	0	0	0	0	0	0	0	0	0	0	19
	05:00	1	38	18	0	1	2	0	1	0	0	0	0	0	61
	06:00	1	75	67	0	1	2	1	1	2	0	3	0	1	154
	07:00	0	138	89	0	1	0	1	3	2	1	7	0	2	244
	08:00	0	207	94	0	5	4	1	4	2	1	11	2	4	335
	09:00	0	200	86	0	4	5	1	3	3	1	13	0	6	322
	10:00	0	205	78	0	5	8	1	1	5	2	15	2	5	327
	11:00	0	192	73	0	1	8	0	5	6	3	30	1	5	324
	12:00	0	195	81	0	4	7	1	6	9	2	24	2	9	340
	13:00	2	173	84	0	6	3	2	4	3	4	21	2	8	312
	14:00	0	185	83	0	2	4	0	7	4	3	17	1	10	316
	15:00	0	148	66	0	4	4	2	2	6	2	16	1	15	266
	16:00	2	188	91	0	2	2	3	9	6	2	20	0	8	333
	17:00	1	192	101	0	0	1	3	4	3	1	26	0	7	339
	18:00	0	145	55	0	2	0	1	2	2	0	11	2	0	220
	19:00	0	104	36	0	0	0	0	0	1	1	4	1	0	147
	20:00	1	72	25	0	1	0	0	0	1	0	2	0	0	102
	21:00	0	46	16	0	0	0	0	0	0	0	1	0	0	63
	22:00	0	31	4	0	2	0	0	0	0	0	1	0	0	38
	23:00	1	10	1	0	1	0	0	0	0	1	0	0	0	14
Daily Total :		11	2572	1167	0	42	50	17	52	56	24	222	14	80	4307
	Percent :	0%	60%	27%	0%	1%	1%	0%	1%	1%	1%	5%	0%	2%	
	Average :	0	107	49	0	2	2	1	2	2	1	9	1	3	179

(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
08/31/23	00:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Thu	01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	4	2	0	0	0	0	0	0	0	1	0	0	7
	03:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	04:00	0	12	6	0	1	0	0	1	1	0	0	0	0	21
	05:00	1	35	27	0	1	1	0	0	0	0	1	0	0	66
	06:00	0	71	50	0	2	4	0	1	0	0	3	0	0	131
	07:00	0	163	90	0	4	4	1	6	3	1	9	0	4	285
	08:00	0	215	81	0	2	4	0	6	1	1	16	1	5	332
	09:00	1	186	79	1	4	3	3	5	3	1	16	1	3	306
	10:00	1	195	92	0	0	1	0	4	5	3	13	2	4	320
	11:00	1	206	97	0	2	2	2	2	4	4	22	1	4	347
	12:00	6	196	95	0	8	4	1	4	8	2	21	3	6	354
	13:00	2	200	72	0	3	6	0	4	2	5	23	3	2	322
	14:00	1	186	75	0	1	4	1	11	11	2	26	1	4	323
	15:00	6	234	69	0	4	6	4	7	8	5	30	2	8	383
	16:00	6	218	104	0	3	2	0	6	7	4	28	2	8	388
	17:00	2	210	94	0	2	2	2	1	8	3	28	2	10	364
	18:00	1	155	51	0	3	1	0	4	2	0	17	2	5	241
	19:00	0	111	41	0	1	0	2	2	1	1	3	1	2	165
	20:00	1	93	24	0	1	0	0	1	1	1	4	0	2	128
	21:00	0	57	20	0	0	1	1	1	0	0	4	0	0	84
	22:00	0	31	13	0	1	0	0	1	0	0	1	0	0	47
	23:00	1	27	7	0	0	0	0	0	0	0	0	0	0	35
Daily Total :		30	2826	1192	1	43	45	17	67	65	33	266	21	67	4673
Percent :		1%	60%	26%	0%	1%	1%	0%	1%	1%	1%	6%	0%	1%	
Average :		1	118	50	0	2	2	1	3	3	1	11	1	3	196

(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
09/01/23	00:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
Fri	01:00	0	4	3	0	0	0	0	0	0	0	0	0	1	8
	02:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	9	2	0	0	1	0	0	1	0	0	0	0	13
	04:00	1	13	5	0	0	0	0	0	0	0	0	0	0	19
	05:00	0	30	20	0	2	0	0	0	0	0	0	0	0	52
	06:00	0	69	36	0	1	0	0	0	1	0	2	0	2	111
	07:00	1	143	80	0	3	3	3	3	3	2	6	1	4	252
	08:00	2	179	97	0	4	2	1	2	3	2	16	0	2	310
	09:00	1	206	90	0	4	3	1	8	5	1	14	1	6	340
	10:00	2	214	81	0	1	3	2	3	6	2	25	0	9	348
	11:00	2	235	87	0	2	3	5	3	7	3	27	2	8	384
	12:00	3	198	87	0	3	5	1	6	8	5	36	0	3	355
	13:00	3	223	82	0	2	5	3	3	5	2	23	3	9	363
	14:00	4	179	68	0	2	2	0	7	6	2	32	2	13	317
	15:00	5	194	80	0	3	6	2	5	3	1	35	2	8	344
	16:00	6	185	94	0	2	4	3	7	3	2	29	5	17	357
	17:00	1	191	72	0	4	2	2	5	3	0	23	2	5	310
	18:00	2	151	51	0	1	0	3	3	2	0	15	0	2	230
	19:00	1	114	38	0	1	0	0	5	3	0	7	0	0	169
	20:00	2	79	30	0	1	0	1	4	0	0	4	0	0	121
	21:00	0	53	24	0	0	0	0	1	0	0	2	0	0	80
	22:00	0	36	9	0	1	0	0	0	0	0	1	0	0	47
	23:00	0	27	9	0	0	0	0	0	0	0	0	0	0	36
Daily Total :		36	2740	1148	0	38	39	27	65	59	22	297	18	89	4578
Percent :		1%	60%	25%	0%	1%	1%	1%	1%	1%	0%	6%	0%	2%	
Average :		2	114	48	0	2	2	1	3	2	1	12	1	4	192

(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
09/02/23	00:00	0	22	2	0	0	0	0	0	0	0	0	0	0	24
Sat	01:00	2	9	1	0	0	0	0	0	0	0	0	0	0	12
	02:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	03:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9
	04:00	0	4	2	0	0	0	0	0	1	0	0	0	0	7
	05:00	0	16	4	0	0	0	0	1	0	0	0	0	0	21
	06:00	0	26	13	0	0	0	0	0	0	0	0	0	0	39
	07:00	1	77	43	0	0	0	0	0	0	0	2	0	0	123
	08:00	1	96	45	0	0	0	0	2	2	0	3	1	0	150
	09:00	5	157	69	0	2	1	0	2	2	0	9	0	0	247
	10:00	4	201	76	0	1	1	1	9	4	1	19	5	8	330
	11:00	3	186	69	0	1	2	2	7	7	1	17	5	5	305
	12:00	4	223	64	0	2	0	2	7	10	0	32	0	2	346
	13:00	7	191	73	0	1	3	2	7	5	0	33	0	4	326
	14:00	6	190	64	0	2	2	4	6	5	0	21	2	5	307
	15:00	4	217	65	0	3	0	1	4	4	2	15	1	5	321
	16:00	4	174	59	0	0	1	4	4	3	1	18	0	4	272
	17:00	1	176	42	0	0	0	2	2	2	0	6	0	1	232
	18:00	2	118	45	0	0	1	0	3	1	0	6	1	0	177
	19:00	4	130	34	0	0	0	1	3	0	0	2	0	0	174
	20:00	0	130	41	0	0	0	1	2	2	0	5	0	0	181
	21:00	0	88	19	0	0	1	1	0	0	0	4	0	2	115
	22:00	0	53	19	0	0	0	0	0	0	0	0	0	0	72
	23:00	0	23	11	0	1	0	0	0	0	0	0	0	1	36
Daily Total :		48	2521	864	0	14	12	21	59	48	5	192	15	37	3836
Percent :		1%	66%	23%	0%	0%	0%	1%	2%	1%	0%	5%	0%	1%	
Average :		2	105	36	0	1	1	1	2	2	0	8	1	2	161

(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
09/03/23	00:00	0	24	6	0	0	0	0	0	0	0	0	0	0	30
Sun	01:00	0	10	6	0	0	0	0	0	0	0	0	0	0	16
	02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	3	3	0	0	0	0	1	0	0	0	0	0	7
	05:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	06:00	0	24	10	0	0	0	0	0	0	0	0	0	0	34
	07:00	0	38	15	0	0	0	0	1	0	0	0	0	0	54
	08:00	2	91	38	0	0	0	0	3	0	0	1	0	0	135
	09:00	2	129	51	0	1	0	1	2	4	0	11	1	0	202
	10:00	1	232	75	0	0	0	2	3	3	0	17	5	5	343
	11:00	1	230	67	0	1	2	3	9	7	1	15	1	9	346
	12:00	4	262	80	0	0	4	2	7	8	0	31	1	6	405
	13:00	3	241	62	0	0	0	2	10	8	1	26	1	7	361
	14:00	3	248	68	0	0	1	3	8	6	0	19	1	9	366
	15:00	9	215	62	0	0	1	0	6	4	2	18	1	3	321
	16:00	15	218	74	0	0	2	1	7	2	0	7	0	5	331
	17:00	4	214	77	0	0	0	1	6	1	0	14	0	1	318
	18:00	1	208	55	0	1	0	0	5	0	0	8	1	2	281
	19:00	2	157	39	0	0	0	1	4	0	1	6	0	1	211
	20:00	3	158	45	0	1	0	1	1	0	0	1	2	0	212
	21:00	0	88	18	0	0	1	0	1	1	0	0	0	1	110
	22:00	0	38	9	0	0	0	0	0	0	0	0	0	0	47
	23:00	1	25	5	0	0	0	0	0	1	0	0	0	0	32
Daily Total :		51	2869	870	0	4	11	17	74	45	5	174	14	49	4183
	Percent :	1%	69%	21%	0%	0%	0%	0%	2%	1%	0%	4%	0%	1%	
	Average :	2	120	36	0	0	0	1	3	2	0	7	1	2	174

(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
09/04/23	00:00	0	12	4	0	0	0	1	0	0	0	0	0	0	17
Mon	01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
	05:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
	06:00	0	30	10	0	0	0	0	0	0	0	0	0	0	40
	07:00	0	61	34	0	1	0	0	0	0	0	0	0	1	97
	08:00	2	63	38	0	0	1	1	1	1	0	1	1	0	109
	09:00	1	140	41	0	0	0	0	3	0	1	7	0	0	193
	10:00	2	215	91	0	0	0	0	6	3	0	12	1	4	334
	11:00	2	261	95	0	1	2	0	11	6	1	14	1	5	399
	12:00	5	272	100	0	2	0	7	8	5	1	15	1	6	422
	13:00	4	289	100	0	2	1	2	9	5	0	21	2	6	441
	14:00	7	289	106	0	0	1	4	11	6	3	21	3	3	454
	15:00	9	309	133	0	3	0	5	11	4	2	17	1	2	496
	16:00	2	279	114	0	0	0	1	11	3	3	13	1	6	433
	17:00	5	227	92	0	0	0	1	9	0	1	9	3	2	349
	18:00	4	200	78	0	1	0	1	6	2	1	13	1	0	307
	19:00	4	162	57	0	0	0	0	3	3	0	8	0	0	237
	20:00	2	103	45	0	0	0	0	1	0	1	3	0	1	156
	21:00	1	45	19	0	0	0	0	0	0	0	2	0	0	67
	22:00	0	31	6	0	0	0	0	0	0	0	0	0	0	37
	23:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
Daily Total :		50	3020	1169	0	10	5	23	90	38	14	156	15	36	4626
Percent :		1%	65%	25%	0%	0%	0%	0%	2%	1%	0%	3%	0%	1%	
Average :		2	126	49	0	0	0	1	4	2	1	7	1	2	195

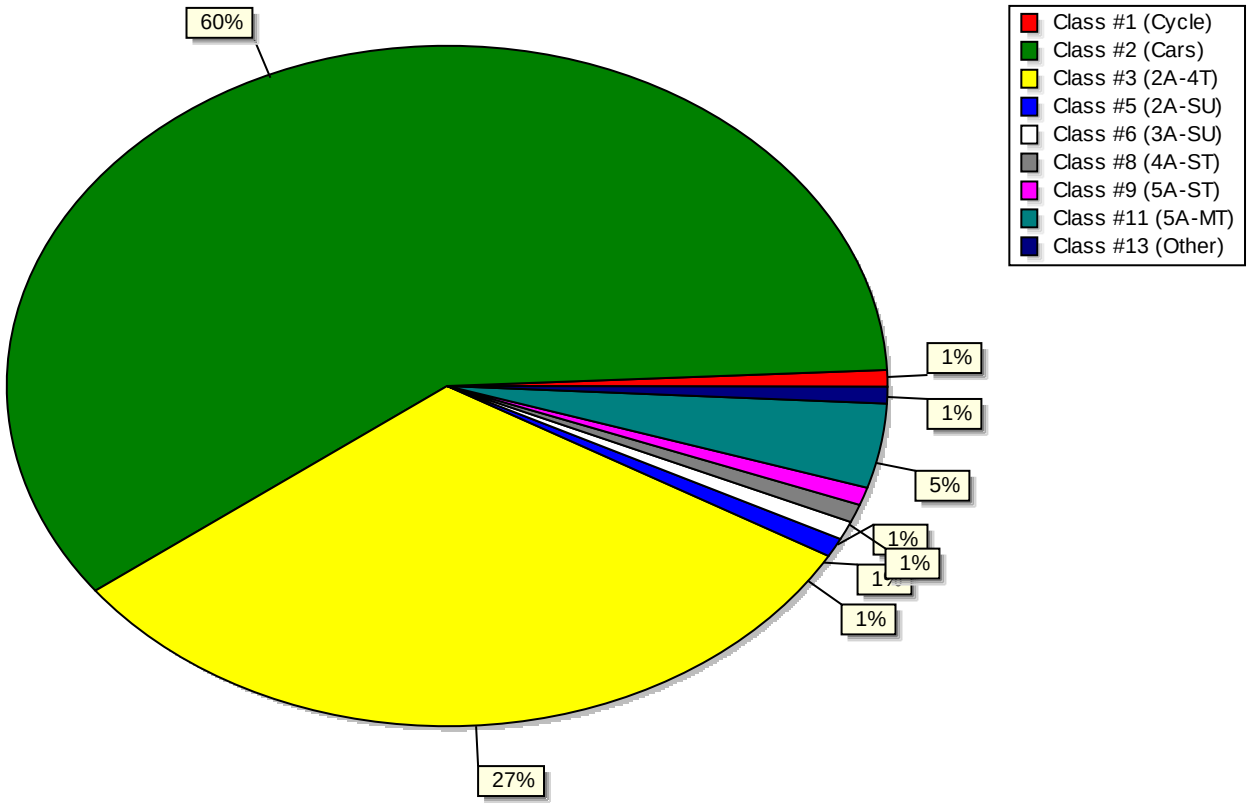
(DEFAULTC) Date	Time	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
09/05/23	00:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Tue	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	10	7	0	0	0	0	0	0	0	0	0	0	17
	05:00	2	34	22	0	1	0	0	1	0	0	0	0	0	60
	06:00	1	74	59	0	2	1	0	1	0	0	1	0	0	139
	07:00	0	216	94	0	7	3	2	5	4	2	12	1	3	349
	08:00	2	251	86	0	7	2	4	6	7	1	19	2	13	400
	09:00	3	245	113	0	4	7	3	8	6	3	23	2	11	428
	10:00	3	217	129	0	4	10	0	3	8	3	25	1	16	419
	11:00	4	220	101	0	3	9	1	5	8	1	23	2	9	386
	12:00	5	209	98	0	2	8	3	7	8	3	29	1	8	381
	13:00	1	221	84	0	5	5	3	1	4	0	24	2	11	361
	14:00	7	217	91	0	5	7	2	7	5	2	32	2	6	383
	15:00	0	180	84	1	4	5	6	13	5	1	30	3	7	339
	16:00	5	195	81	0	7	5	1	14	4	2	35	2	9	360
	17:00	3	189	82	0	4	3	1	3	7	0	20	0	7	319
	18:00	4	126	49	0	3	1	1	4	2	1	14	0	3	208
	19:00	2	105	35	0	1	2	0	0	1	0	5	1	1	153
	20:00	4	76	20	0	1	1	0	0	0	0	5	0	1	108
	21:00	0	44	14	0	0	1	1	1	0	0	0	0	0	61
	22:00	1	27	7	0	1	0	0	0	0	0	0	0	0	36
	23:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
Daily Total :		47	2877	1266	1	61	70	28	79	69	19	297	19	105	4938
	Percent :	1%	58%	26%	0%	1%	1%	1%	2%	1%	0%	6%	0%	2%	
	Average :	2	120	53	0	3	3	1	3	3	1	12	1	4	206

Basic Axle Class Summary: P2320001

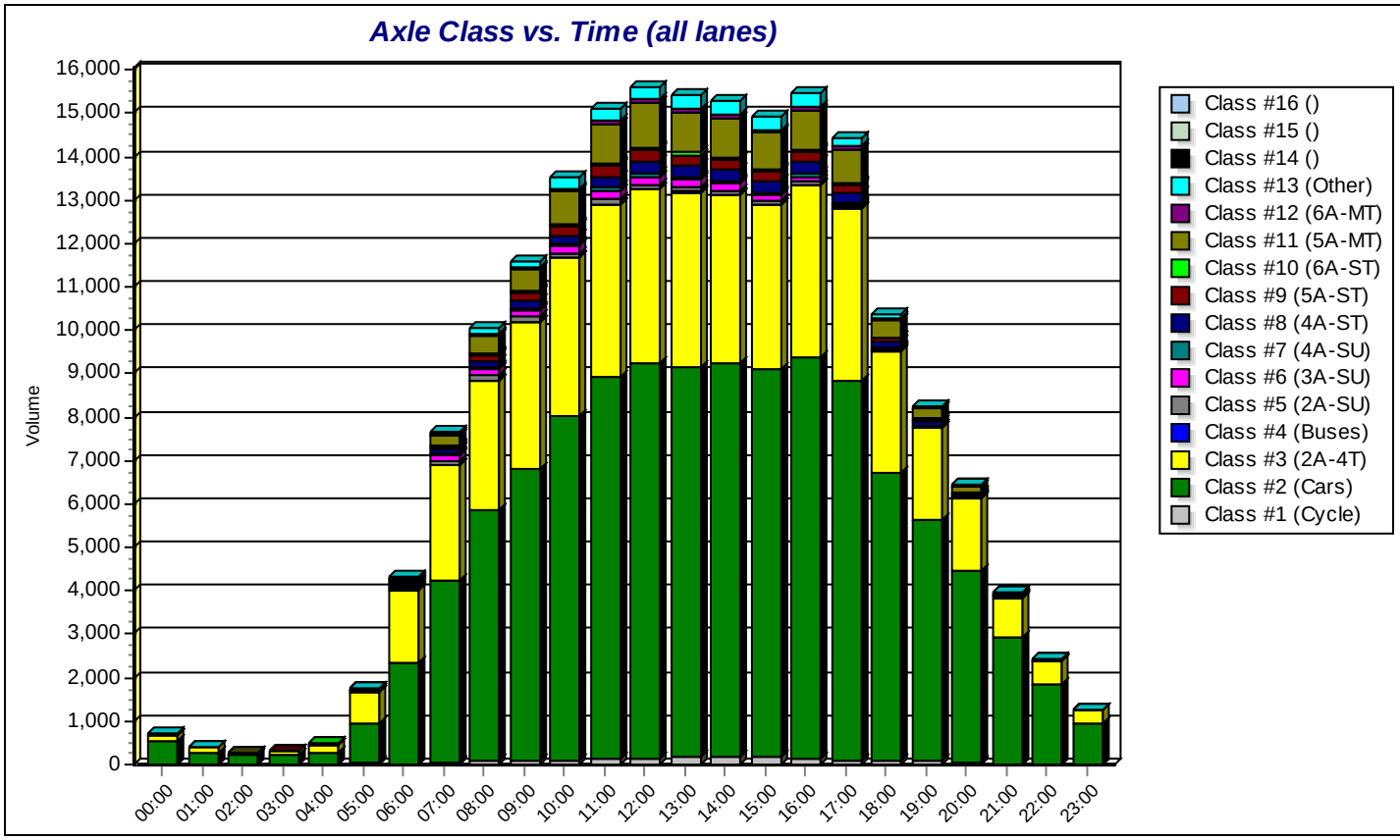
(DEFAULTC) Description	Lane	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
TOTAL COUNT :	#1.	863	56667	28175	25	707	958	252	1328	1239	337	4492	372	1321	96736
	#2.	814	57863	23359	5	656	816	424	1430	1147	396	4655	370	1506	93441
		1677	114530	51534	30	1363	1774	676	2758	2386	733	9147	742	2827	190177
Percents :	#1.	1%	59%	29%	0%	1%	1%	0%	1%	1%	0%	5%	0%	1%	51%
	#2.	1%	62%	25%	0%	1%	1%	0%	2%	1%	0%	5%	0%	2%	49%
		1%	60%	27%	0%	1%	1%	0%	1%	1%	0%	5%	0%	1%	
Average :	#1.	2	112	56	0	1	2	1	3	2	1	9	1	3	193
	#2.	2	115	46	0	1	2	1	3	2	1	9	1	3	186
		4	227	102	0	2	4	2	6	4	2	18	2	6	379
Days & ADT :	#1.	21.0	4606												
	#2.	21.0	4449												
		21.0	9056												

P2320001 Axle Class Charts For Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

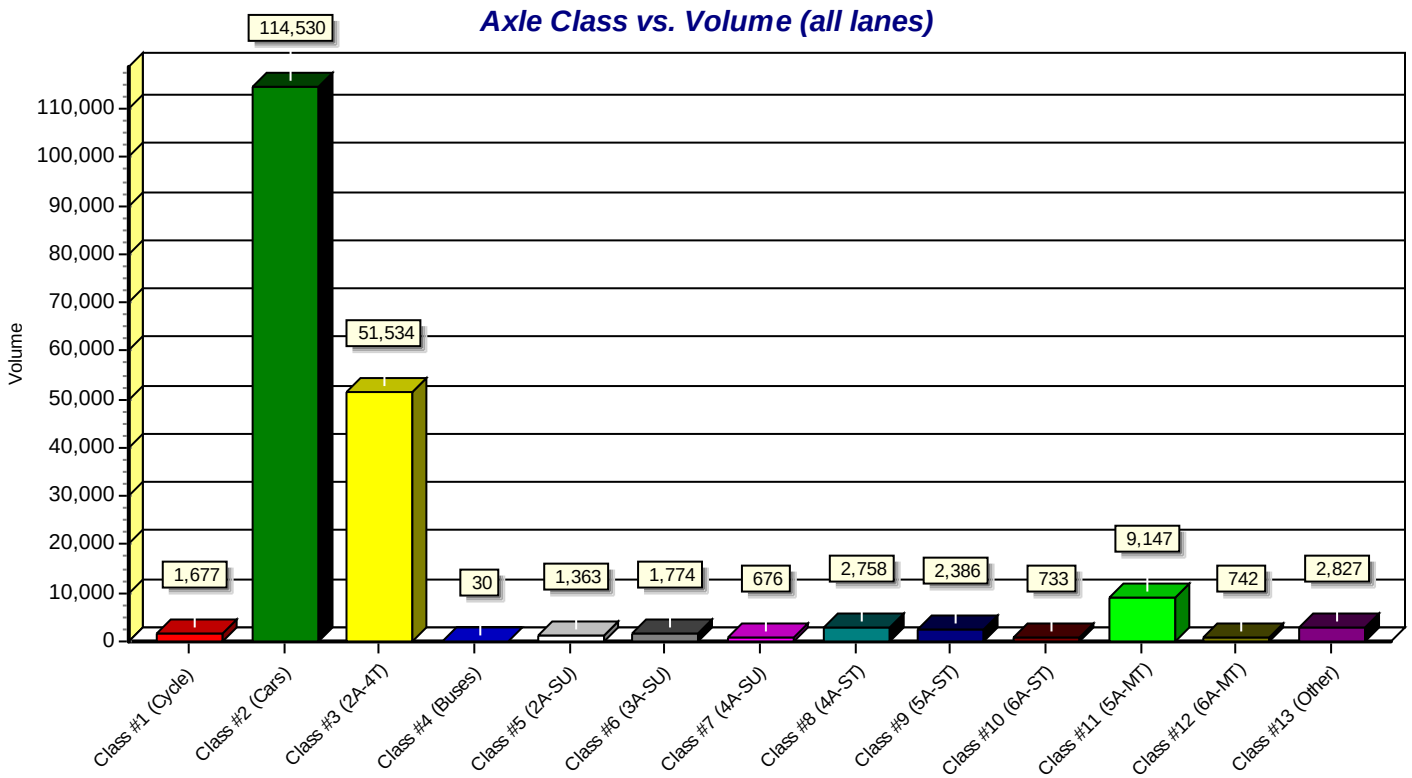
Axle Class Percentages:



Axle Class vs. Time (all lanes)



P2320001 Axle Class Charts For Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023



Basic Speed Classification Report: P2320001

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	N	NB	Ax-Ax	150 cm	183 cm	

Lane #1 Basic Speed Classification Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/16/23	00:00	0	0	0	3	6	11	2	1	0	0	0	0	0	0	0	0	23
Wed	01:00	0	0	0	1	5	7	0	0	0	0	0	0	0	0	0	0	13
	02:00	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	6
	03:00	0	0	0	0	7	1	1	0	0	0	0	0	0	0	0	0	9
	04:00	0	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	0	1	18	33	6	5	0	0	0	0	0	0	0	0	63
	06:00	0	0	0	2	54	72	15	1	0	1	0	0	0	0	0	0	145
	07:00	0	0	0	11	107	95	11	1	0	0	0	0	0	0	0	1	226
	08:00	1	0	5	24	139	86	5	0	0	0	0	1	0	0	0	0	261
	09:00	0	1	1	26	136	101	10	3	0	0	0	0	0	0	0	0	278
	10:00	0	2	2	46	170	71	5	1	0	0	0	0	0	1	0	0	298
	11:00	0	0	3	52	182	96	11	3	0	0	0	0	2	0	0	0	349
	12:00	0	0	0	28	234	118	4	0	1	0	0	0	1	0	0	0	386
	13:00	0	1	2	50	214	112	12	0	0	0	0	1	0	0	0	0	392
	14:00	5	1	2	60	205	87	7	0	3	1	0	0	0	0	0	1	372
	15:00	0	1	5	29	220	95	14	0	1	1	0	0	0	0	0	0	366
	16:00	2	1	0	38	215	130	13	1	2	0	0	0	0	0	0	2	404
	17:00	1	0	1	32	215	125	11	0	0	0	0	0	0	0	1	0	386
	18:00	0	1	0	8	115	120	20	1	0	0	1	0	0	0	0	0	266
	19:00	0	0	1	12	100	80	14	1	0	0	0	0	0	0	0	1	209
	20:00	0	0	2	17	107	47	4	0	1	0	0	0	0	0	0	0	178
	21:00	0	0	1	18	64	32	5	0	0	0	0	0	0	0	0	0	120
	22:00	0	0	0	8	41	28	5	0	0	0	0	0	0	0	0	0	82
	23:00	0	0	0	2	13	10	5	0	0	0	0	0	0	0	0	0	30
Daily Total :		9	8	25	469	2570	1563	183	18	8	3	1	2	3	1	1	5	4869
Percent :		0%	0%	1%	10%	53%	32%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	20	107	65	8	1	0	0	0	0	0	0	0	0	186

Speeds - Average: 58.0 50% : 57.6 67% : 61.3 85% : 66.8 20kph Pace: 50.1 - 70.0 (84.9%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/17/23	00:00	0	0	0	1	7	6	3	0	0	0	0	0	0	0	0	0	17
Thu	01:00	0	0	0	1	1	3	2	0	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	0	7	3	0	0	0	0	1	0	0	0	0	0	11
	03:00	0	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	2	3	4	3	0	0	0	0	0	0	0	0	0	12
	05:00	0	0	0	2	25	27	10	1	0	0	0	0	0	0	0	0	65
	06:00	0	0	0	2	51	68	19	3	0	0	1	0	0	0	0	0	144
	07:00	0	0	0	9	116	87	8	0	0	0	0	0	0	0	0	0	220
	08:00	0	0	1	19	138	86	11	0	0	0	0	1	0	0	0	0	256
	09:00	0	1	5	46	149	61	4	0	0	1	0	0	0	1	0	1	269
	10:00	0	0	0	57	172	58	3	1	1	1	0	0	0	0	0	0	293
	11:00	0	0	3	64	207	76	2	2	0	1	1	0	1	0	0	0	357
	12:00	0	1	1	63	205	84	6	1	0	0	0	0	0	0	0	0	361
	13:00	0	0	0	65	235	81	6	0	1	0	0	1	1	0	1	0	391
	14:00	1	1	2	65	217	83	7	0	0	0	1	0	0	0	0	0	377
	15:00	2	1	9	69	203	79	3	1	0	0	0	0	0	0	0	1	368
	16:00	0	0	5	50	255	122	10	0	0	0	1	0	0	0	0	2	445
	17:00	0	1	3	37	205	148	11	1	0	0	0	0	0	0	0	1	407
	18:00	0	0	3	12	142	106	8	2	0	0	0	0	0	0	0	0	273
	19:00	0	1	1	38	113	87	12	2	0	0	0	0	0	1	1	0	256
	20:00	0	0	0	14	109	54	7	0	0	0	0	0	0	0	0	0	184
	21:00	0	1	1	20	66	33	2	0	0	0	0	0	0	0	0	0	123
	22:00	0	0	0	12	50	31	5	2	1	0	0	0	0	0	0	0	101
	23:00	0	0	1	4	14	15	4	0	0	0	0	0	0	0	0	0	38
Daily Total :		3	7	35	653	2691	1406	146	16	3	3	5	2	2	2	2	5	4981
Percent :		0%	0%	1%	13%	54%	28%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	27	112	59	6	1	0	0	0	0	0	0	0	0	202

Speeds - Average: 57.1 50% : 56.7 67% : 59.9 85% : 66.0 20kph Pace: 50.1 - 70.0 (82.3%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/18/23	00:00	0	0	0	2	9	8	2	1	0	0	0	0	0	0	0	0	22
Fri	01:00	0	0	0	1	4	1	0	0	1	0	0	0	0	0	0	0	7
	02:00	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	8
	03:00	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0	0	5
	04:00	0	0	0	1	3	8	2	0	0	0	0	0	0	0	0	0	14
	05:00	0	0	0	2	17	18	15	0	1	0	0	0	0	0	0	0	53
	06:00	0	0	0	5	48	51	14	0	2	0	0	0	0	0	0	0	120
	07:00	1	0	0	10	110	47	8	0	0	0	0	0	0	0	0	0	176
	08:00	3	1	3	13	154	82	7	0	0	0	0	0	0	0	0	0	263
	09:00	0	0	2	30	177	72	7	0	0	0	0	0	0	0	0	0	288
	10:00	0	0	5	73	193	68	5	1	0	0	0	0	0	0	0	0	345
	11:00	0	0	4	92	220	63	4	0	0	0	1	0	0	0	0	1	385
	12:00	3	3	7	88	207	69	5	0	0	0	1	0	1	0	0	0	384
	13:00	0	2	6	75	262	73	5	2	1	0	0	0	0	0	0	0	426
	14:00	0	3	2	84	259	92	5	0	0	2	1	1	0	0	0	0	449
	15:00	0	0	7	87	258	81	5	2	1	0	0	0	0	0	0	3	444
	16:00	0	0	8	52	247	152	12	1	0	1	0	0	0	0	1	0	474
	17:00	0	0	2	70	296	132	8	0	0	1	0	0	0	1	0	0	510
	18:00	0	0	3	25	194	124	13	1	0	0	0	0	0	0	0	0	360
	19:00	0	0	0	16	140	92	11	0	0	0	0	0	0	0	0	0	259
	20:00	0	0	0	14	108	71	9	1	0	0	1	0	0	0	0	0	204
	21:00	0	0	0	12	64	51	5	0	0	0	0	0	0	0	0	0	132
	22:00	0	0	0	12	45	26	5	0	1	0	0	0	0	0	0	0	89
	23:00	0	0	0	1	21	19	5	1	0	0	0	0	0	0	0	0	47
Daily Total :		7	9	49	767	3041	1404	153	11	7	4	4	1	1	1	1	4	5464
Percent :		0%	0%	1%	14%	56%	26%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	32	127	59	6	0	0	0	0	0	0	0	0	0	206

Speeds - Average: 56.6 50% : 56.3 67% : 59.3 85% : 65.6 20kph Pace: 50.1 - 70.0 (81.4%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/19/23	00:00	0	0	0	0	11	9	2	1	0	0	0	0	0	0	0	0	23
Sat	01:00	0	0	0	1	8	8	5	2	0	0	0	0	0	0	0	0	24
	02:00	0	0	0	1	10	11	3	0	0	0	0	0	0	0	0	0	25
	03:00	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	0	1	7	4	1	1	0	0	0	0	0	0	0	0	14
	06:00	0	1	0	3	14	15	10	0	0	0	0	0	0	0	0	0	43
	07:00	0	0	0	2	30	44	9	0	0	0	0	0	0	0	0	0	85
	08:00	0	0	0	10	94	60	5	0	0	0	0	0	0	0	0	0	169
	09:00	0	1	1	18	180	108	9	1	0	0	0	0	0	0	0	2	320
	10:00	0	0	0	35	227	117	11	1	0	0	0	0	0	0	0	0	391
	11:00	0	1	1	52	248	147	7	0	0	0	1	1	0	0	0	0	458
	12:00	0	0	0	50	254	137	9	1	0	0	2	1	0	0	0	0	454
	13:00	1	0	0	61	279	112	9	1	0	0	0	0	0	0	0	1	464
	14:00	0	0	1	32	245	114	14	0	0	0	0	0	0	0	0	1	407
	15:00	0	1	1	18	172	123	18	1	0	0	0	0	0	1	0	0	335
	16:00	0	0	2	21	172	116	15	1	0	0	0	0	0	0	0	0	327
	17:00	0	0	4	10	133	103	19	1	1	0	1	0	0	0	0	0	272
	18:00	0	0	0	10	93	81	15	2	1	0	0	0	0	1	0	0	203
	19:00	0	1	0	13	75	75	6	1	0	0	0	0	0	0	1	0	172
	20:00	0	0	2	14	81	47	6	0	0	0	0	0	0	0	0	0	150
	21:00	0	0	4	8	64	33	3	0	1	0	0	0	0	0	0	0	113
	22:00	0	0	1	8	50	22	3	0	0	0	0	0	0	0	0	0	84
	23:00	0	0	1	9	30	18	3	0	0	0	0	0	0	0	0	0	61
Daily Total :		1	5	18	382	2482	1506	183	14	3	0	4	2	0	2	1	4	4607
Percent :		0%	0%	0%	8%	54%	33%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	16	103	63	8	1	0	0	0	0	0	0	0	0	226

Speeds - Average: 58.3 50% : 57.7 67% : 61.5 85% : 66.9 20kph Pace: 50.1 - 70.0 (86.6%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/20/23	00:00	0	0	0	3	18	14	5	1	0	0	0	0	0	0	0	0	41
Sun	01:00	0	0	0	2	14	7	0	0	0	0	0	0	0	0	0	0	23
	02:00	0	0	0	1	6	2	0	0	0	0	0	0	0	0	0	0	9
	03:00	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	9
	04:00	0	0	0	1	0	4	0	0	1	0	0	0	0	0	0	0	6
	05:00	0	0	0	0	7	3	0	1	0	0	0	0	0	0	0	0	11
	06:00	0	0	0	0	20	11	4	0	0	0	0	0	0	0	0	0	35
	07:00	0	0	0	3	27	38	5	2	0	0	0	0	0	0	0	0	75
	08:00	0	3	0	6	50	40	3	0	0	0	0	0	0	0	0	1	103
	09:00	0	0	0	19	114	60	8	1	0	1	0	0	0	0	0	0	203
	10:00	0	0	1	26	173	80	4	1	0	0	1	0	0	0	1	0	287
	11:00	0	0	0	48	234	86	9	1	0	0	0	0	0	0	0	0	378
	12:00	1	0	0	38	232	90	5	0	2	0	0	0	0	0	0	1	369
	13:00	0	0	2	37	170	93	6	0	0	0	0	0	0	0	0	0	308
	14:00	0	0	2	26	172	84	6	0	0	0	1	0	0	0	0	0	291
	15:00	0	0	1	40	180	81	4	0	1	0	0	0	1	0	0	0	308
	16:00	0	0	0	25	158	95	7	2	1	0	0	0	0	0	1	0	289
	17:00	0	0	0	10	114	89	11	1	0	2	1	1	0	0	0	0	229
	18:00	0	0	1	13	84	72	7	0	0	0	0	1	0	0	0	0	178
	19:00	1	0	0	15	100	63	4	1	0	0	0	0	0	0	0	0	184
	20:00	0	0	0	6	52	30	2	0	0	0	0	0	0	0	0	0	90
	21:00	0	0	0	7	42	25	1	0	0	0	0	0	0	0	0	0	75
	22:00	0	0	0	2	24	21	2	0	0	0	0	0	0	0	0	0	49
	23:00	0	0	0	2	8	8	1	1	0	0	0	0	0	0	0	0	20
Daily Total :		2	3	7	330	2003	1101	94	12	5	3	3	2	1	0	2	2	3570
Percent :		0%	0%	0%	9%	56%	31%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	0	14	83	46	4	1	0	0	0	0	0	0	0	0	192

Speeds - Average: 57.9 50% : 57.2 67% : 60.6 85% : 66.3 20kph Pace: 50.1 - 70.0 (86.9%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/21/23	00:00	0	0	0	1	7	8	0	0	0	0	0	0	0	0	0	0	16
Mon	01:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	8
	04:00	0	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	9
	05:00	0	0	1	0	17	24	9	1	0	0	0	0	0	0	0	0	52
	06:00	0	0	0	7	51	55	13	1	1	0	0	0	0	0	0	0	128
	07:00	0	1	10	42	101	39	5	0	0	0	0	0	0	0	0	0	198
	08:00	1	0	1	40	110	39	6	0	0	0	0	0	0	0	1	0	198
	09:00	0	3	11	57	136	42	1	1	0	0	0	0	0	0	0	0	251
	10:00	0	0	7	58	180	42	3	0	0	0	0	0	0	0	1	0	291
	11:00	1	3	2	56	183	74	3	0	0	1	1	0	1	0	0	0	325
	12:00	0	0	0	43	197	88	6	0	0	0	1	1	0	0	0	2	338
	13:00	0	0	4	42	204	69	9	0	0	0	1	0	0	0	1	0	330
	14:00	0	0	2	39	198	89	8	1	0	0	0	0	1	0	0	0	338
	15:00	0	9	5	47	197	74	4	0	0	0	0	0	1	1	1	1	340
	16:00	1	2	2	34	202	125	6	0	1	0	0	0	0	0	0	0	373
	17:00	0	2	2	27	227	132	13	1	0	1	0	0	0	0	0	0	405
	18:00	0	0	0	18	113	106	13	3	0	0	0	0	0	0	0	0	253
	19:00	1	1	1	20	144	85	3	0	0	0	0	0	0	0	0	0	255
	20:00	0	0	0	9	85	49	3	1	0	0	0	0	0	0	0	0	147
	21:00	0	0	0	8	45	29	6	0	0	0	0	0	0	0	0	0	88
	22:00	0	0	0	7	26	28	2	0	0	0	0	0	0	0	0	0	63
	23:00	0	0	0	2	7	6	3	0	0	0	0	0	0	0	0	0	18
Daily Total :		4	21	48	558	2437	1217	118	9	2	2	3	1	3	1	4	3	4431
Percent :		0%	0%	1%	13%	55%	27%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	2	23	102	51	5	0	0	0	0	0	0	0	0	0	148

Speeds - Average: 56.9 50% : 56.6 67% : 59.6 85% : 65.8 20kph Pace: 50.1 - 70.0 (82.5%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/22/23	00:00	0	0	0	3	5	8	2	0	0	0	0	0	0	0	0	0	18
Tue	01:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	1	3	5	0	0	0	0	0	0	0	0	0	0	9
	04:00	0	0	0	0	4	4	2	0	0	0	0	0	0	0	0	0	10
	05:00	0	0	0	1	17	20	6	0	0	0	0	0	0	0	0	0	44
	06:00	0	0	0	3	67	66	8	0	0	0	0	0	0	0	0	0	144
	07:00	0	0	1	25	113	57	10	0	0	0	0	0	0	0	0	0	206
	08:00	0	0	1	23	152	68	5	0	1	0	0	0	1	0	0	0	251
	09:00	0	0	1	29	167	61	2	0	0	0	0	0	0	1	0	1	262
	10:00	0	0	4	44	185	69	3	0	0	0	0	0	0	0	0	1	306
	11:00	0	0	4	58	198	67	6	0	0	0	0	0	0	0	0	0	333
	12:00	0	0	0	44	207	85	11	2	0	0	0	0	0	1	0	0	350
	13:00	0	0	4	45	209	101	9	0	0	0	0	0	0	0	0	0	368
	14:00	0	0	2	25	228	99	7	0	0	0	0	0	1	0	0	0	362
	15:00	0	0	6	43	202	81	5	2	0	0	0	0	0	0	0	0	339
	16:00	0	3	17	47	176	118	11	0	0	0	0	0	0	1	0	0	373
	17:00	0	0	3	35	218	139	8	0	0	1	0	0	0	0	1	0	405
	18:00	0	0	0	17	122	116	6	1	0	0	0	0	0	1	0	0	263
	19:00	0	1	0	24	112	72	10	0	0	0	0	0	0	0	0	0	219
	20:00	0	0	1	18	88	57	10	0	0	0	0	0	0	0	0	0	174
	21:00	0	0	0	3	54	43	4	0	0	0	0	0	0	0	0	0	104
	22:00	0	0	0	7	34	20	4	0	0	0	0	0	0	0	0	0	65
	23:00	0	0	0	1	8	10	0	1	0	0	0	0	0	0	0	0	20
Daily Total :		0	4	44	496	2570	1373	129	6	1	1	0	0	2	4	1	2	4633
Percent :		0%	0%	1%	11%	55%	30%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	21	107	57	5	0	0	0	0	0	0	0	0	0	184

Speeds - Average: 57.4 50% : 57.0 67% : 60.0 85% : 66.1 20kph Pace: 50.1 - 70.0 (85.1%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/23/23	00:00	0	0	0	1	3	8	0	0	0	0	0	0	0	0	0	0	12
Wed	01:00	0	0	0	1	1	4	0	1	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	2	0	6	1	0	0	0	0	0	0	0	0	0	9
	03:00	0	0	0	1	4	4	1	0	0	0	0	0	0	0	0	0	10
	04:00	0	0	0	0	1	5	2	2	0	0	0	0	0	0	0	0	10
	05:00	0	0	0	1	27	29	7	1	0	0	0	0	0	0	0	0	65
	06:00	0	0	1	6	44	72	11	2	0	0	0	0	0	0	0	0	136
	07:00	0	0	0	19	105	74	9	0	0	0	0	0	0	0	0	0	207
	08:00	0	0	0	36	144	68	5	0	0	0	0	1	0	0	0	0	254
	09:00	0	1	2	42	155	55	7	1	0	0	0	1	0	0	0	0	264
	10:00	0	1	4	65	155	50	2	0	0	0	0	0	0	0	0	0	277
	11:00	0	1	0	40	187	81	5	0	0	0	0	0	0	0	1	0	315
	12:00	0	1	5	47	207	60	7	0	0	2	0	0	0	0	0	0	329
	13:00	0	0	8	50	211	86	2	2	0	0	1	0	0	1	0	1	362
	14:00	0	2	1	47	210	84	13	0	0	1	1	0	0	0	1	0	360
	15:00	0	2	1	47	180	103	10	0	0	0	0	0	0	0	0	0	343
	16:00	0	1	3	41	218	117	15	1	0	0	1	0	0	1	0	0	398
	17:00	0	1	0	26	216	140	9	0	0	1	1	1	0	1	0	0	396
	18:00	1	0	0	9	125	100	18	0	0	0	0	0	0	0	0	0	253
	19:00	0	0	1	15	92	77	14	0	0	0	0	0	1	0	0	0	200
	20:00	0	0	1	30	112	54	7	0	0	0	0	0	0	0	0	0	204
	21:00	0	0	1	14	54	42	6	0	0	0	0	0	0	0	0	0	117
	22:00	0	0	0	6	37	31	2	1	0	0	0	0	0	0	0	0	77
	23:00	0	0	0	3	16	12	2	0	0	0	0	0	0	0	0	0	33
Daily Total :		1	10	28	549	2504	1362	155	11	0	4	4	3	1	3	2	1	4638
Percent :		0%	0%	1%	12%	54%	29%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	23	104	57	6	0	0	0	0	0	0	0	0	0	192

Speeds - Average: 57.5 50% : 57.0 67% : 60.3 85% : 66.3 20kph Pace: 50.1 - 70.0 (83.4%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/24/23	00:00	0	0	0	0	2	6	3	0	0	0	0	0	0	0	0	0	11
Thu	01:00	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	1	1	5	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	0	0	1	8	4	1	0	0	0	0	0	0	0	0	0	14
	05:00	0	0	0	0	12	24	7	0	0	0	0	0	0	0	0	0	43
	06:00	0	1	0	12	67	48	14	0	0	0	0	0	0	0	0	0	142
	07:00	0	0	0	9	111	89	10	1	0	0	0	0	0	0	0	0	220
	08:00	0	0	0	20	138	65	6	2	0	0	0	0	0	0	0	0	231
	09:00	0	0	3	38	150	85	7	0	0	0	0	0	0	0	0	0	283
	10:00	0	1	6	45	163	72	3	0	0	0	0	1	0	0	0	0	291
	11:00	1	2	10	82	174	42	3	0	0	0	1	0	0	1	1	0	317
	12:00	0	0	0	54	214	64	9	1	0	0	0	0	0	0	0	1	343
	13:00	0	0	10	53	199	84	9	1	1	0	0	0	0	0	0	0	357
	14:00	1	0	2	87	239	81	3	1	0	1	0	0	1	0	0	0	416
	15:00	0	0	12	89	236	89	4	2	0	0	1	0	0	0	0	1	434
	16:00	0	0	5	48	252	96	6	0	0	0	0	0	0	0	0	0	407
	17:00	0	0	0	51	245	123	8	0	0	0	1	0	0	0	0	0	428
	18:00	0	0	1	31	136	108	9	3	0	0	0	0	0	0	0	0	288
	19:00	0	1	0	14	149	81	15	1	0	0	0	0	0	0	0	0	261
	20:00	0	0	0	18	116	52	5	0	0	0	0	0	1	1	0	0	193
	21:00	0	0	1	14	52	24	2	0	0	0	0	0	0	0	0	0	93
	22:00	0	0	0	5	30	20	3	1	0	0	0	0	0	0	0	0	59
	23:00	0	0	0	0	15	14	6	0	0	0	0	0	0	0	0	0	35
Daily Total :		2	5	50	672	2714	1279	134	13	1	1	3	1	2	2	1	2	4882
Percent :		0%	0%	1%	14%	56%	26%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	28	113	53	6	1	0	0	0	0	0	0	0	0	191

Speeds - Average: 56.7 50% : 56.4 67% : 59.4 85% : 65.6 20kph Pace: 50.1 - 70.0 (81.8%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/25/23	00:00	0	0	0	1	3	6	0	0	1	0	0	0	0	0	0	0	11
Fri	01:00	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	1	2	5	1	0	0	0	0	0	0	0	0	0	9
	04:00	0	0	0	1	5	2	1	1	0	0	0	0	0	0	0	0	10
	05:00	0	0	0	5	15	26	6	1	0	0	0	0	0	0	0	0	53
	06:00	0	0	0	9	57	53	7	1	0	0	0	0	0	0	0	0	127
	07:00	2	0	0	10	115	84	10	1	0	0	1	0	0	0	0	0	223
	08:00	2	0	2	21	155	74	6	1	0	0	1	0	0	0	0	0	262
	09:00	0	0	0	36	160	76	8	0	0	0	0	0	1	0	0	0	281
	10:00	0	0	1	65	216	54	3	0	0	0	0	0	0	0	0	0	339
	11:00	0	1	1	84	246	60	4	0	0	0	0	0	0	1	0	0	397
	12:00	0	0	5	69	239	80	4	0	1	0	0	0	0	0	0	0	398
	13:00	0	4	13	70	231	71	6	2	0	0	0	0	0	0	0	0	397
	14:00	0	1	2	86	256	83	11	0	2	0	0	0	1	1	0	0	443
	15:00	0	0	6	65	243	113	10	2	0	1	0	0	0	0	0	1	441
	16:00	0	5	4	64	263	96	13	2	1	0	0	0	0	0	0	0	448
	17:00	0	0	3	51	276	167	16	0	0	0	0	0	0	1	0	0	514
	18:00	0	0	1	30	201	112	23	0	0	0	0	0	0	1	0	1	369
	19:00	0	1	0	17	143	95	9	1	0	0	0	0	0	0	0	1	267
	20:00	0	0	0	23	95	75	10	0	0	0	0	0	0	0	0	0	203
	21:00	0	0	0	18	84	39	6	0	1	0	0	0	0	0	0	0	148
	22:00	0	0	1	6	41	36	7	0	0	0	0	0	0	0	0	0	91
	23:00	0	0	0	0	17	13	5	1	1	0	0	0	0	0	0	0	37
Daily Total :		4	12	39	732	3065	1426	167	13	7	1	2	0	2	4	0	3	5477
Percent :		0%	0%	1%	13%	56%	26%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	2	31	128	59	7	1	0	0	0	0	0	0	0	0	203

Speeds - Average: 56.8 50% : 56.4 67% : 59.5 85% : 65.7 20kph Pace: 50.1 - 70.0 (82.0%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/26/23	00:00	0	0	0	5	12	12	1	0	0	0	0	0	0	0	0	0	30
Sat	01:00	0	0	0	2	10	7	2	1	0	0	0	0	0	0	0	0	22
	02:00	0	0	0	1	3	2	2	1	1	0	0	0	0	0	0	0	10
	03:00	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	0	1	7	5	2	0	0	0	0	0	0	0	0	0	15
	06:00	0	1	0	5	16	17	5	0	0	0	0	0	0	0	0	0	44
	07:00	0	0	0	2	37	40	8	0	0	0	0	0	0	0	0	0	87
	08:00	0	0	2	14	101	59	6	1	0	0	0	0	0	0	0	0	183
	09:00	0	0	1	32	153	68	5	0	0	0	0	0	0	0	0	0	259
	10:00	0	0	0	41	169	107	9	0	0	0	0	0	0	0	0	0	326
	11:00	1	2	6	47	291	96	11	3	0	0	0	0	0	0	0	1	458
	12:00	0	1	0	87	247	102	5	1	0	0	0	1	0	0	1	0	445
	13:00	1	0	4	44	252	78	6	1	0	0	1	0	0	0	0	2	389
	14:00	0	1	3	68	231	88	4	0	1	0	1	0	1	0	0	0	398
	15:00	0	1	2	29	146	111	9	3	0	1	0	0	0	0	0	0	302
	16:00	0	1	2	27	183	101	6	1	0	0	0	0	0	0	0	0	321
	17:00	0	0	3	11	122	119	12	1	0	0	0	0	0	0	0	0	268
	18:00	0	0	0	7	104	95	14	2	0	0	0	1	0	0	0	0	223
	19:00	0	0	2	28	91	72	6	1	1	1	0	0	0	0	0	0	202
	20:00	0	0	0	21	70	39	5	1	0	0	0	1	0	0	0	0	137
	21:00	0	0	0	12	66	27	5	0	0	0	0	0	0	0	0	0	110
	22:00	0	0	0	8	52	21	3	1	0	0	0	0	0	0	0	0	85
	23:00	0	0	1	7	34	15	0	0	0	0	0	0	0	0	0	0	57
Daily Total :		2	7	26	503	2404	1285	126	18	3	2	2	3	1	0	1	3	4386
Percent :		0%	0%	1%	11%	55%	29%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	21	100	54	5	1	0	0	0	0	0	0	0	0	229

Speeds - Average: 57.4 50% : 56.9 67% : 60.0 85% : 66.2 20kph Pace: 50.1 - 70.0 (84.1%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/27/23	00:00	0	0	0	5	20	20	3	0	0	0	0	0	0	0	0	0	48
Sun	01:00	0	0	0	3	19	9	3	0	0	0	0	0	0	0	0	0	34
	02:00	0	0	0	0	8	2	1	0	0	0	0	0	0	0	0	0	11
	03:00	0	0	0	1	1	5	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	5
	05:00	1	0	0	1	12	2	0	0	0	0	0	0	0	0	0	0	16
	06:00	0	0	0	1	16	14	3	0	1	0	0	0	0	0	0	0	35
	07:00	0	0	0	4	31	37	5	0	0	1	0	0	0	0	0	0	78
	08:00	1	0	0	10	60	38	5	0	0	0	0	0	0	0	0	0	114
	09:00	1	1	0	26	90	81	7	0	1	0	1	0	0	0	0	0	208
	10:00	0	0	3	35	166	60	8	0	1	0	0	0	0	0	0	0	273
	11:00	1	0	2	56	242	71	4	1	0	0	0	1	0	0	0	0	378
	12:00	2	2	5	62	219	90	4	1	2	0	0	0	0	0	0	0	387
	13:00	0	4	0	46	189	87	8	0	1	0	1	0	0	0	0	1	337
	14:00	0	1	0	26	164	94	14	1	1	1	0	0	0	0	1	0	303
	15:00	1	0	6	33	143	87	6	1	1	1	0	0	0	0	0	0	279
	16:00	0	1	0	25	134	91	8	1	0	0	0	0	0	0	0	1	261
	17:00	0	0	0	20	124	76	9	2	0	0	0	0	0	0	0	0	231
	18:00	0	1	3	14	94	84	10	1	0	0	0	0	0	0	0	0	207
	19:00	0	1	0	11	81	72	8	1	1	0	0	0	0	0	0	1	176
	20:00	0	0	0	21	87	40	1	0	0	0	0	0	0	0	0	0	149
	21:00	0	0	0	12	36	25	4	1	0	0	0	0	0	0	0	0	78
	22:00	0	0	0	3	17	18	3	2	0	0	0	0	0	0	0	0	43
	23:00	0	0	0	3	18	9	3	0	0	0	0	0	0	0	0	0	33
Daily Total :		7	11	19	419	1972	1115	117	12	9	3	2	1	0	0	1	3	3691
Percent :		0%	0%	1%	11%	53%	30%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	17	82	46	5	1	0	0	0	0	0	0	0	0	182

Speeds - Average: 57.5 50% : 57.1 67% : 60.5 85% : 66.4 20kph Pace: 50.1 - 70.0 (83.6%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/28/23	00:00	0	0	0	2	4	6	2	0	1	0	0	0	0	0	0	0	15
Mon	01:00	0	0	1	0	1	1	1	1	0	0	0	0	0	0	0	0	5
	02:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	0	0	1	5	2	1	0	0	0	0	0	0	0	0	0	9
	04:00	0	0	0	0	4	8	1	0	0	0	0	0	0	0	0	0	13
	05:00	0	0	0	6	24	17	7	1	0	0	0	0	0	0	0	0	55
	06:00	0	0	0	4	39	50	15	3	0	0	0	0	0	0	0	0	111
	07:00	0	0	0	4	98	97	8	1	0	0	0	0	0	0	1	0	209
	08:00	0	0	0	21	132	96	10	0	0	0	0	0	0	0	0	1	260
	09:00	0	0	1	35	133	50	9	1	0	0	0	0	0	0	0	0	229
	10:00	1	0	3	53	125	59	6	1	0	0	0	0	0	0	0	1	249
	11:00	0	0	2	62	152	77	2	0	0	0	1	0	0	0	0	1	297
	12:00	1	0	4	32	209	72	10	1	0	0	1	0	0	0	0	0	330
	13:00	0	0	0	32	178	106	7	0	0	0	0	0	0	0	0	0	323
	14:00	0	0	1	43	181	135	7	1	0	0	0	0	0	0	0	0	368
	15:00	0	0	0	24	193	104	8	2	0	1	1	0	0	0	0	0	333
	16:00	0	1	6	41	231	116	5	1	1	0	0	0	1	0	0	0	403
	17:00	2	1	2	51	209	109	16	2	1	1	1	0	0	0	0	1	396
	18:00	0	1	1	25	105	73	18	4	2	0	0	0	0	0	0	0	229
	19:00	0	1	0	16	103	75	5	0	0	0	0	0	0	0	0	0	200
	20:00	0	0	3	13	102	58	4	0	0	0	0	0	0	0	0	0	180
	21:00	0	0	0	18	37	34	3	0	0	0	0	0	0	0	0	0	92
	22:00	0	0	0	3	20	15	4	0	1	0	0	0	0	0	0	0	43
	23:00	0	0	0	2	10	8	1	1	0	0	0	0	0	0	0	0	22
Daily Total :		4	4	24	489	2295	1370	150	20	6	2	4	0	1	0	1	4	4374
Percent :		0%	0%	1%	11%	52%	31%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	20	96	57	6	1	0	0	0	0	0	0	0	0	152

Speeds - Average: 57.7 50% : 57.3 67% : 61.0 85% : 66.6 20kph Pace: 50.1 - 70.0 (83.8%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/29/23	00:00	0	0	0	0	3	4	3	1	1	0	0	0	0	0	0	0	12
Tue	01:00	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	0	3	1	3	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	1	4	4	1	0	0	0	0	0	0	0	0	0	10
	05:00	0	0	1	3	22	22	2	1	0	0	0	0	0	0	0	0	51
	06:00	0	1	0	8	57	63	13	1	1	1	0	0	0	0	0	0	145
	07:00	0	0	0	18	116	83	5	1	0	0	0	0	1	0	0	0	224
	08:00	0	0	1	28	157	68	4	1	0	0	0	0	0	0	0	0	259
	09:00	1	1	0	35	163	101	2	0	0	0	0	2	0	0	0	0	305
	10:00	2	4	2	43	186	64	1	1	1	0	0	0	0	0	0	0	304
	11:00	0	0	0	56	191	78	3	1	0	0	0	1	0	0	0	1	331
	12:00	0	0	9	51	178	90	13	1	1	2	0	1	0	0	1	0	347
	13:00	0	0	3	58	219	99	9	1	0	0	0	0	0	1	0	0	390
	14:00	1	0	2	49	232	108	6	1	0	0	0	0	0	0	0	0	399
	15:00	0	1	0	42	187	107	9	0	0	0	0	0	0	0	0	1	347
	16:00	2	0	3	73	215	124	11	0	0	0	0	0	0	0	0	0	428
	17:00	0	1	0	31	192	145	12	4	0	1	0	0	0	1	0	1	388
	18:00	0	1	5	29	114	81	17	0	1	0	0	1	0	0	0	0	249
	19:00	0	0	1	13	107	69	14	1	0	0	0	0	0	0	0	0	205
	20:00	0	0	1	13	73	55	5	0	0	1	0	0	0	0	0	1	149
	21:00	0	0	1	7	55	37	4	0	0	0	0	0	0	0	0	0	104
	22:00	0	0	1	6	24	16	0	1	0	0	0	0	0	0	0	0	48
	23:00	0	0	0	1	10	8	1	0	0	0	0	0	0	0	0	0	20
Daily Total :		6	9	30	565	2512	1433	141	16	5	5	0	5	1	2	1	4	4735
Percent :		0%	0%	1%	12%	53%	30%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	24	105	60	6	1	0	0	0	0	0	0	0	0	181

Speeds - Average: 57.4 50% : 57.0 67% : 60.5 85% : 66.3 20kph Pace: 50.1 - 70.0 (83.3%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/30/23	00:00	0	0	0	4	3	6	0	1	0	0	0	0	0	0	0	0	14
Wed	01:00	0	0	0	0	5	3	1	0	0	0	0	0	0	0	0	0	9
	02:00	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	1	4	6	0	0	0	0	0	0	0	0	0	0	11
	04:00	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	9
	05:00	0	0	1	0	24	25	4	0	0	1	0	0	0	0	0	0	55
	06:00	0	0	0	3	61	53	10	1	0	0	0	0	0	0	0	0	128
	07:00	0	0	0	21	122	70	3	1	0	0	0	0	0	0	0	0	217
	08:00	0	1	1	26	137	71	7	3	1	1	0	0	1	0	0	0	249
	09:00	0	0	1	17	125	60	7	1	0	0	0	0	0	0	0	0	211
	10:00	0	1	3	42	164	72	7	0	2	0	1	0	0	0	0	0	292
	11:00	0	1	6	43	193	54	5	1	0	0	0	0	0	0	0	0	303
	12:00	0	0	0	48	197	66	7	1	1	0	0	0	0	0	0	0	320
	13:00	0	0	0	50	231	78	6	0	1	0	1	0	0	0	0	0	367
	14:00	0	1	4	64	209	75	5	0	0	0	0	0	0	0	0	1	359
	15:00	1	1	6	71	243	76	6	1	0	0	0	0	0	0	0	0	405
	16:00	0	0	0	52	250	112	7	1	2	0	0	0	0	0	0	0	424
	17:00	1	1	1	35	201	120	12	0	1	1	0	0	0	0	0	0	373
	18:00	0	1	1	8	138	84	13	1	0	0	0	0	0	0	0	0	246
	19:00	0	1	0	14	101	79	13	0	0	0	0	0	0	0	0	0	208
	20:00	0	0	0	13	122	59	7	0	0	0	0	0	0	0	0	0	201
	21:00	0	0	0	7	71	32	4	1	0	0	0	0	0	0	0	0	115
	22:00	0	0	1	7	24	21	2	2	0	0	0	0	0	0	0	0	57
	23:00	0	0	0	0	12	20	3	0	0	0	0	0	0	0	0	0	35
Daily Total :		2	8	25	526	2640	1255	129	15	8	3	2	0	1	0	0	1	4615
Percent :		0%	0%	1%	11%	57%	27%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	22	110	52	5	1	0	0	0	0	0	0	0	0	197

Speeds - Average: 57.1 50% : 56.7 67% : 59.6 85% : 65.8 20kph Pace: 50.1 - 70.0 (84.4%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/31/23	00:00	0	0	0	0	3	5	0	0	1	1	0	0	0	0	0	0	10
Thu	01:00	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	02:00	0	0	0	2	5	5	0	0	0	0	0	0	0	0	0	0	12
	03:00	0	0	0	0	4	4	0	0	1	0	0	0	0	0	0	0	9
	04:00	0	0	0	2	6	4	4	1	0	0	0	0	0	0	0	0	17
	05:00	0	0	0	5	9	31	7	0	0	0	0	0	0	0	0	0	52
	06:00	0	0	1	12	62	64	12	0	0	1	0	0	0	0	0	0	152
	07:00	0	0	0	9	95	82	11	1	0	0	0	0	0	0	0	0	198
	08:00	0	0	3	20	149	64	8	0	2	0	0	0	0	0	0	1	247
	09:00	2	0	3	22	167	60	6	0	1	0	0	1	0	0	0	0	262
	10:00	1	2	5	49	164	84	7	0	2	0	0	0	0	0	0	0	314
	11:00	0	2	2	59	260	82	8	2	0	0	0	0	0	0	0	0	415
	12:00	0	2	10	33	246	117	6	0	1	1	0	0	1	0	1	1	419
	13:00	0	1	1	34	225	110	14	2	0	0	0	0	0	0	1	1	389
	14:00	0	3	1	74	236	108	6	0	0	0	0	0	1	0	0	0	429
	15:00	0	0	2	34	222	128	11	0	0	0	0	0	0	0	0	0	397
	16:00	0	0	1	36	185	145	13	3	0	0	1	0	0	0	0	1	385
	17:00	0	0	0	42	244	163	13	1	0	0	0	0	0	0	0	0	463
	18:00	0	3	5	25	174	107	19	0	0	1	0	0	0	0	0	0	334
	19:00	1	1	0	27	155	105	4	0	0	0	1	0	0	0	0	0	294
	20:00	1	0	0	29	126	63	8	1	1	0	0	0	0	0	0	0	229
	21:00	0	1	1	16	67	40	5	0	0	0	0	0	0	0	0	0	130
	22:00	0	0	0	7	42	21	6	0	1	0	0	0	0	0	0	0	77
	23:00	0	0	0	5	11	20	1	1	0	0	0	0	0	0	0	0	38
Daily Total :		5	15	35	542	2863	1615	169	12	10	4	2	1	2	0	2	4	5281
Percent :		0%	0%	1%	10%	54%	31%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	1	23	119	67	7	1	0	0	0	0	0	0	0	0	191

Speeds - Average: 57.6 50% : 57.2 67% : 60.6 85% : 66.4 20kph Pace: 50.1 - 70.0 (84.8%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/01/23	00:00	0	0	0	2	8	5	1	0	0	0	0	0	0	0	0	0	16
Fri	01:00	0	0	0	0	4	3	1	1	0	0	0	0	0	0	0	0	9
	02:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	0	0	1	4	3	2	0	0	0	0	0	0	0	0	0	10
	04:00	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	8
	05:00	0	0	2	4	10	24	8	2	0	0	0	0	0	0	0	0	50
	06:00	0	0	0	5	56	31	9	2	0	0	0	0	0	0	0	0	103
	07:00	0	0	0	8	110	78	13	0	0	0	0	0	0	0	0	0	209
	08:00	2	0	3	19	150	71	10	0	0	0	0	0	0	0	0	0	255
	09:00	0	0	4	32	190	87	5	1	0	0	1	0	0	0	0	0	320
	10:00	0	0	1	64	223	89	7	1	0	0	0	0	0	0	0	0	385
	11:00	0	0	1	33	241	125	11	1	0	3	0	0	0	0	0	0	415
	12:00	0	0	7	57	274	111	9	0	1	0	0	0	0	1	0	1	461
	13:00	0	1	5	69	290	118	6	1	0	0	0	0	0	0	1	0	491
	14:00	0	1	5	83	228	137	12	0	0	0	0	0	0	0	0	0	466
	15:00	1	1	2	73	279	123	12	1	1	0	0	1	0	0	0	0	494
	16:00	0	1	3	75	269	159	12	0	1	1	0	0	0	0	0	0	521
	17:00	0	0	1	40	281	143	11	2	0	0	0	0	0	1	0	0	479
	18:00	0	0	3	25	207	125	15	2	0	0	0	1	0	1	0	0	379
	19:00	0	0	1	35	176	88	13	0	0	0	0	0	0	0	0	0	313
	20:00	0	0	3	32	107	57	3	0	0	0	0	0	0	0	0	0	202
	21:00	0	0	0	12	77	43	6	0	0	0	0	0	1	0	0	0	139
	22:00	0	0	0	5	44	29	3	0	0	0	0	0	0	0	0	0	81
	23:00	0	0	0	8	24	15	0	0	0	0	0	0	0	0	0	0	47
Daily Total :		3	4	41	682	3256	1670	170	14	3	4	1	2	1	3	1	1	5856
Percent :		0%	0%	1%	12%	56%	29%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	28	136	70	7	1	0	0	0	0	0	0	0	0	219

Speeds - Average: 57.3 50% : 56.8 67% : 59.9 85% : 66.0 20kph Pace: 50.1 - 70.0 (84.1%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/02/23	00:00	0	0	0	4	10	9	5	0	0	0	0	0	0	0	0	0	28
Sat	01:00	0	0	0	0	9	6	3	0	0	0	0	0	0	0	0	0	18
	02:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	1	0	4	2	1	0	0	0	1	0	0	0	0	0	9
	04:00	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	0	2	9	5	0	0	0	0	0	0	0	0	0	0	16
	06:00	0	0	0	2	22	20	4	0	0	0	0	0	0	0	0	0	48
	07:00	0	0	0	2	32	53	2	1	0	0	0	0	0	0	0	0	90
	08:00	0	0	1	26	89	47	6	0	0	0	0	0	0	0	0	0	169
	09:00	1	0	0	20	138	92	13	0	0	1	0	0	0	0	0	0	265
	10:00	0	0	1	60	242	94	4	3	0	0	0	0	0	0	0	0	404
	11:00	1	2	6	59	262	114	8	1	0	0	0	2	0	0	0	0	455
	12:00	0	1	1	64	293	130	15	1	0	0	0	0	0	0	0	0	505
	13:00	0	0	6	49	250	117	12	1	0	0	0	0	0	0	0	0	435
	14:00	0	0	5	58	249	114	13	0	0	0	1	0	0	0	0	0	440
	15:00	0	0	1	45	193	93	18	2	0	0	0	0	0	0	0	0	352
	16:00	0	1	4	26	138	109	8	1	1	0	0	1	0	0	1	0	290
	17:00	0	0	1	16	127	94	13	0	0	0	0	1	0	0	0	0	252
	18:00	0	0	0	13	91	85	19	0	0	1	0	0	0	0	0	0	209
	19:00	0	0	0	11	87	67	11	1	0	0	0	0	0	0	0	0	177
	20:00	0	0	0	16	68	33	0	0	0	0	0	0	0	0	1	0	118
	21:00	0	0	1	15	61	33	6	0	0	0	0	0	0	0	0	0	116
	22:00	0	0	0	9	34	28	3	1	0	0	0	0	0	0	0	0	75
	23:00	0	0	0	4	28	27	5	1	0	0	0	0	0	0	0	0	65
Daily Total :		2	4	28	502	2438	1376	171	13	1	2	2	4	0	0	2	0	4545
Percent :		0%	0%	1%	11%	54%	30%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	21	102	57	7	1	0	0	0	0	0	0	0	0	244

Speeds - Average: 57.7 50% : 57.2 67% : 60.7 85% : 66.5 20kph Pace: 50.1 - 70.0 (83.9%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/03/23	00:00	0	0	0	4	14	10	4	0	0	0	0	0	0	0	0	0	32
Sun	01:00	0	0	0	0	4	10	5	1	0	0	0	0	0	0	0	0	20
	02:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	0	0	1	6	8	2	0	1	0	0	0	0	0	0	0	18
	06:00	0	0	0	2	11	18	1	1	0	0	0	0	0	0	0	0	33
	07:00	0	0	0	2	21	29	8	0	0	0	0	0	0	0	0	0	60
	08:00	0	0	0	13	43	44	7	0	0	0	0	0	0	0	0	0	107
	09:00	1	1	0	11	138	74	8	0	0	0	0	0	0	0	0	0	233
	10:00	0	1	4	33	182	94	5	4	0	0	1	0	0	0	1	0	325
	11:00	0	0	0	53	212	101	10	1	0	0	0	0	0	0	0	0	377
	12:00	0	0	2	51	203	130	11	2	0	0	1	0	0	0	0	0	400
	13:00	0	0	4	42	222	112	22	2	0	0	0	0	0	1	1	0	406
	14:00	0	1	0	21	195	131	14	0	1	0	0	0	0	0	0	0	363
	15:00	0	1	2	22	144	90	20	0	0	0	1	0	0	1	0	0	281
	16:00	0	0	2	24	159	76	9	0	0	0	0	0	0	0	0	1	271
	17:00	0	0	0	19	123	84	9	0	0	0	0	0	0	0	0	0	235
	18:00	0	0	0	11	89	65	6	0	0	0	0	0	0	0	0	0	171
	19:00	0	1	1	12	73	44	5	0	0	1	0	0	0	0	0	0	137
	20:00	0	0	1	16	47	43	7	0	0	0	0	0	0	0	0	0	114
	21:00	0	0	1	6	44	26	4	0	0	0	0	0	0	0	0	0	81
	22:00	0	0	2	8	19	30	4	0	0	2	0	0	0	0	0	0	65
	23:00	0	0	0	3	19	6	0	0	0	0	0	0	0	0	0	0	28
Daily Total :		1	5	19	355	1973	1230	161	11	2	3	3	0	0	2	2	1	3768
Percent :		0%	0%	1%	9%	52%	33%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	15	82	51	7	0	0	0	0	0	0	0	0	0	189

Speeds - Average: 58.3 50% : 57.7 67% : 61.6 85% : 66.9 20kph Pace: 50.1 - 70.0 (85.0%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/04/23	00:00	0	0	1	1	8	8	4	1	0	0	0	0	0	0	0	0	23
Mon	01:00	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	0	5	2	1	0	0	0	0	0	0	0	0	0	8
	03:00	0	0	0	1	1	7	3	0	0	0	0	0	0	0	0	0	12
	04:00	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	0	0	1	2	3	2	1	0	0	0	0	0	0	0	0	9
	06:00	0	0	0	2	15	17	4	0	0	0	0	0	0	0	0	0	38
	07:00	0	1	0	2	15	32	5	1	0	0	0	0	0	0	0	0	56
	08:00	0	0	0	8	43	52	6	1	0	0	0	0	0	0	0	0	110
	09:00	1	2	3	31	122	59	5	0	0	0	0	0	0	0	0	1	224
	10:00	0	1	0	19	136	83	13	0	0	0	0	0	0	0	0	0	252
	11:00	1	0	0	33	146	86	9	2	1	0	1	0	1	0	0	1	281
	12:00	0	1	2	31	148	102	12	3	0	0	1	0	0	0	0	1	301
	13:00	1	0	0	30	162	109	9	0	0	0	0	0	0	0	0	1	312
	14:00	0	0	0	8	147	100	10	0	3	1	0	0	1	0	0	0	270
	15:00	0	0	0	6	115	87	10	1	1	0	0	1	0	0	0	0	221
	16:00	0	0	0	14	80	85	4	2	0	0	0	0	0	0	0	0	185
	17:00	0	0	1	7	70	88	10	2	0	0	0	0	0	0	0	0	178
	18:00	0	0	0	16	80	62	5	0	0	0	0	0	0	0	0	0	163
	19:00	0	1	0	9	87	48	4	1	0	0	0	0	0	0	0	0	150
	20:00	0	0	0	10	49	29	5	2	0	0	0	1	0	0	0	0	96
	21:00	0	0	0	10	27	23	1	0	0	0	0	0	0	0	0	0	61
	22:00	0	0	1	8	18	14	1	0	0	0	0	0	0	0	0	0	42
	23:00	0	0	0	1	7	7	1	0	1	0	0	0	0	0	0	0	17
Daily Total :		3	6	8	249	1484	1110	126	17	6	1	2	2	2	0	0	4	3020
Percent :		0%	0%	0%	8%	49%	37%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	0	10	62	46	5	1	0	0	0	0	0	0	0	0	156

Speeds - Average: 58.8 50% : 58.4 67% : 62.6 85% : 67.4 20kph Pace: 50.1 - 70.0 (85.9%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/05/23	00:00	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	5
Tue	01:00	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	1	0	1	1	4	1	0	0	0	0	0	0	0	0	0	8
	04:00	0	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	9
	05:00	0	0	0	3	15	21	6	0	0	0	0	0	0	0	0	0	45
	06:00	0	0	0	2	52	61	14	0	1	1	0	0	0	0	0	0	131
	07:00	3	0	0	20	117	58	11	2	0	0	1	0	0	0	0	0	212
	08:00	2	0	9	51	156	63	5	0	0	0	0	0	0	0	1	0	287
	09:00	0	1	3	44	165	66	5	0	0	0	1	0	0	0	1	0	286
	10:00	0	0	3	59	176	77	4	0	1	0	0	1	0	0	0	0	321
	11:00	1	2	3	60	225	72	3	1	0	0	1	0	0	0	0	0	368
	12:00	2	1	5	36	213	102	9	0	0	2	0	0	0	1	0	2	373
	13:00	0	0	1	39	209	133	3	0	1	0	0	0	0	0	0	0	386
	14:00	0	0	7	46	208	99	9	1	0	0	0	0	0	0	0	0	370
	15:00	5	3	9	45	223	112	13	0	0	0	0	0	0	0	0	0	410
	16:00	0	1	13	96	246	109	11	1	0	0	0	0	0	0	0	1	478
	17:00	1	0	0	41	271	142	10	2	1	0	0	0	1	0	0	0	469
	18:00	0	0	1	21	144	104	10	0	0	0	0	0	0	0	0	0	280
	19:00	0	1	2	25	86	58	9	0	0	0	0	0	1	0	0	0	182
	20:00	0	2	3	23	82	45	3	1	0	0	0	0	0	0	0	0	159
	21:00	0	0	0	6	32	29	3	2	0	0	0	0	0	0	0	0	72
	22:00	1	0	1	7	24	7	1	0	1	0	0	0	0	0	0	0	42
	23:00	0	0	0	1	8	4	1	0	0	0	0	0	0	0	0	0	14
Daily Total :		15	12	60	628	2662	1373	133	10	5	3	3	1	2	1	2	3	4913
Percent :		0%	0%	1%	13%	54%	28%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	1	3	26	111	57	6	0	0	0	0	0	0	0	0	0	124

Speeds - Average: 56.8 50% : 56.6 67% : 59.7 85% : 65.9 20kph Pace: 50.1 - 70.0 (82.1%)

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	S	SB	Ax-Ax	150 cm	183 cm	

Lane #2 Basic Speed Classification Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/16/23	00:00	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	7
Wed	01:00	0	0	0	2	4	0	0	1	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	7
	04:00	0	0	1	4	6	7	3	0	0	0	0	0	0	0	0	0	21
	05:00	0	0	0	4	30	17	4	0	0	0	0	0	0	0	0	0	55
	06:00	0	0	1	15	65	47	16	1	1	0	0	0	0	0	0	0	146
	07:00	0	4	4	31	168	44	5	1	0	0	0	0	0	0	0	0	257
	08:00	0	4	0	69	217	40	1	1	1	0	1	0	0	0	1	0	335
	09:00	0	1	0	51	200	57	0	0	2	0	0	0	0	0	0	1	312
	10:00	0	1	3	81	170	38	2	0	2	0	0	0	0	0	1	0	298
	11:00	0	0	1	55	201	55	1	0	2	0	1	0	0	0	0	0	316
	12:00	0	0	1	54	192	52	2	0	0	1	0	0	0	0	0	0	302
	13:00	0	1	2	109	183	34	1	2	0	0	1	0	0	0	1	2	336
	14:00	0	0	5	84	181	28	2	1	0	0	2	0	0	0	0	0	303
	15:00	0	0	3	87	203	42	4	0	1	0	0	0	0	0	0	0	340
	16:00	1	0	2	99	254	37	3	0	0	0	0	0	0	0	0	3	399
	17:00	1	1	1	70	231	59	5	0	2	0	0	0	1	0	0	1	372
	18:00	0	0	0	37	158	63	2	0	0	0	0	1	0	1	0	0	262
	19:00	0	0	1	22	95	46	3	0	0	0	0	0	0	0	0	0	167
	20:00	0	1	1	29	92	27	2	0	0	0	0	0	0	0	0	0	152
	21:00	0	0	0	26	52	15	1	0	0	0	0	0	0	0	0	0	94
	22:00	0	0	1	7	26	13	1	0	0	0	0	0	0	0	0	0	48
	23:00	0	0	0	1	13	8	0	0	0	0	0	0	0	0	0	0	22
Daily Total :		2	13	27	939	2749	737	59	7	11	1	5	1	1	1	3	7	4563
Percent :		0%	0%	1%	21%	60%	16%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	1	39	115	31	2	0	0	0	0	0	0	0	0	0	205

Speeds - Average: 54.8 50% : 54.8 67% : 57.6 85% : 62.3 20kph Pace: 40.1 - 60.0 (80.8%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/17/23	00:00	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	7
Thu	01:00	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	0	3	5	1	0	0	0	0	0	0	0	0	0	9
	04:00	0	0	0	1	11	3	1	1	0	0	0	0	0	0	0	0	17
	05:00	0	0	1	5	24	28	4	1	0	0	0	0	0	0	0	0	63
	06:00	0	0	0	16	58	48	14	3	0	0	0	0	0	0	0	0	139
	07:00	0	0	2	37	149	66	3	0	0	0	0	0	0	0	0	0	257
	08:00	0	0	0	48	222	40	1	0	0	0	2	0	0	0	0	0	313
	09:00	0	0	2	88	186	29	0	0	0	0	0	0	0	0	0	0	305
	10:00	0	0	9	111	200	22	0	0	1	0	0	0	0	0	0	0	343
	11:00	0	0	4	114	214	26	0	0	1	0	0	0	1	0	0	0	360
	12:00	1	2	14	128	189	16	1	2	0	0	0	0	0	0	0	0	353
	13:00	0	0	12	121	186	23	2	0	0	0	0	0	0	0	0	0	344
	14:00	0	1	6	111	188	30	1	0	0	0	0	0	0	1	0	0	338
	15:00	0	0	6	115	192	32	2	1	0	0	0	0	0	1	0	0	349
	16:00	0	0	1	127	213	25	1	0	0	0	0	0	0	0	0	1	368
	17:00	0	0	3	63	233	47	2	1	1	0	0	0	0	0	0	2	352
	18:00	0	0	0	40	145	51	1	0	0	0	0	0	0	0	0	0	237
	19:00	0	0	3	19	118	37	2	0	0	0	0	1	0	0	0	0	180
	20:00	0	0	1	24	77	24	3	0	0	0	0	0	0	0	0	0	129
	21:00	0	0	0	15	29	11	2	0	1	0	0	0	0	0	0	0	58
	22:00	0	0	0	16	27	10	0	0	0	0	0	0	0	0	0	0	53
	23:00	0	0	0	3	21	10	1	0	0	0	0	0	0	0	0	0	35
Daily Total :		1	3	64	1205	2694	590	43	9	4	0	2	1	1	2	0	3	4622
Percent :		0%	0%	1%	26%	58%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	3	50	112	25	2	0	0	0	0	0	0	0	0	0	189

Speeds - Average: 53.7 50% : 54.0 67% : 56.8 85% : 59.9 20kph Pace: 40.1 - 60.0 (84.4%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/18/23	00:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Fri	01:00	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	0	1	1	1	5	2	1	0	0	0	0	0	0	0	0	11
	03:00	0	0	0	1	3	0	3	0	0	0	0	0	0	0	0	0	7
	04:00	0	0	0	1	11	4	0	0	0	0	0	0	0	0	0	0	16
	05:00	0	0	0	3	20	18	5	0	0	0	0	0	0	0	0	0	46
	06:00	0	0	0	15	49	42	11	1	0	0	0	0	0	0	0	0	118
	07:00	0	0	2	29	133	44	5	0	0	0	0	0	0	0	0	0	213
	08:00	0	0	2	74	190	48	1	0	0	0	0	0	0	1	0	0	316
	09:00	2	4	8	81	215	19	0	0	0	0	1	0	0	0	0	0	330
	10:00	0	0	7	135	196	16	0	1	0	0	0	0	0	0	0	0	355
	11:00	0	1	14	166	176	27	0	0	0	0	0	0	0	0	1	0	385
	12:00	0	0	11	179	181	21	1	0	1	0	0	0	0	0	0	0	394
	13:00	0	0	8	109	204	18	3	0	0	0	1	0	0	0	0	1	344
	14:00	0	0	4	98	189	38	0	0	0	0	0	1	1	0	0	0	331
	15:00	1	2	14	139	156	28	2	0	0	0	0	0	0	0	0	0	342
	16:00	0	0	3	77	192	25	1	1	1	1	1	0	0	0	0	0	302
	17:00	0	0	2	62	156	36	1	1	0	0	0	0	0	0	0	0	258
	18:00	0	0	2	30	126	45	5	1	0	0	0	1	0	0	0	0	210
	19:00	0	1	0	20	102	28	1	2	0	1	0	0	0	0	0	1	156
	20:00	0	0	1	27	63	24	1	0	0	0	0	0	0	0	0	0	116
	21:00	0	0	0	13	56	26	0	0	0	0	0	0	0	0	0	0	95
	22:00	1	0	0	9	44	10	2	0	1	0	0	0	0	0	0	0	67
	23:00	0	0	0	2	19	11	0	0	0	0	0	0	0	0	0	0	32
Daily Total :		4	8	79	1272	2490	536	44	8	3	2	3	2	1	1	1	2	4456
Percent :		0%	0%	2%	29%	56%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	3	53	104	22	2	0	0	0	0	0	0	0	0	0	192

Speeds - Average: 53.3 50% : 53.6 67% : 56.6 85% : 59.8 20kph Pace: 40.1 - 60.0 (84.4%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/19/23	00:00	0	0	0	4	7	8	1	0	1	0	0	0	0	0	0	0	21
Sat	01:00	0	0	0	1	4	2	3	0	0	0	0	0	0	0	0	0	10
	02:00	0	0	0	1	6	5	0	0	0	0	0	0	0	0	0	0	12
	03:00	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	8
	04:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	05:00	0	0	0	0	9	6	0	0	0	0	0	0	0	0	0	0	15
	06:00	0	1	0	4	25	23	7	0	0	0	0	0	0	0	0	0	60
	07:00	0	0	0	11	64	27	2	1	0	1	0	0	0	0	0	0	106
	08:00	0	0	0	21	107	58	10	1	0	1	0	0	0	0	0	0	198
	09:00	0	0	4	27	160	50	4	0	1	0	0	0	0	1	0	0	247
	10:00	0	1	3	44	203	53	3	1	1	1	1	0	0	0	0	0	311
	11:00	0	0	1	89	212	47	2	0	2	0	1	1	0	0	0	1	356
	12:00	0	1	3	106	206	44	1	0	0	0	1	0	0	0	0	0	362
	13:00	0	2	2	97	205	27	2	0	1	0	0	0	1	0	1	1	339
	14:00	0	0	1	85	203	51	2	0	0	0	0	0	0	1	1	0	344
	15:00	0	0	3	79	202	53	1	1	0	0	0	0	0	0	0	0	339
	16:00	0	0	0	55	187	51	4	1	0	1	0	0	0	0	0	1	300
	17:00	0	0	0	29	198	58	3	0	0	0	0	0	0	0	0	0	288
	18:00	0	0	0	33	150	55	4	0	0	0	0	0	0	0	0	0	242
	19:00	0	0	4	51	141	40	1	0	0	0	0	0	0	0	0	0	237
	20:00	0	0	2	40	109	32	3	0	0	1	0	0	0	0	0	0	187
	21:00	0	0	2	31	67	22	0	0	0	0	0	0	0	0	0	0	122
	22:00	0	0	0	8	38	24	2	0	0	0	0	0	0	0	0	0	72
	23:00	0	0	0	7	23	14	0	0	0	0	0	0	0	0	0	0	44
Daily Total :		0	5	25	824	2531	755	55	5	6	5	3	1	1	2	2	3	4223
Percent :		0%	0%	1%	20%	60%	18%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	34	105	31	2	0	0	0	0	0	0	0	0	0	184

Speeds - Average: 55.2 50% : 55.1 67% : 57.8 85% : 62.9 20kph Pace: 40.1 - 60.0 (79.4%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/20/23	00:00	0	0	0	1	16	3	2	1	0	0	0	0	0	0	0	0	23
Sun	01:00	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	1	2	3	1	0	1	0	0	0	0	0	0	0	8
	05:00	0	0	0	1	4	5	0	2	0	0	0	0	0	0	0	0	12
	06:00	0	0	1	5	13	13	5	1	0	0	0	0	0	0	0	0	38
	07:00	0	0	0	16	41	21	1	1	0	0	0	0	0	0	0	0	80
	08:00	0	0	3	17	77	40	0	0	0	0	0	0	0	0	0	0	137
	09:00	0	0	0	45	118	38	3	1	0	0	0	0	0	0	0	0	205
	10:00	0	1	7	74	190	33	0	1	0	0	0	0	0	1	0	1	308
	11:00	0	3	12	111	193	29	1	0	0	0	1	0	0	0	0	0	350
	12:00	0	0	5	112	256	33	1	1	1	1	0	0	0	0	0	0	410
	13:00	1	0	5	133	255	24	1	1	0	1	0	1	0	0	0	1	423
	14:00	0	2	17	161	223	34	2	0	0	0	0	0	0	0	0	1	440
	15:00	0	4	1	107	241	33	5	1	1	1	0	0	0	1	0	0	395
	16:00	0	0	0	92	223	29	3	1	0	0	1	0	1	0	0	1	351
	17:00	0	0	7	78	253	43	1	0	0	0	0	1	0	0	0	0	383
	18:00	0	0	4	39	206	63	4	0	0	0	0	0	0	0	0	0	316
	19:00	0	0	0	44	124	39	2	0	1	0	0	0	0	0	0	0	210
	20:00	0	0	1	38	97	33	2	0	0	0	0	0	0	0	0	0	171
	21:00	0	0	0	9	43	15	2	0	0	0	0	0	0	0	0	0	69
	22:00	0	0	0	13	14	7	0	1	0	0	0	0	0	0	0	0	35
	23:00	0	0	0	3	8	4	0	0	0	0	0	0	0	0	0	0	15
Daily Total :		1	10	63	1104	2605	545	39	12	4	3	2	2	1	2	0	4	4397
Percent :		0%	0%	1%	25%	59%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	3	46	109	23	2	1	0	0	0	0	0	0	0	0	173

Speeds - Average: 53.7 50% : 54.1 67% : 56.8 85% : 59.9 20kph Pace: 40.1 - 60.0 (84.4%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/21/23	00:00	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	7
Mon	01:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
	02:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	1	1	4	1	0	0	0	0	0	0	0	0	0	7
	04:00	0	0	0	1	8	3	2	0	0	0	0	0	0	0	0	0	14
	05:00	0	0	0	4	30	24	5	1	0	0	0	0	0	0	0	0	64
	06:00	0	0	0	17	44	64	8	0	1	0	0	0	0	0	0	0	134
	07:00	2	12	31	83	88	22	1	0	1	0	0	0	0	0	0	0	240
	08:00	1	2	32	140	113	13	2	0	0	0	0	0	0	0	0	0	303
	09:00	1	10	20	157	94	6	0	0	0	0	0	0	0	0	0	0	288
	10:00	2	9	36	134	146	12	0	1	0	1	0	0	0	0	0	0	341
	11:00	0	1	9	112	204	18	0	0	0	1	0	0	0	0	0	0	345
	12:00	0	0	2	66	237	33	2	0	0	0	0	0	0	0	0	0	340
	13:00	0	0	3	90	211	38	2	1	0	0	0	0	0	0	0	0	345
	14:00	0	3	14	89	190	34	0	0	0	0	0	0	0	0	0	0	330
	15:00	0	1	3	68	184	39	2	0	0	1	0	1	0	0	0	0	299
	16:00	0	1	3	92	258	35	3	0	0	1	0	0	0	0	0	0	393
	17:00	0	0	1	73	195	53	0	0	1	0	0	0	0	0	0	0	323
	18:00	0	0	0	43	120	54	4	0	0	0	0	1	0	0	0	0	222
	19:00	0	1	1	26	100	39	2	0	0	0	0	0	0	0	0	0	169
	20:00	0	0	2	19	82	18	2	0	0	1	0	0	0	0	0	0	124
	21:00	0	0	0	13	49	16	2	1	0	0	0	0	0	0	0	0	81
	22:00	0	0	0	8	22	6	1	0	0	0	0	0	0	0	0	0	37
	23:00	0	0	0	2	15	11	1	0	0	0	0	0	0	0	0	0	29
Daily Total :		6	40	157	1240	2396	549	41	4	3	5	0	2	0	0	0	0	4443
Percent :		0%	1%	4%	28%	54%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	2	7	52	100	23	2	0	0	0	0	0	0	0	0	0	184

Speeds - Average: 52.7 50% : 53.4 67% : 56.5 85% : 59.8 20kph Pace: 40.1 - 60.0 (81.8%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/22/23	00:00	0	0	0	0	4	8	2	0	0	0	0	0	0	0	0	0	14
Tue	01:00	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	3
	02:00	0	0	0	2	4	3	0	0	1	0	0	0	0	0	0	0	10
	03:00	0	0	0	1	2	2	2	1	0	0	0	0	0	0	0	0	8
	04:00	0	0	0	3	4	12	3	0	0	0	0	0	0	0	0	0	22
	05:00	0	0	0	6	21	27	3	1	0	1	0	0	0	0	0	0	59
	06:00	0	0	0	9	72	47	10	1	0	0	0	0	0	0	0	0	139
	07:00	0	4	8	32	163	45	0	1	1	0	0	1	0	0	0	0	255
	08:00	0	0	2	64	212	38	2	0	0	0	1	0	0	0	0	0	319
	09:00	0	0	1	62	220	31	2	0	0	0	0	0	0	0	0	0	316
	10:00	0	0	6	92	184	37	3	0	0	0	0	0	0	0	1	0	323
	11:00	0	1	18	100	184	25	0	2	0	0	0	0	0	0	0	0	330
	12:00	0	0	1	110	200	36	1	1	0	0	0	0	0	0	0	0	349
	13:00	0	1	7	99	182	21	0	0	0	0	0	0	0	0	0	2	312
	14:00	0	1	6	96	196	25	0	0	1	0	0	1	0	0	0	0	326
	15:00	1	1	10	99	191	43	0	1	0	2	0	0	1	0	0	0	349
	16:00	0	0	10	94	227	39	2	0	3	1	1	0	1	0	0	0	378
	17:00	0	0	13	79	227	45	4	0	0	0	0	0	0	0	0	2	370
	18:00	0	0	1	26	149	52	3	1	0	0	0	0	0	0	0	0	232
	19:00	0	1	5	37	98	28	1	0	0	0	0	0	0	0	0	0	170
	20:00	0	0	4	35	69	17	1	1	0	0	1	0	0	0	0	0	128
	21:00	0	0	0	12	43	8	1	0	0	0	0	0	0	0	0	0	64
	22:00	0	0	0	12	20	9	1	0	0	0	0	0	0	0	0	0	42
	23:00	0	0	0	1	16	14	0	0	0	0	0	0	0	0	0	0	31
Daily Total :		1	9	92	1071	2689	612	42	10	6	4	4	2	2	0	1	4	4549
Percent :		0%	0%	2%	24%	59%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	4	45	112	26	2	0	0	0	0	0	0	0	0	0	186

Speeds - Average: 53.9 50% : 54.2 67% : 57.0 85% : 60.2 20kph Pace: 40.1 - 60.0 (82.7%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/23/23	00:00	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	6
Wed	01:00	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	0	1	5	5	2	1	0	0	0	0	0	0	0	0	14
	04:00	0	0	0	1	8	5	4	0	0	0	0	0	0	0	0	0	18
	05:00	0	0	0	6	25	24	5	2	0	0	0	0	0	0	0	0	62
	06:00	0	0	0	10	57	43	10	4	0	1	0	0	0	0	0	0	125
	07:00	0	0	9	58	138	37	2	1	0	0	0	0	0	0	0	0	245
	08:00	0	0	4	74	180	41	1	1	0	0	0	0	0	0	0	0	301
	09:00	0	0	3	95	161	29	5	0	0	0	0	0	0	0	0	0	293
	10:00	0	0	2	68	200	36	0	0	0	0	0	0	0	0	1	0	307
	11:00	0	1	3	118	186	28	0	0	0	0	0	0	0	0	0	0	336
	12:00	0	0	8	140	171	24	0	0	0	0	0	0	1	1	0	1	346
	13:00	0	0	11	74	185	36	1	0	0	0	1	0	0	0	0	0	308
	14:00	0	1	4	92	198	40	2	0	0	0	0	0	0	0	0	2	339
	15:00	0	0	0	78	208	50	3	0	0	0	0	0	0	0	0	1	340
	16:00	1	2	11	138	222	41	2	0	0	1	0	0	0	0	1	0	419
	17:00	0	0	1	63	199	61	2	1	1	0	0	0	0	0	0	1	329
	18:00	0	0	0	39	134	48	2	1	0	0	1	0	0	0	0	0	225
	19:00	0	0	1	27	86	45	5	0	0	0	0	0	0	0	0	0	164
	20:00	0	0	0	27	88	14	3	0	0	0	0	0	0	0	0	0	132
	21:00	0	0	0	13	36	20	3	2	0	0	0	0	0	0	0	0	74
	22:00	0	0	1	6	25	13	0	0	0	0	0	0	0	0	0	0	45
	23:00	0	0	1	1	14	5	0	1	0	0	0	0	0	0	0	0	22
Daily Total :		1	4	59	1131	2536	652	52	14	1	2	2	0	1	1	2	5	4463
Percent :		0%	0%	1%	25%	57%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	47	106	27	2	1	0	0	0	0	0	0	0	0	189

Speeds - Average: 54.0 50% : 54.2 67% : 57.1 85% : 61.2 20kph Pace: 40.1 - 60.0 (82.2%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/24/23	00:00	0	0	0	2	4	2	0	0	1	0	0	0	0	0	0	0	9
Thu	01:00	0	0	0	1	5	1	3	0	0	0	0	0	0	0	0	0	10
	02:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5
	04:00	0	0	0	2	7	5	2	0	0	0	0	0	0	0	0	0	16
	05:00	0	0	0	6	22	25	7	0	0	0	0	0	0	0	0	0	60
	06:00	0	0	1	9	74	37	8	1	0	0	0	0	0	0	0	0	130
	07:00	0	0	3	45	137	50	4	1	0	0	0	0	0	0	0	0	240
	08:00	0	0	1	76	182	35	5	1	0	0	0	1	0	0	0	0	301
	09:00	0	0	3	79	164	44	1	1	0	0	0	0	0	0	0	0	292
	10:00	0	0	2	114	173	25	2	2	0	2	0	0	0	0	0	0	320
	11:00	0	0	10	151	184	22	0	0	0	0	0	0	0	1	1	1	370
	12:00	1	5	11	152	184	19	2	0	0	0	0	0	0	0	0	0	374
	13:00	0	0	3	132	191	14	2	1	0	1	0	0	0	0	0	0	344
	14:00	0	4	3	114	171	32	3	0	0	0	0	0	0	0	0	0	327
	15:00	0	0	12	135	174	21	3	0	0	0	0	1	0	0	0	0	346
	16:00	0	0	0	124	231	29	4	0	0	0	1	1	0	0	0	0	390
	17:00	0	0	0	69	214	39	3	0	0	0	0	0	0	0	0	0	325
	18:00	0	0	4	43	111	44	1	2	2	0	0	0	0	0	0	0	207
	19:00	0	0	1	22	84	39	2	1	0	0	1	0	0	0	0	1	151
	20:00	0	0	1	19	73	16	2	0	0	0	0	0	0	0	0	0	111
	21:00	0	0	0	10	52	17	0	0	0	0	0	0	0	0	0	0	79
	22:00	0	0	0	3	28	10	0	1	0	0	0	0	0	0	0	0	42
	23:00	0	0	1	1	10	8	0	0	0	0	0	0	0	0	0	0	20
Daily Total :		1	9	56	1309	2478	539	55	11	3	3	2	3	0	1	1	2	4473
Percent :		0%	0%	1%	29%	55%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	55	103	22	2	0	0	0	0	0	0	0	0	0	185

Speeds - Average: 53.4 50% : 53.6 67% : 56.6 85% : 59.8 20kph Pace: 40.1 - 60.0 (84.7%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/25/23	00:00	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	7
Fri	01:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
	02:00	0	0	0	0	2	8	1	0	0	0	0	0	0	0	0	0	11
	03:00	0	0	0	0	3	5	1	0	0	0	0	0	0	0	0	0	9
	04:00	0	0	0	1	5	7	1	0	0	0	0	0	0	0	0	0	14
	05:00	0	0	0	7	19	19	6	0	0	0	0	0	0	0	0	0	51
	06:00	0	0	2	18	56	33	6	1	1	0	0	0	0	0	0	0	117
	07:00	0	0	0	56	136	36	3	0	0	0	0	0	0	0	0	0	231
	08:00	1	0	3	63	212	43	1	0	0	0	1	0	0	0	0	0	324
	09:00	1	0	4	82	188	35	1	0	0	0	0	0	1	0	0	0	312
	10:00	0	0	13	136	175	14	0	1	0	0	0	1	0	0	0	2	342
	11:00	0	4	5	129	194	25	2	0	1	0	1	1	0	0	0	2	364
	12:00	0	1	9	161	197	21	1	0	1	0	0	1	0	1	0	3	396
	13:00	0	1	15	116	195	17	1	0	0	0	0	0	0	0	0	0	345
	14:00	3	3	24	106	180	25	3	0	2	0	0	0	1	0	0	2	349
	15:00	0	0	3	98	207	25	3	0	1	0	0	0	0	0	0	1	338
	16:00	2	0	3	94	186	35	4	1	1	0	0	0	0	0	0	0	326
	17:00	0	0	0	55	193	50	3	1	0	0	0	0	1	0	0	1	304
	18:00	0	0	1	27	154	51	3	1	1	1	0	1	0	0	0	0	240
	19:00	0	0	0	30	100	23	4	0	1	0	0	0	0	0	0	0	158
	20:00	0	0	0	34	80	28	0	0	0	0	0	0	0	0	0	0	142
	21:00	0	0	2	21	55	13	3	0	0	0	0	0	0	0	0	0	94
	22:00	0	1	1	14	28	12	2	0	0	0	0	0	0	0	0	0	58
	23:00	0	1	0	7	15	16	3	0	0	0	0	0	0	0	0	0	42
Daily Total :		7	11	85	1255	2584	547	53	5	9	1	2	4	3	1	0	11	4578
Percent :		0%	0%	2%	27%	56%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	4	52	108	23	2	0	0	0	0	0	0	0	0	0	184

Speeds - Average: 53.3 50% : 53.7 67% : 56.7 85% : 59.9 20kph Pace: 40.1 - 60.0 (83.9%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/26/23	00:00	0	0	0	3	12	1	3	0	0	0	0	0	0	0	0	0	19
Sat	01:00	0	0	0	1	6	5	0	0	0	0	0	0	0	0	0	0	12
	02:00	0	0	1	3	2	2	2	0	0	0	0	0	0	0	0	0	10
	03:00	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	3	2	2	1	0	0	0	0	0	0	0	0	0	8
	05:00	0	0	0	3	5	8	2	0	0	0	0	0	0	0	0	0	18
	06:00	0	1	0	4	22	19	8	2	0	0	0	0	0	0	0	0	56
	07:00	0	0	0	15	59	17	2	0	0	0	0	0	0	0	0	0	93
	08:00	0	0	0	27	122	45	0	0	1	0	0	0	0	0	0	0	195
	09:00	0	0	3	65	153	43	1	1	0	0	0	0	0	0	0	0	266
	10:00	0	0	3	81	205	36	0	3	0	0	0	0	0	0	0	0	328
	11:00	0	0	5	102	197	28	3	1	0	0	0	0	0	0	0	1	337
	12:00	0	2	5	102	184	38	1	0	2	0	0	0	1	1	0	0	336
	13:00	1	0	5	128	172	18	0	0	0	1	0	0	0	1	0	1	327
	14:00	0	0	13	90	187	32	2	0	0	0	0	0	0	0	0	0	324
	15:00	0	0	2	83	217	36	1	0	1	2	0	0	0	1	0	0	343
	16:00	0	0	4	68	149	60	2	0	0	0	0	0	0	0	0	0	283
	17:00	0	0	0	40	123	55	5	0	0	0	0	0	0	0	0	0	223
	18:00	0	0	0	21	138	42	1	1	0	0	0	0	0	0	0	1	204
	19:00	0	0	3	34	107	33	9	0	0	0	0	0	0	0	0	0	186
	20:00	0	0	0	44	101	30	0	0	0	0	0	0	0	0	0	0	175
	21:00	0	1	0	24	73	22	2	1	0	0	0	0	0	0	0	0	123
	22:00	0	0	1	15	51	15	1	0	0	0	0	0	1	0	0	0	84
	23:00	0	0	0	3	21	5	2	0	0	0	0	0	0	0	0	0	31
Daily Total :		1	4	45	960	2311	593	49	9	4	3	0	0	2	3	0	3	3987
Percent :		0%	0%	1%	24%	58%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	40	96	25	2	0	0	0	0	0	0	0	0	0	189

Speeds - Average: 54.2 50% : 54.4 67% : 57.2 85% : 61.3 20kph Pace: 40.1 - 60.0 (82.0%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/27/23	00:00	0	0	0	1	16	6	1	0	0	0	0	0	0	0	0	0	24
Sun	01:00	0	0	0	1	8	6	3	0	0	0	0	0	0	0	0	0	18
	02:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
	05:00	1	0	0	3	7	7	1	0	0	0	0	0	0	0	0	0	19
	06:00	0	0	1	7	16	15	6	0	0	0	0	0	0	0	0	0	45
	07:00	0	0	0	8	32	33	3	0	0	0	0	0	0	0	0	0	76
	08:00	0	1	0	19	96	27	7	0	0	0	0	0	0	0	0	0	150
	09:00	0	2	2	31	162	37	3	0	0	0	0	0	0	0	0	0	237
	10:00	0	0	0	86	208	39	5	1	0	0	0	0	0	0	0	0	339
	11:00	6	8	8	103	215	34	1	0	0	0	1	0	0	0	0	2	378
	12:00	0	1	2	111	231	26	2	0	1	1	0	0	0	0	0	2	377
	13:00	0	5	21	186	237	20	0	1	0	0	1	0	0	0	0	0	471
	14:00	0	0	10	104	239	34	3	0	0	0	0	0	0	0	0	1	391
	15:00	0	0	3	129	244	39	1	0	0	0	1	0	0	0	0	0	417
	16:00	0	0	3	81	271	67	4	0	0	1	1	0	0	0	0	0	428
	17:00	0	0	2	50	197	71	2	0	0	0	0	0	1	0	0	0	323
	18:00	0	1	0	60	148	48	2	1	0	0	0	0	0	0	0	0	260
	19:00	0	0	0	34	149	52	2	1	0	0	0	0	0	0	0	0	238
	20:00	0	0	2	46	113	17	1	0	0	0	0	0	0	0	0	0	179
	21:00	0	0	0	18	55	13	0	0	0	0	0	0	0	0	0	0	86
	22:00	0	0	0	8	22	13	0	0	0	0	0	0	0	0	0	0	43
	23:00	0	0	0	1	8	2	4	0	1	0	0	0	0	0	0	0	16
Daily Total :		7	18	54	1088	2679	613	52	4	2	2	4	0	1	0	0	5	4529
Percent :		0%	0%	1%	24%	59%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	2	45	112	26	2	0	0	0	0	0	0	0	0	0	165

Speeds - Average: 53.8 50% : 54.2 67% : 57.0 85% : 60.2 20kph Pace: 40.1 - 60.0 (83.2%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/28/23	00:00	0	0	0	4	1	4	2	1	0	0	0	0	0	0	0	0	12
Mon	01:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	1	1	4	1	0	0	0	0	0	0	0	0	0	7
	04:00	0	0	0	2	8	6	2	0	0	0	0	0	0	0	0	0	18
	05:00	0	0	0	10	20	29	5	1	0	0	0	0	0	0	0	0	65
	06:00	0	0	1	17	71	43	11	3	0	0	0	0	0	0	0	0	146
	07:00	0	0	0	29	146	56	6	0	0	0	0	0	0	0	0	0	237
	08:00	0	0	5	64	186	45	4	0	0	0	0	0	0	0	1	0	305
	09:00	0	0	6	77	163	54	3	1	0	0	0	0	0	0	0	0	304
	10:00	0	0	5	101	167	22	1	0	1	0	0	0	0	0	0	0	297
	11:00	0	1	13	111	176	39	0	1	0	0	0	1	0	0	0	0	342
	12:00	0	2	6	78	197	37	0	0	0	0	1	0	0	0	0	0	321
	13:00	0	1	6	75	198	30	1	0	0	0	1	1	0	0	0	0	313
	14:00	0	0	1	73	223	36	3	0	0	0	0	0	0	0	0	0	336
	15:00	0	5	9	71	198	45	1	1	0	0	0	0	0	0	0	0	330
	16:00	0	2	6	90	221	46	6	2	0	0	0	0	0	0	0	2	375
	17:00	0	0	10	62	212	48	2	2	1	0	0	0	0	0	0	0	337
	18:00	0	0	3	29	129	64	3	1	0	0	0	0	0	0	0	0	229
	19:00	0	0	0	22	85	36	1	0	0	0	0	0	0	0	0	0	144
	20:00	0	0	0	23	65	16	1	0	0	0	0	0	0	0	0	0	105
	21:00	1	0	0	25	44	15	1	0	0	0	0	0	0	0	0	0	86
	22:00	0	0	0	5	19	12	1	0	0	0	0	0	0	0	0	0	37
	23:00	0	0	0	3	11	6	1	1	0	0	0	0	0	0	0	0	22
Daily Total :		1	11	71	972	2544	695	56	14	2	0	2	2	0	0	1	2	4373
Percent :		0%	0%	2%	22%	58%	16%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	3	41	106	29	2	1	0	0	0	0	0	0	0	0	188

Speeds - Average: 54.3 50% : 54.6 67% : 57.4 85% : 61.8 20kph Pace: 40.1 - 60.0 (80.4%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/29/23	00:00	0	0	0	0	6	7	0	0	0	0	0	0	0	0	0	0	13
Tue	01:00	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3
	03:00	0	0	0	1	0	4	4	0	0	0	0	0	0	0	0	0	9
	04:00	0	0	0	1	6	3	2	1	0	0	0	0	0	0	0	0	13
	05:00	0	0	1	8	28	22	3	2	0	0	0	0	0	0	0	0	64
	06:00	0	0	0	19	61	59	4	2	0	0	0	0	0	0	0	0	145
	07:00	0	1	5	47	160	52	1	0	0	0	0	0	0	0	0	0	266
	08:00	0	0	1	62	190	49	2	0	0	0	0	0	0	0	0	0	304
	09:00	0	0	1	100	234	25	0	0	0	0	0	0	0	0	1	0	361
	10:00	0	0	2	101	208	25	1	0	0	0	0	0	0	0	0	1	338
	11:00	0	0	5	87	240	28	3	0	0	0	0	0	0	0	0	0	363
	12:00	0	1	6	98	197	39	1	0	0	0	0	0	0	0	0	0	342
	13:00	0	4	7	112	194	27	3	0	0	1	0	1	0	0	0	0	349
	14:00	0	2	16	110	203	21	1	1	0	1	0	0	0	0	0	0	355
	15:00	2	7	28	161	164	22	2	2	0	0	0	0	0	0	0	0	388
	16:00	0	0	2	112	239	31	4	1	0	0	0	0	0	0	0	1	390
	17:00	0	0	5	65	215	51	2	1	0	0	0	0	0	0	0	0	339
	18:00	0	0	3	64	112	43	0	0	0	0	0	0	0	0	0	0	222
	19:00	0	0	2	30	70	28	1	0	0	0	0	0	0	0	0	0	131
	20:00	0	1	1	28	80	21	1	0	0	0	0	0	0	0	0	0	132
	21:00	0	0	0	7	38	14	2	0	0	0	0	0	0	0	0	0	61
	22:00	0	0	0	3	18	9	1	0	0	0	0	0	0	0	0	0	31
	23:00	0	0	0	2	7	11	0	0	0	0	0	0	0	0	0	0	20
Daily Total :		2	16	85	1218	2672	594	40	11	0	2	0	1	0	0	1	2	4644
Percent :		0%	0%	2%	26%	58%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	4	51	111	25	2	0	0	0	0	0	0	0	0	0	182

Speeds - Average: 53.4 50% : 53.9 67% : 56.8 85% : 59.9 20kph Pace: 40.1 - 60.0 (83.8%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/30/23	00:00	0	0	0	3	3	4	0	0	0	0	0	0	0	0	0	0	10
Wed	01:00	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	0	0	4	5	2	0	0	0	0	0	0	0	0	0	11
	04:00	0	0	1	4	4	8	1	1	0	0	0	0	0	0	0	0	19
	05:00	0	0	2	7	28	19	5	0	0	0	0	0	0	0	0	0	61
	06:00	0	0	1	15	86	41	10	1	0	0	0	0	0	0	0	0	154
	07:00	0	0	1	45	169	29	0	0	0	0	0	0	0	0	0	0	244
	08:00	0	0	7	113	176	36	1	0	0	0	0	0	1	1	0	0	335
	09:00	0	0	10	91	193	26	1	1	0	0	0	0	0	0	0	0	322
	10:00	0	0	6	105	192	20	2	0	0	2	0	0	0	0	0	0	327
	11:00	0	0	6	99	188	27	1	1	1	0	0	0	0	1	0	0	324
	12:00	0	5	9	78	217	26	2	0	0	1	0	0	0	0	0	2	340
	13:00	0	1	5	99	176	26	1	0	1	1	2	0	0	0	0	0	312
	14:00	0	0	18	107	163	23	1	0	0	0	1	1	0	0	0	2	316
	15:00	2	9	13	78	149	14	0	1	0	0	0	0	0	0	0	0	266
	16:00	0	0	4	112	169	43	3	1	0	0	0	0	0	1	0	0	333
	17:00	0	0	0	56	211	66	3	0	1	1	0	1	0	0	0	0	339
	18:00	0	0	0	27	136	56	1	0	0	0	0	0	0	0	0	0	220
	19:00	0	0	1	28	77	36	5	0	0	0	0	0	0	0	0	0	147
	20:00	0	0	1	13	61	20	7	0	0	0	0	0	0	0	0	0	102
	21:00	0	0	1	3	42	15	1	1	0	0	0	0	0	0	0	0	63
	22:00	0	0	0	6	21	7	2	2	0	0	0	0	0	0	0	0	38
	23:00	1	0	0	2	6	5	0	0	0	0	0	0	0	0	0	0	14
Daily Total :		3	15	86	1092	2477	555	49	9	3	5	3	2	1	3	0	4	4307
Percent :		0%	0%	2%	25%	58%	13%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	4	46	103	23	2	0	0	0	0	0	0	0	0	0	194

Speeds - Average: 53.7 50% : 54.0 67% : 56.9 85% : 60.0 20kph Pace: 40.1 - 60.0 (82.9%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/31/23	00:00	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	8
Thu	01:00	0	0	0	2	0	2	1	1	0	0	0	0	0	0	0	0	6
	02:00	0	0	0	1	4	1	1	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	0	4	3	2	1	0	0	0	0	0	0	0	0	10
	04:00	0	2	0	4	6	8	1	0	0	0	0	0	0	0	0	0	21
	05:00	0	0	1	8	20	29	7	1	0	0	0	0	0	0	0	0	66
	06:00	0	0	1	15	68	36	11	0	0	0	0	0	0	0	0	0	131
	07:00	0	0	7	36	172	65	5	0	0	0	0	0	0	0	0	0	285
	08:00	0	0	3	49	207	66	5	0	0	1	0	0	0	0	0	1	332
	09:00	0	0	0	87	179	36	0	1	0	1	2	0	0	0	0	0	306
	10:00	0	0	5	85	196	29	5	0	0	0	0	0	0	0	0	0	320
	11:00	0	1	13	108	183	36	0	3	0	1	0	0	0	1	0	1	347
	12:00	0	2	3	82	233	27	5	0	0	1	0	0	0	1	0	0	354
	13:00	0	0	2	76	207	37	0	0	0	0	0	0	0	0	0	0	322
	14:00	0	0	3	79	197	37	3	2	1	1	0	0	0	0	0	0	323
	15:00	0	1	20	115	198	45	2	0	0	0	0	0	0	0	1	1	383
	16:00	0	0	6	68	251	55	6	2	0	0	0	0	0	0	0	0	388
	17:00	0	2	5	73	237	39	4	1	0	0	0	0	2	0	0	1	364
	18:00	0	0	1	40	145	50	2	0	2	1	0	0	0	0	0	0	241
	19:00	0	0	1	20	112	27	3	1	0	0	0	1	0	0	0	0	165
	20:00	0	0	2	28	78	17	2	0	0	0	0	0	1	0	0	0	128
	21:00	0	0	0	20	49	15	0	0	0	0	0	0	0	0	0	0	84
	22:00	0	0	0	6	31	9	0	0	0	1	0	0	0	0	0	0	47
	23:00	0	0	0	4	12	15	2	0	2	0	0	0	0	0	0	0	35
Daily Total :		0	8	73	1007	2793	686	68	13	5	7	2	1	3	2	1	4	4673
Percent :		0%	0%	2%	22%	60%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	3	42	116	29	3	1	0	0	0	0	0	0	0	0	179

Speeds - Average: 54.5 50% : 54.6 67% : 57.4 85% : 61.5 20kph Pace: 40.1 - 60.0 (81.3%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/01/23	00:00	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	8
Fri	01:00	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	0	2	8	3	0	0	0	0	0	0	0	0	0	13
	04:00	0	0	0	1	7	6	5	0	0	0	0	0	0	0	0	0	19
	05:00	0	0	0	9	20	18	5	0	0	0	0	0	0	0	0	0	52
	06:00	0	0	0	13	57	34	6	1	0	0	0	0	0	0	0	0	111
	07:00	1	0	1	38	160	48	4	0	0	0	0	0	0	0	0	0	252
	08:00	0	0	0	50	214	44	2	0	0	0	0	0	0	0	0	0	310
	09:00	1	1	3	73	224	34	4	0	0	0	0	0	0	0	0	0	340
	10:00	0	0	3	88	219	33	1	2	1	0	1	0	0	0	0	0	348
	11:00	0	5	21	108	217	31	1	0	1	0	0	0	0	0	0	0	384
	12:00	0	0	2	81	222	45	2	0	1	0	0	0	0	0	2	0	355
	13:00	0	2	5	100	214	39	1	0	0	1	0	0	0	0	0	1	363
	14:00	0	0	11	83	184	35	1	1	0	0	0	1	1	0	0	0	317
	15:00	0	0	3	55	223	58	2	0	1	1	0	1	0	0	0	0	344
	16:00	0	0	2	92	219	36	4	1	1	1	0	0	0	1	0	0	357
	17:00	0	0	1	43	200	61	2	1	0	0	1	1	0	0	0	0	310
	18:00	0	6	1	45	137	37	3	0	0	0	1	0	0	0	0	0	230
	19:00	0	0	0	22	118	27	1	1	0	0	0	0	0	0	0	0	169
	20:00	0	1	0	18	69	31	2	0	0	0	0	0	0	0	0	0	121
	21:00	0	0	0	14	50	13	1	1	0	0	0	0	0	1	0	0	80
	22:00	0	0	0	15	22	9	0	1	0	0	0	0	0	0	0	0	47
	23:00	0	0	0	7	18	11	0	0	0	0	0	0	0	0	0	0	36
Daily Total :		2	15	53	955	2806	667	51	9	5	3	3	3	1	2	2	1	4578
Percent :		0%	0%	1%	21%	61%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	2	40	117	28	2	0	0	0	0	0	0	0	0	0	194

Speeds - Average: 54.5 50% : 54.6 67% : 57.3 85% : 61.1 20kph Pace: 40.1 - 60.0 (82.2%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/02/23	00:00	0	0	1	2	14	7	0	0	0	0	0	0	0	0	0	0	24
Sat	01:00	0	0	0	2	10	0	0	0	0	0	0	0	0	0	0	0	12
	02:00	0	0	0	1	4	4	1	0	0	0	0	0	0	0	0	0	10
	03:00	0	0	0	1	3	3	1	1	0	0	0	0	0	0	0	0	9
	04:00	0	0	1	1	3	1	1	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	0	4	12	4	1	0	0	0	0	0	0	0	0	0	21
	06:00	0	0	1	6	16	15	1	0	0	0	0	0	0	0	0	0	39
	07:00	0	0	4	11	67	37	3	1	0	0	0	0	0	0	0	0	123
	08:00	0	0	1	19	96	30	4	0	0	0	0	0	0	0	0	0	150
	09:00	1	0	1	55	150	38	1	1	0	0	0	0	0	0	0	0	247
	10:00	0	0	1	105	192	29	1	1	0	0	0	0	0	0	0	1	330
	11:00	0	0	6	74	188	33	1	0	2	0	1	0	0	0	0	0	305
	12:00	1	0	0	103	211	28	0	0	0	2	0	0	0	0	1	0	346
	13:00	0	0	2	75	209	27	5	2	1	0	0	2	1	1	1	0	326
	14:00	0	0	2	65	195	40	1	2	2	0	0	0	0	0	0	0	307
	15:00	0	0	5	82	196	35	2	0	1	0	0	0	0	0	0	0	321
	16:00	0	0	1	59	177	32	0	3	0	0	0	0	0	0	0	0	272
	17:00	0	0	0	30	137	62	1	1	1	0	0	0	0	0	0	0	232
	18:00	0	0	0	20	95	58	2	2	0	0	0	0	0	0	0	0	177
	19:00	0	0	0	27	113	32	2	0	0	0	0	0	0	0	0	0	174
	20:00	0	0	3	39	115	24	0	0	0	0	0	0	0	0	0	0	181
	21:00	0	0	0	21	77	14	2	0	0	0	0	0	0	1	0	0	115
	22:00	0	0	0	13	40	17	2	0	0	0	0	0	0	0	0	0	72
	23:00	0	0	0	4	20	11	1	0	0	0	0	0	0	0	0	0	36
Daily Total :		2	0	29	819	2340	581	33	14	7	2	1	2	1	2	2	1	3836
Percent :		0%	0%	1%	21%	61%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	34	98	24	1	1	0	0	0	0	0	0	0	0	190

Speeds - Average: 54.7 50% : 54.7 67% : 57.4 85% : 61.4 20kph Pace: 40.1 - 60.0 (82.4%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/03/23	00:00	0	0	0	6	16	7	1	0	0	0	0	0	0	0	0	0	30
Sun	01:00	0	0	0	0	8	6	1	1	0	0	0	0	0	0	0	0	16
	02:00	0	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	1	0	1	4	1	0	0	0	0	0	0	0	0	0	7
	05:00	0	0	0	1	3	8	1	0	0	0	0	0	0	0	0	0	13
	06:00	0	1	0	4	14	9	5	1	0	0	0	0	0	0	0	0	34
	07:00	0	0	0	4	28	19	3	0	0	0	0	0	0	0	0	0	54
	08:00	0	0	0	9	82	42	1	1	0	0	0	0	0	0	0	0	135
	09:00	0	1	0	23	138	40	0	0	0	0	0	0	0	0	0	0	202
	10:00	1	0	4	61	222	49	4	0	1	0	1	0	0	0	0	0	343
	11:00	0	0	0	63	226	52	4	1	0	0	0	0	0	0	0	0	346
	12:00	0	0	1	77	268	49	7	0	0	0	1	0	0	1	0	1	405
	13:00	0	1	4	73	230	50	1	1	0	0	0	0	0	0	0	1	361
	14:00	0	0	3	76	228	56	2	0	0	0	0	0	0	0	0	1	366
	15:00	0	1	6	65	211	36	2	0	0	0	0	0	0	0	0	0	321
	16:00	0	0	3	83	190	51	4	0	0	0	0	0	0	0	0	0	331
	17:00	0	0	4	37	229	45	2	1	0	0	0	0	0	0	0	0	318
	18:00	0	0	1	49	179	50	2	0	0	0	0	0	0	0	0	0	281
	19:00	0	0	0	40	141	30	0	0	0	0	0	0	0	0	0	0	211
	20:00	0	0	4	47	127	32	1	0	0	0	0	0	0	0	0	1	212
	21:00	0	0	0	19	59	31	0	1	0	0	0	0	0	0	0	0	110
	22:00	0	0	1	5	29	10	2	0	0	0	0	0	0	0	0	0	47
	23:00	0	0	0	3	19	8	2	0	0	0	0	0	0	0	0	0	32
Daily Total :		1	4	32	746	2651	686	48	7	1	0	2	0	0	1	0	4	4183
Percent :		0%	0%	1%	18%	63%	16%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	1	31	110	29	2	0	0	0	0	0	0	0	0	0	159

Speeds - Average: 54.9 50% : 55.0 67% : 57.7 85% : 61.9 20kph Pace: 40.1 - 60.0 (81.2%)

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/04/23	00:00	0	0	0	2	7	5	3	0	0	0	0	0	0	0	0	0	17
Mon	01:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	03:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	1	1	4	1	1	0	0	0	0	0	0	0	0	0	8
	05:00	0	0	0	2	2	3	1	0	0	0	0	0	0	0	0	0	8
	06:00	0	0	0	5	16	15	3	0	1	0	0	0	0	0	0	0	40
	07:00	0	0	0	11	49	31	5	1	0	0	0	0	0	0	0	0	97
	08:00	0	0	0	18	57	32	2	0	0	0	0	0	0	0	0	0	109
	09:00	1	0	0	41	114	35	1	0	0	0	0	0	1	0	0	0	193
	10:00	0	0	4	70	223	35	2	0	0	0	0	0	0	0	0	0	334
	11:00	0	0	7	91	245	51	2	0	0	0	0	1	1	1	0	0	399
	12:00	0	0	9	89	267	55	2	0	0	0	0	0	0	0	0	0	422
	13:00	0	0	10	87	284	57	1	0	1	1	0	0	0	0	0	0	441
	14:00	2	4	8	123	252	62	2	0	0	0	1	0	0	0	0	0	454
	15:00	0	3	10	99	312	67	3	0	1	0	0	0	1	0	0	0	496
	16:00	0	1	4	85	278	60	2	0	1	0	0	0	2	0	0	0	433
	17:00	0	0	0	47	216	80	5	1	0	0	0	0	0	0	0	0	349
	18:00	0	0	1	44	197	63	2	0	0	0	0	0	0	0	0	0	307
	19:00	0	0	1	35	147	53	1	0	0	0	0	0	0	0	0	0	237
	20:00	0	0	0	20	112	23	1	0	0	0	0	0	0	0	0	0	156
	21:00	0	0	0	9	38	17	3	0	0	0	0	0	0	0	0	0	67
	22:00	0	0	0	6	23	8	0	0	0	0	0	0	0	0	0	0	37
	23:00	0	0	0	1	9	4	0	0	0	0	0	0	0	0	0	0	14
Daily Total :		3	8	55	887	2856	760	42	2	4	1	1	1	5	1	0	0	4626
Percent :		0%	0%	1%	19%	62%	16%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	37	119	32	2	0	0	0	0	0	0	0	0	0	173

Speeds - Average: 54.7 50% : 54.9 67% : 57.6 85% : 61.9 20kph Pace: 40.1 - 60.0 (80.9%)

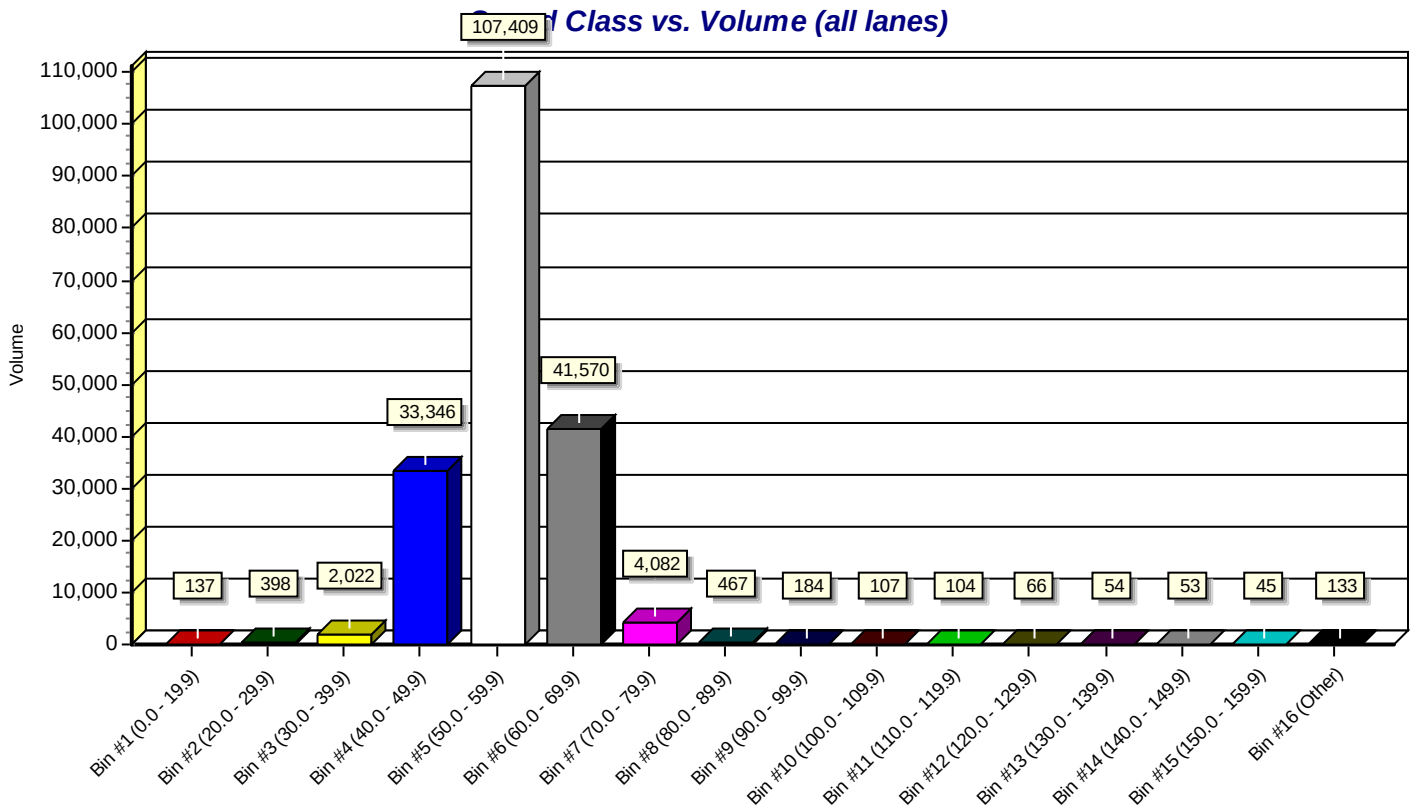
(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
09/05/23	00:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
Tue	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	1	0	1	3	0	1	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	1	10	4	2	0	0	0	0	0	0	0	0	0	17
	05:00	0	0	0	2	24	23	8	1	1	0	1	0	0	0	0	0	60
	06:00	0	0	0	13	73	40	12	0	1	0	0	0	0	0	0	0	139
	07:00	0	0	0	57	224	64	3	0	0	0	0	1	0	0	0	0	349
	08:00	2	7	2	104	244	38	2	0	0	0	0	0	0	0	0	1	400
	09:00	0	1	14	125	248	34	4	0	0	0	1	0	0	0	0	1	428
	10:00	2	5	12	126	242	26	3	1	0	1	0	1	0	0	0	0	419
	11:00	1	1	4	89	259	27	2	0	0	1	1	0	0	0	0	1	386
	12:00	0	1	9	123	216	29	1	1	1	0	0	0	0	0	0	0	381
	13:00	0	1	4	97	222	34	0	0	0	0	1	0	0	0	0	2	361
	14:00	0	0	4	115	229	33	1	0	1	0	0	0	0	0	0	0	383
	15:00	2	1	12	87	183	45	1	2	1	0	3	0	1	0	0	1	339
	16:00	0	0	5	93	223	36	1	0	0	0	1	0	0	0	0	1	360
	17:00	0	0	2	36	213	64	2	1	0	0	0	1	0	0	0	0	319
	18:00	0	0	1	36	119	48	2	2	0	0	0	0	0	0	0	0	208
	19:00	0	0	4	28	94	22	4	0	1	0	0	0	0	0	0	0	153
	20:00	0	0	0	30	64	11	2	0	0	0	1	0	0	0	0	0	108
	21:00	0	0	0	16	37	6	2	0	0	0	0	0	0	0	0	0	61
	22:00	1	0	0	4	19	10	2	0	0	0	0	0	0	0	0	0	36
	23:00	0	0	0	1	3	11	2	0	0	0	0	0	0	0	0	0	17
Daily Total :		8	18	74	1184	2952	609	56	9	6	2	9	3	1	0	0	7	4938
Percent :		0%	0%	1%	24%	60%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	3	49	123	25	2	0	0	0	0	0	0	0	0	0	192

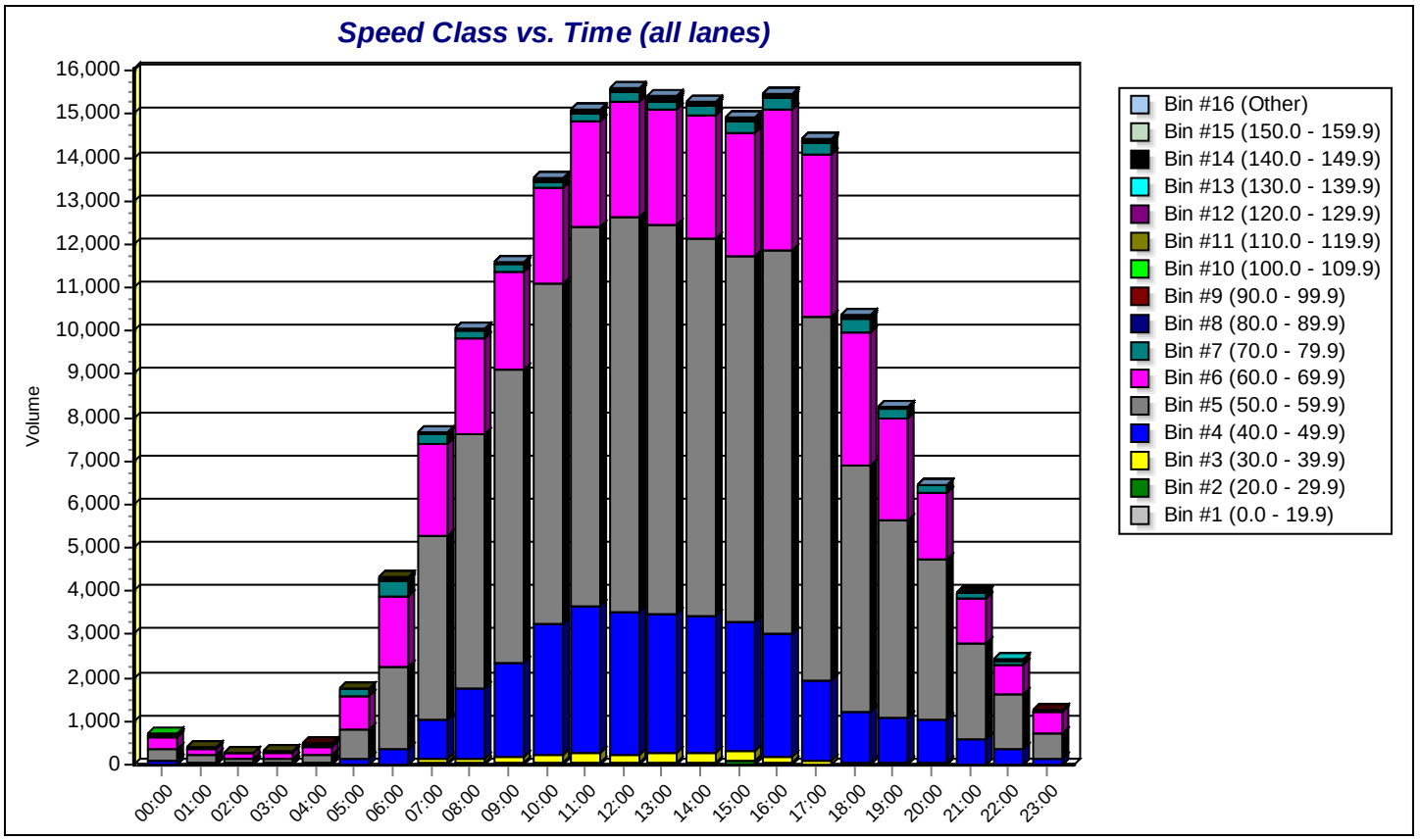
Speeds - Average: 53.7 50% : 54.1 67% : 56.9 85% : 59.9 20kph Pace: 40.1 - 60.0 (83.8%)

Basic Speed Class Summary: P2320001

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Description	Lane	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
TOTAL COUNT :	#1.	83	169	658	11068	52576	28469	3055	281	95	54	52	33	28	28	28	59	96736
	#2.	54	229	1364	22278	54833	13101	1027	186	89	53	52	33	26	25	17	74	93441
		137	398	2022	33346	107409	41570	4082	467	184	107	104	66	54	53	45	133	190177
Percents :	#1.	0%	0%	1%	11%	54%	29%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	51%
	#2.	0%	0%	1%	24%	59%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	49%
		0%	0%	1%	18%	56%	22%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :	#1.	0	0	1	22	104	56	6	1	0	0	0	0	0	0	0	0	190
	#2.	0	0	3	44	109	26	2	0	0	0	0	0	0	0	0	0	184
		0	0	4	66	213	82	8	1	0	0	0	0	0	0	0	0	374
Days & ADT :	#1.	21.0	4606															
	#2.	21.0	4449															
		21.0	9056															
Avg,50,67,85%:	#1.	57.4	57.0	60.2	66.3	50.1	- 70.0	84%										
Pace (pace %)	#2.	54.0	54.3	57.1	60.7	40.1	- 60.0	83%										
		55.7	55.6	58.6	64.5	50.1	- 70.0	78%										

P2320001 Speed Class Charts For Data From: 00:00 - 08/16/2023 To: 23:59 - 09/05/2023





County of Peterborough Historical Counts

County Road 14 at Cr 18 Signal Timing June 2017

	Left Turn	South Bound	West Bound	North Bound	East/West Bound	Pedestrian
Phase	ϕ 1	ϕ 2	ϕ 4	ϕ 5	ϕ 6	ϕ 8
Min Green	20	12	12	5	5	N/A
Max 1	20	20	20	25	25	N/A
Max 2	50	50	50	50	50	N/A
Walk	10	10	10	Overlap	5	5
Ped CLR	10	10	10		10	10

Table 1: Minimum Pedestrian Interval Requirements

	Crosswalk Length (m)	Walk Speed (m / sec)	Minimum Walk (sec)	Minimum Don't Walk (sec)	Minimum Green (sec)
Ward Street North Crosswalk	12.6	1.04	7	12	19
Ward Street South Crosswalk	8.25	1.04	7	8	15
Wilcox Street West Crosswalk	10.6	1.04	7	10	17
Wilcox Street East Crosswalk	11.7	1.04	7	11	18
				Minimum East West Green	19
				Minimum North South Green	18

As indicated the minimum east-west side street interval would require 19 seconds which is the time required for the minimum "Walk" interval and the time required to cross the street ("Minimum Don't Walk"). The pedestrian push button could be actuated extending the green time only when pushed by a pedestrian. However, it is presumed that gaps for pedestrians of 12 seconds (i.e. minimum pedestrian crossing time) or more would be desired upstream and downstream at other intersections and driveways meaning which has been used to determine the minimum green of 12 seconds for traffic during each signal cycle.

Synchro 7 was used to evaluate the operations of the signal for fixed time operation during the AM and PM peak hour. Data was not available from the Tranplan report for the percentage of heavy vehicle traffic so 5% was assumed on Ward Street and 2% was assumed for Willcox Street. The functional specification for the signal area as follows:

1. Two phase operation
2. Capable of operating both semi-actuated and fixed time with loops installed on Willcox Street.
3. Actuated pedestrian capability.
4. Capable of overriding fixed time operation to extend east-west green phase during high volume side street conditions if possible.

The following timing plan is proposed:

Table 2: Timing Plan

Time Period	Operation	Ward Street Green	Ward Street Amber	Ward Street All Red	Willcox Street Green	Willcox Street Amber	Willcox Street All Red	Cycle Length
11 PM - 7 AM	Semi-Actuated	36	4	2	12	4	2	60
	Pedestrian Actuation	29	4	2	19	4	2	60
7AM-3 PM	Fixed Time	49 ~~39~~	4	2	19	4	2	~~70~~ 80
3-6 PM	Fixed Time	49	4	2	19	4	2	80
6 PM -11 PM	Fixed Time	~~49~~ 39	4	2	19	4	2	~~70~~ 80

7pm

7am - 7pm

Basic Volume Report: 014000

Station ID : 014000
Info Line 1 : CR 14, on Ennismore side
Info Line 2 : on eb Cty Rd 14 sign
GPS Lat/Lon :
DB File : DBFILE 110317 - 33.DB

Last Connected Device Type : TT-8-BT
Version Number : 1.07
Serial Number : 95145

Number of Lanes : 1
Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Directional^	Axle	Yes	

Lane #1 Basic Volume Data From: 00:00 - 10/31/2017 To: 23:59 - 10/31/2017

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
103117	T	36	15	5	13	28	123	398	726	936	628	685	697	755	703	783	852	1067	924	420	299	344	219	95	57	10808
Month Total :		36	15	5	13	28	123	398	726	936	628	685	697	755	703	783	852	1067	924	420	299	344	219	95	57	10808
Percent :		0%	0%	0%	0%	0%	1%	4%	7%	9%	6%	6%	6%	7%	7%	7%	8%	10%	9%	4%	3%	3%	2%	1%	1%	
ADT :		36	15	5	13	28	123	398	726	936	628	685	697	755	703	783	852	1067	924	420	299	344	219	95	57	10808

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	0	0	10808	0	0	0	0
# Days :	0.0	0.0	1.0	0.0	0.0	0.0	0.0
ADT :	0	0	10808	0	0	0	0
Percent :	0%	0%	100%	0%	0%	0%	0%

	Total	Percent
Weekday (Mon-Fri) :	10808	100%
ADT :	10808	
Weekend (Sat-Sun) :	0	0%
ADT :	0	

Basic Volume Summary: 014000

Grand Total For Data From: 00:00 - 10/31/2017 To: 23:59 - 10/31/2017

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	36	15	5	13	28	123	398	726	936	628	685	697	755	703	783	852	1067	924	420	299	344	219	95	57	10808
TOTAL	36	15	5	13	28	123	398	726	936	628	685	697	755	703	783	852	1067	924	420	299	344	219	95	57	10808

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	0%	0%	0%	0%	0%	1%	4%	7%	9%	6%	6%	6%	7%	7%	7%	8%	10%	9%	4%	3%	3%	2%	1%	1%
TOTAL	0%	0%	0%	0%	0%	1%	4%	7%	9%	6%	6%	6%	7%	7%	7%	8%	10%	9%	4%	3%	3%	2%	1%	1%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	36	15	5	13	28	123	398	726	936	628	685	697	755	703	783	852	1067	924	420	299	344	219	95	57	10808
TOTAL	36	15	5	13	28	123	398	726	936	628	685	697	755	703	783	852	1067	924	420	299	344	219	95	57	10808

LANE #1

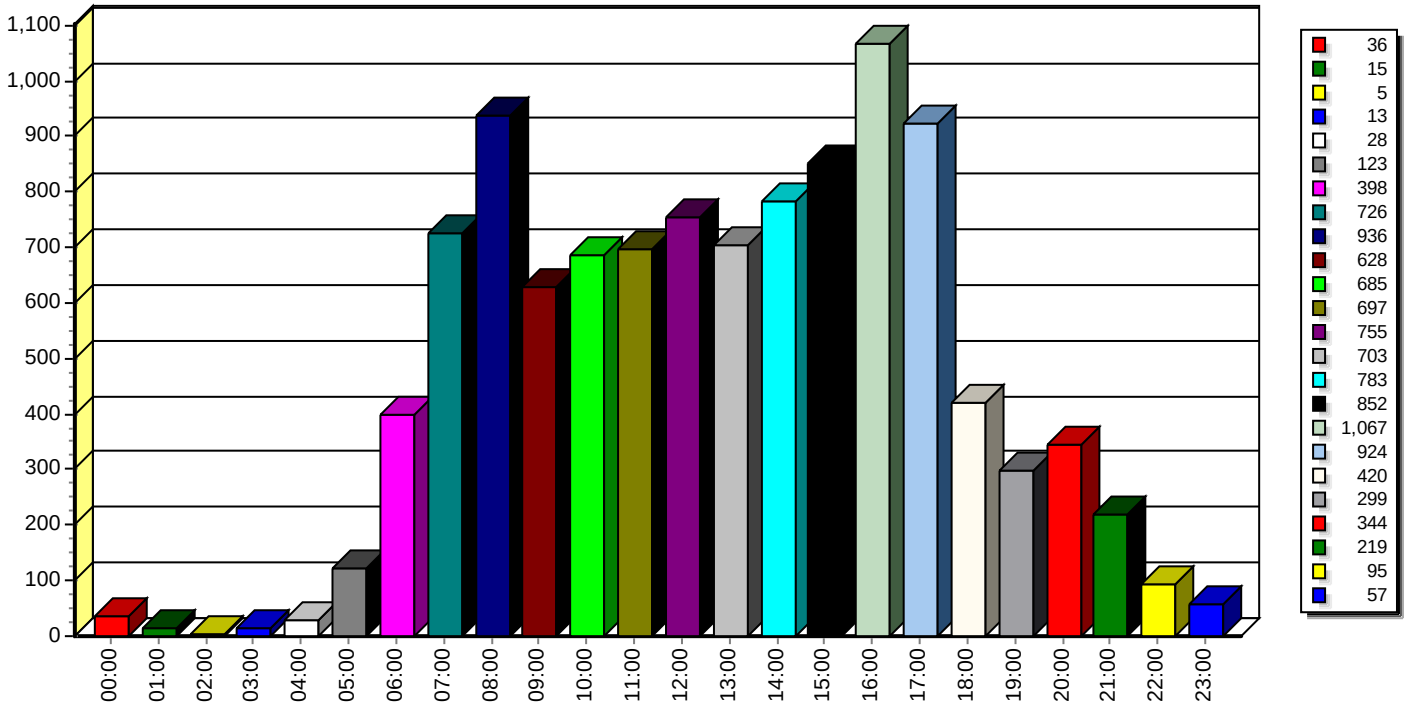
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	10808	0	0	0	0	Weekday (Mon-Fri) :	10808	100%
# Days :	0.0	0.0	1.0	0.0	0.0	0.0	0.0	ADT :	10808	
ADT :	0	0	10808	0	0	0	0	Weekend (Sat-Sun) :	0	0%
Percent :	0%	0%	100%	0%	0%	0%	0%	ADT :	0	

ALL LANES

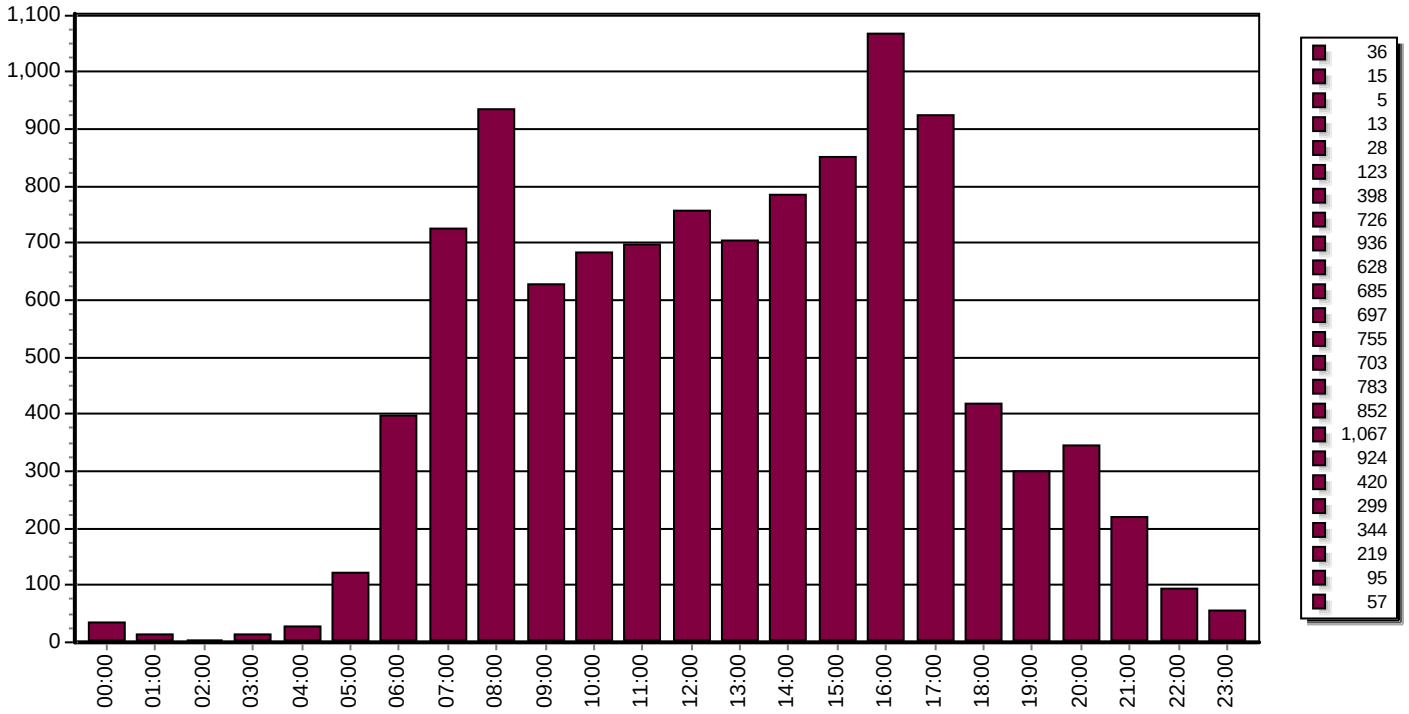
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	10808	0	0	0	0	Weekday (Mon-Fri) :	10808	100%
# Days :	0.0	0.0	1.0	0.0	0.0	0.0	0.0	ADT :	10808	
ADT :	0	0	10808	0	0	0	0	Weekend (Sat-Sun) :	0	0%
Percent :	0%	0%	100%	0%	0%	0%	0%	ADT :	0	

014000 Charts For Data From: 00:00 - 10/31/2017 To: 23:59 - 10/31/2017

ADT Volume vs. Time (all lanes combined)

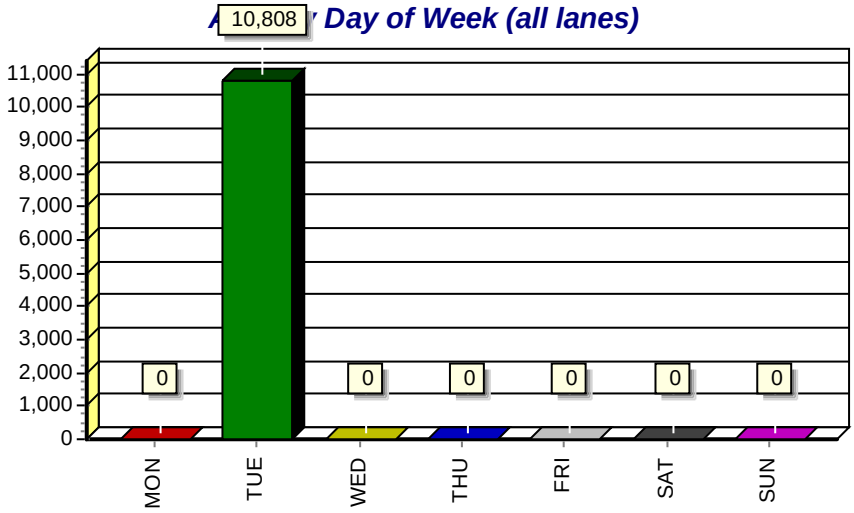


ADT Volume vs. Time (lane comparison)



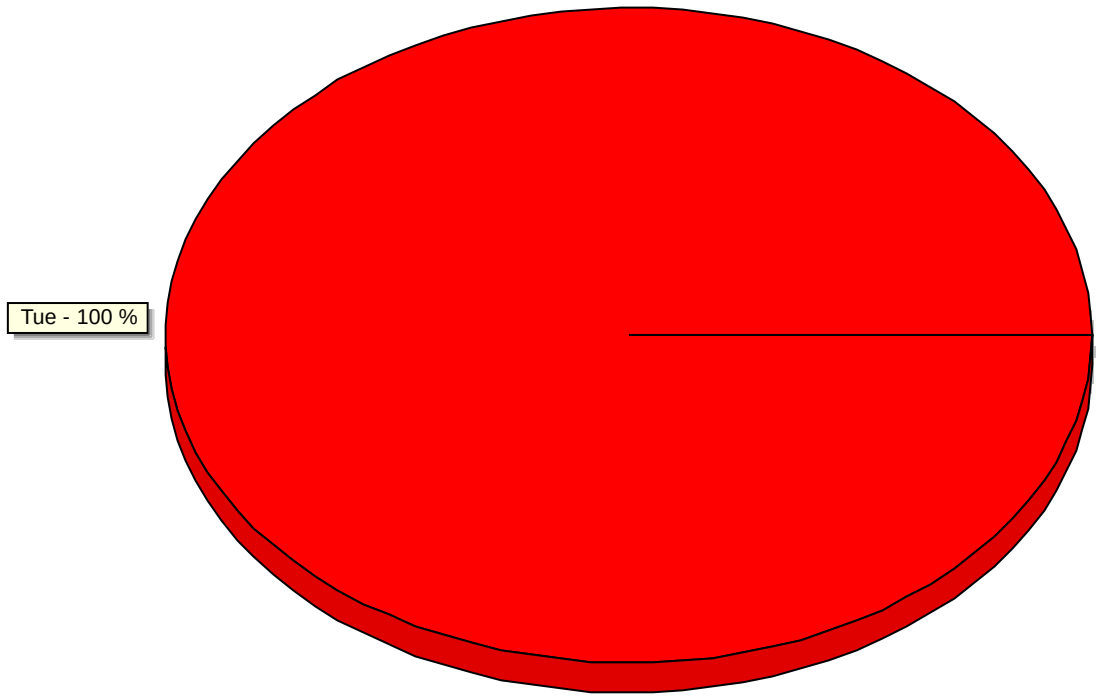
014000 Charts For Data From: 00:00 - 10/31/2017 To: 23:59 - 10/31/2017

A… Day of Week (all lanes)



DAY	ADT	TOTAL	# DAYS
Mon	-	-	-
Tue	10808	10808	1.0
Wed	-	-	-
Thu	-	-	-
Fri	-	-	-
Sat	-	-	-
Sun	-	-	-

Percent of Totals by Day of Week



Basic Axle Classification Report: 014000

Station ID : 014000

Info Line 1 : CR 14, on Ennismore side

Info Line 2 : on eb Cty Rd 14 sign

GPS Lat/Lon :

DB File : 014000.DB

Last Connected Device Type : Unicorn

Version Number : 2.94

Serial Number : 90680

Number of Lanes : 2

Posted Speed Limit : 60.0 kph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	W	WB	Ax-Ax	150 cm	183 cm	

Lane #1 Basic Axle Classification Data From: 00:00 - 08/15/2017 To: 23:59 - 08/15/2017

(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
08/15/17	00:00	0	20	6	0	0	0	0	0	0	0	0	0	0	26
Tue	01:00	0	7	6	0	0	0	0	0	0	0	0	0	0	13
	02:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	03:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	05:00	1	16	4	0	0	0	0	1	0	0	0	0	0	22
	06:00	1	45	37	0	1	1	0	1	0	0	4	0	0	90
	07:00	0	70	65	0	2	2	1	4	2	0	18	0	4	168
	08:00	0	102	56	0	1	2	3	2	4	2	19	2	4	197
	09:00	0	123	49	0	3	4	2	5	4	4	14	1	4	213
	10:00	0	163	68	0	3	2	1	5	5	0	16	0	10	273
	11:00	1	200	70	0	2	0	2	2	9	4	25	2	12	329
	12:00	3	227	77	0	1	5	3	8	5	1	17	3	12	362
	13:00	4	196	69	0	1	4	5	10	9	1	21	3	13	336
	14:00	5	233	85	0	5	3	3	10	7	3	19	2	10	385
	15:00	5	250	90	0	4	2	2	13	11	3	21	2	24	427
	16:00	2	354	122	0	3	3	1	12	7	2	32	3	22	563
	17:00	6	381	153	0	3	2	0	11	10	1	32	5	20	624
	18:00	4	234	86	0	0	0	2	4	6	0	16	1	4	357
	19:00	0	184	67	0	0	1	1	4	3	0	4	0	3	267
	20:00	2	171	46	0	0	0	0	0	2	1	11	0	2	235
	21:00	1	117	42	0	1	0	0	2	1	1	0	1	0	166
	22:00	2	69	18	0	0	0	0	0	1	0	1	0	0	91
	23:00	0	44	14	0	0	0	0	0	1	0	1	0	0	60
Daily Total :		37	3225	1235	0	30	31	26	94	87	23	271	25	144	5228
Percent :		1%	62%	24%	0%	1%	1%	0%	2%	2%	0%	5%	0%	3%	
Average :		2	134	51	0	1	1	1	4	4	1	11	1	6	217

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	E	EB	Ax-Ax	150 cm	183 cm	

Lane #2 Basic Axle Classification Data From: 00:00 - 08/15/2017 To: 23:59 - 08/15/2017

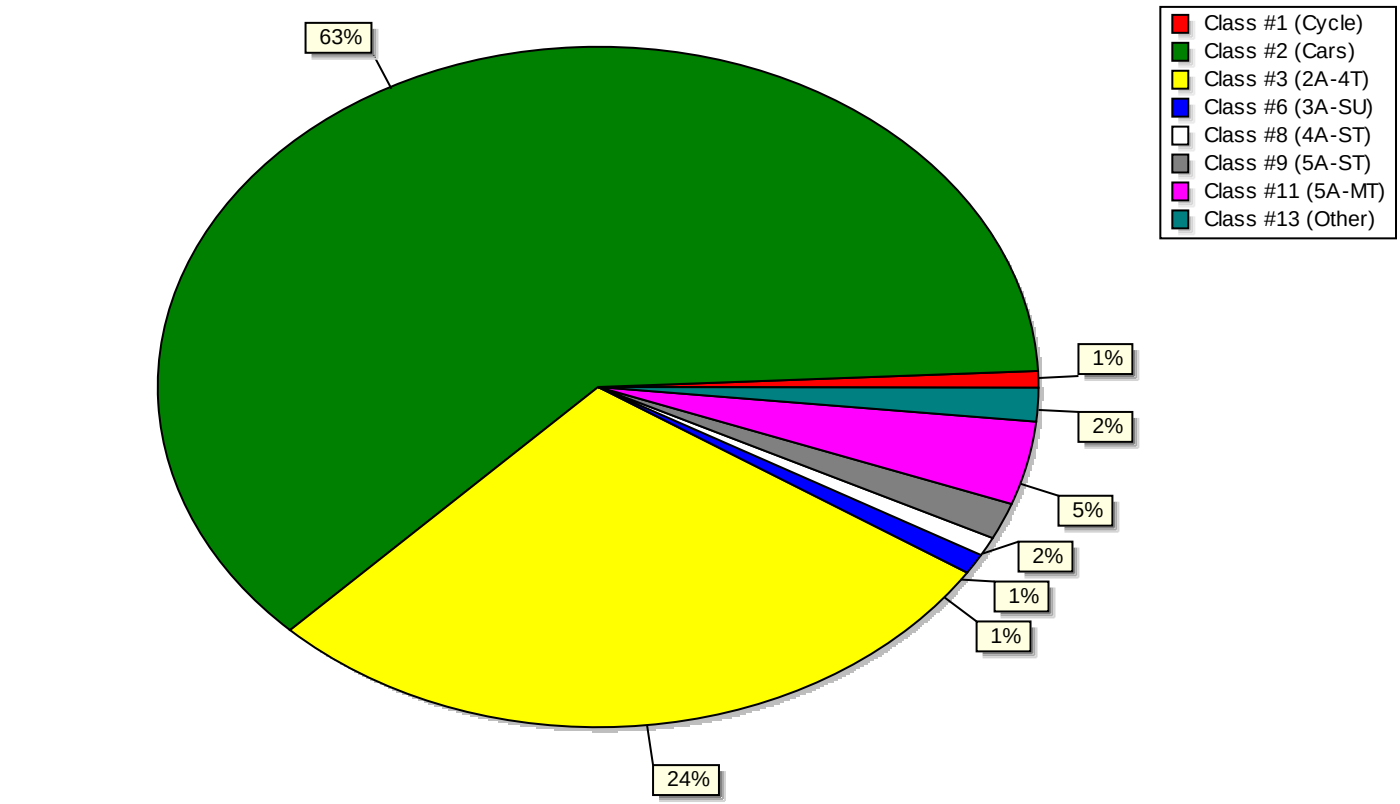
(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
08/15/17	00:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
Tue	01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	04:00	0	21	10	0	0	0	0	0	0	0	0	0	0	31
	05:00	1	69	38	0	1	4	0	0	1	0	1	0	0	115
	06:00	3	184	123	0	1	1	0	2	0	0	5	0	0	319
	07:00	3	309	152	0	2	0	3	4	6	0	16	0	3	498
	08:00	3	353	124	0	1	2	1	2	6	0	15	0	3	510
	09:00	2	280	81	0	0	3	4	4	3	1	13	0	3	394
	10:00	3	238	91	0	0	3	2	5	7	1	18	1	9	378
	11:00	4	223	81	0	1	4	2	4	1	0	28	2	6	356
	12:00	3	209	77	0	2	5	1	6	6	0	30	2	7	348
	13:00	4	230	72	1	0	2	2	3	7	2	29	1	6	359
	14:00	5	213	66	0	2	4	2	1	6	1	27	2	7	336
	15:00	6	202	66	0	3	3	1	8	5	0	30	2	7	333
	16:00	2	162	81	0	3	3	1	4	8	3	19	2	3	291
	17:00	0	144	78	0	0	1	4	2	8	2	24	1	2	266
	18:00	5	167	68	0	1	0	0	2	5	2	16	0	2	268
	19:00	4	124	40	0	0	1	0	1	3	0	10	0	2	185
	20:00	0	118	46	0	0	0	0	2	0	1	7	1	2	177
	21:00	0	75	17	0	0	0	0	1	0	0	4	0	0	97
	22:00	0	51	10	0	0	0	0	0	0	0	1	0	0	62
	23:00	0	17	7	0	0	0	0	0	0	0	0	0	0	24
Daily Total :		48	3404	1334	1	17	36	23	51	72	13	293	14	62	5368
Percent :		1%	63%	25%	0%	0%	1%	0%	1%	1%	0%	5%	0%	1%	
Average :		2	142	56	0	1	2	1	2	3	1	12	1	3	226

Basic Axle Class Summary: 014000

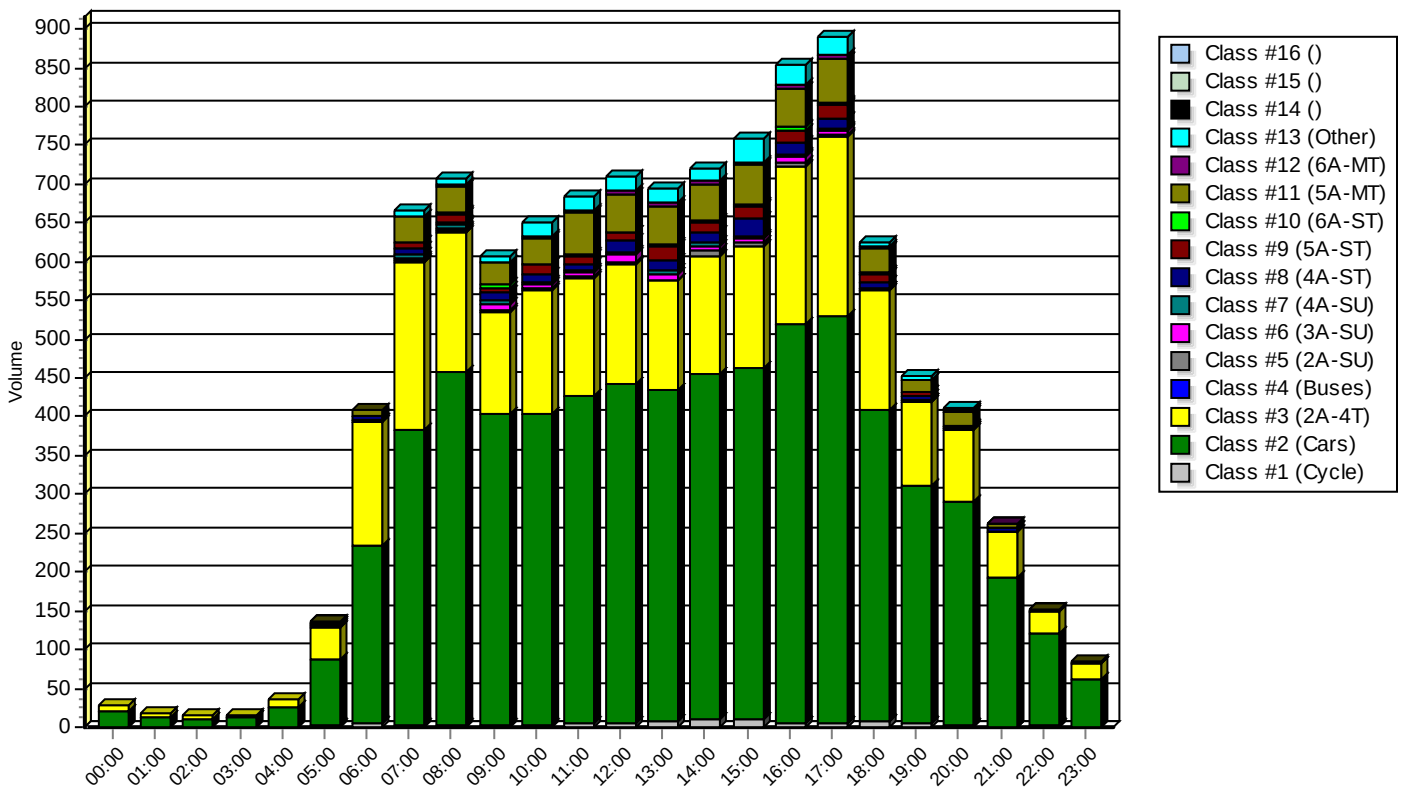
(DEFAULTC) Description	Lane	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
TOTAL COUNT :	#1.	37	3225	1235	0	30	31	26	94	87	23	271	25	144	5228
	#2.	48	3404	1334	1	17	36	23	51	72	13	293	14	62	5368
		85	6629	2569	1	47	67	49	145	159	36	564	39	206	10596
Percents :	#1.	1%	62%	24%	0%	1%	1%	0%	2%	2%	0%	5%	0%	3%	49%
	#2.	1%	63%	25%	0%	0%	1%	0%	1%	1%	0%	5%	0%	1%	51%
		1%	63%	24%	0%	0%	1%	0%	1%	2%	0%	5%	0%	2%	
Average :	#1.	2	134	51	0	1	1	1	4	4	1	11	1	6	217
	#2.	2	142	56	0	1	2	1	2	3	1	12	1	3	226
		4	276	107	0	2	3	2	6	7	2	23	2	9	443
Days & ADT :	#1.	1.0	5228												
	#2.	1.0	5368												
		1.0	10596												

014000 Axle Class Charts For Data From: 00:00 - 08/15/2017 To: 23:59 - 08/15/2017

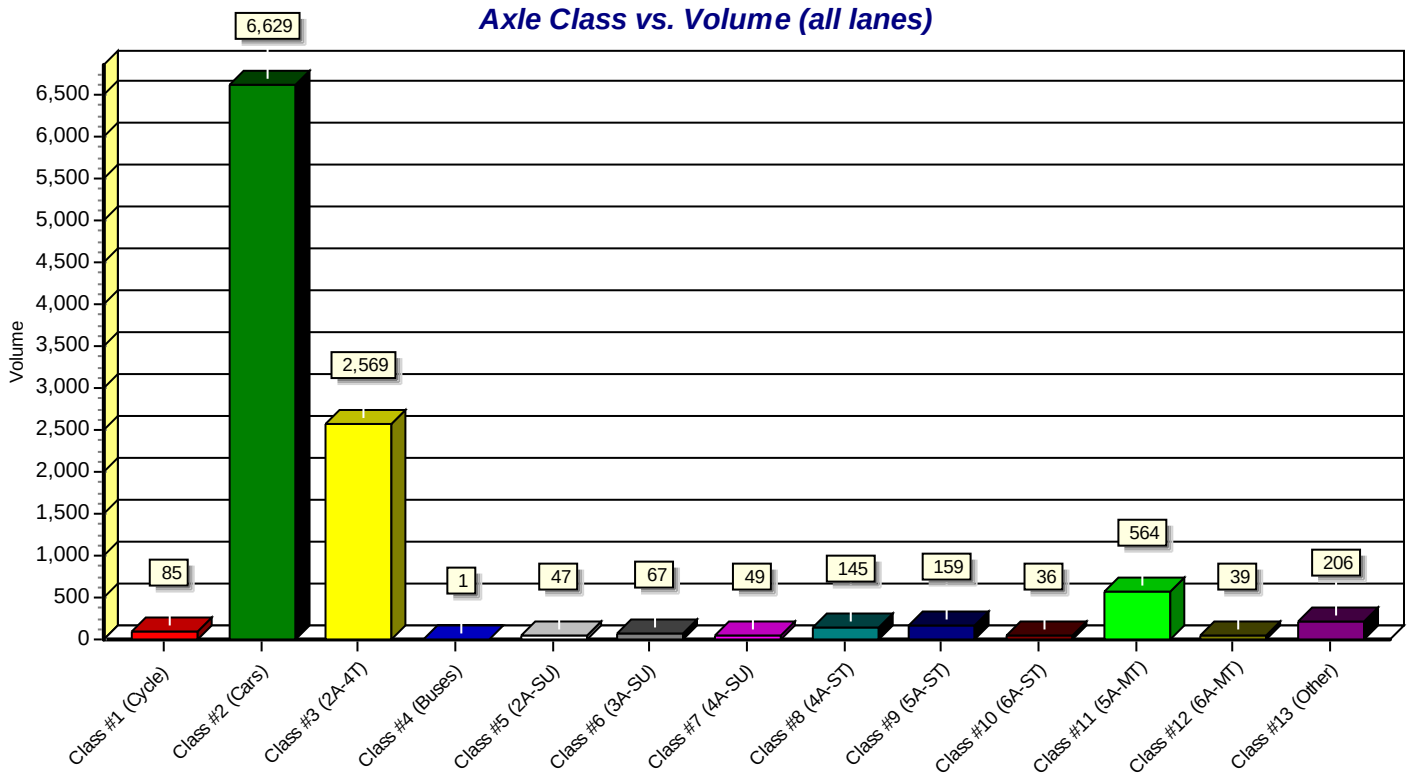
Axle Class Percentages:



Axle Class vs. Time (all lanes)



014000 Axle Class Charts For Data From: 00:00 - 08/15/2017 To: 23:59 - 08/15/2017



Basic Speed Classification Report: 014000

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	W	WB	Ax-Ax	150 cm	183 cm	

Lane #1 Basic Speed Classification Data From: 00:00 - 08/15/2017 To: 23:59 - 08/15/2017

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/15/17	00:00	0	0	0	0	7	14	5	0	0	0	0	0	0	0	0	0	26
Tue	01:00	0	0	0	0	4	7	1	1	0	0	0	0	0	0	0	0	13
	02:00	0	0	1	1	2	4	0	1	0	0	0	0	0	0	0	0	9
	03:00	0	0	0	1	3	4	1	1	0	0	0	0	0	0	0	0	10
	04:00	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	5
	05:00	0	0	1	5	7	8	1	0	0	0	0	0	0	0	0	0	22
	06:00	0	0	0	6	45	33	5	1	0	0	0	0	0	0	0	0	90
	07:00	0	0	0	17	96	51	1	1	0	0	0	1	0	0	0	1	168
	08:00	0	0	4	29	104	55	3	1	0	0	1	0	0	0	0	0	197
	09:00	0	4	6	55	114	32	2	0	0	0	0	0	0	0	0	0	213
	10:00	2	6	8	77	157	20	0	1	0	1	0	0	0	0	1	0	273
	11:00	2	6	26	112	169	14	0	0	0	0	0	0	0	0	0	0	329
	12:00	6	19	42	136	139	17	2	0	0	0	1	0	0	0	0	0	362
	13:00	7	5	43	146	115	15	2	2	0	0	1	0	0	0	0	0	336
	14:00	4	11	29	128	183	25	2	0	0	1	1	1	0	0	0	0	385
	15:00	2	15	42	149	191	22	1	1	0	1	1	0	0	0	0	2	427
	16:00	2	8	48	191	262	45	2	0	0	0	0	1	0	1	1	2	563
	17:00	3	8	45	135	354	77	2	0	0	0	0	0	0	0	0	0	624
	18:00	0	2	4	49	213	85	1	2	0	1	0	0	0	0	0	0	357
	19:00	0	0	1	56	137	68	5	0	0	0	0	0	0	0	0	0	267
	20:00	0	3	7	39	133	49	3	0	0	0	0	0	0	0	0	1	235
	21:00	0	0	0	26	103	36	1	0	0	0	0	0	0	0	0	0	166
	22:00	0	0	0	9	53	26	3	0	0	0	0	0	0	0	0	0	91
	23:00	0	0	0	7	38	14	1	0	0	0	0	0	0	0	0	0	60
Daily Total :		28	87	307	1374	2631	722	46	12	0	4	5	3	0	1	2	6	5228
Percent :		1%	2%	6%	26%	50%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	4	13	57	110	30	2	1	0	0	0	0	0	0	0	0	226

Speeds - Average: 52.2 50% : 53.3 67% : 56.5 85% : 60.4 20kph Pace: 40.1 - 60.0 (76.6%)

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	E	EB	Ax-Ax	150 cm	183 cm	

Lane #2 Basic Speed Classification Data From: 00:00 - 08/15/2017 To: 23:59 - 08/15/2017

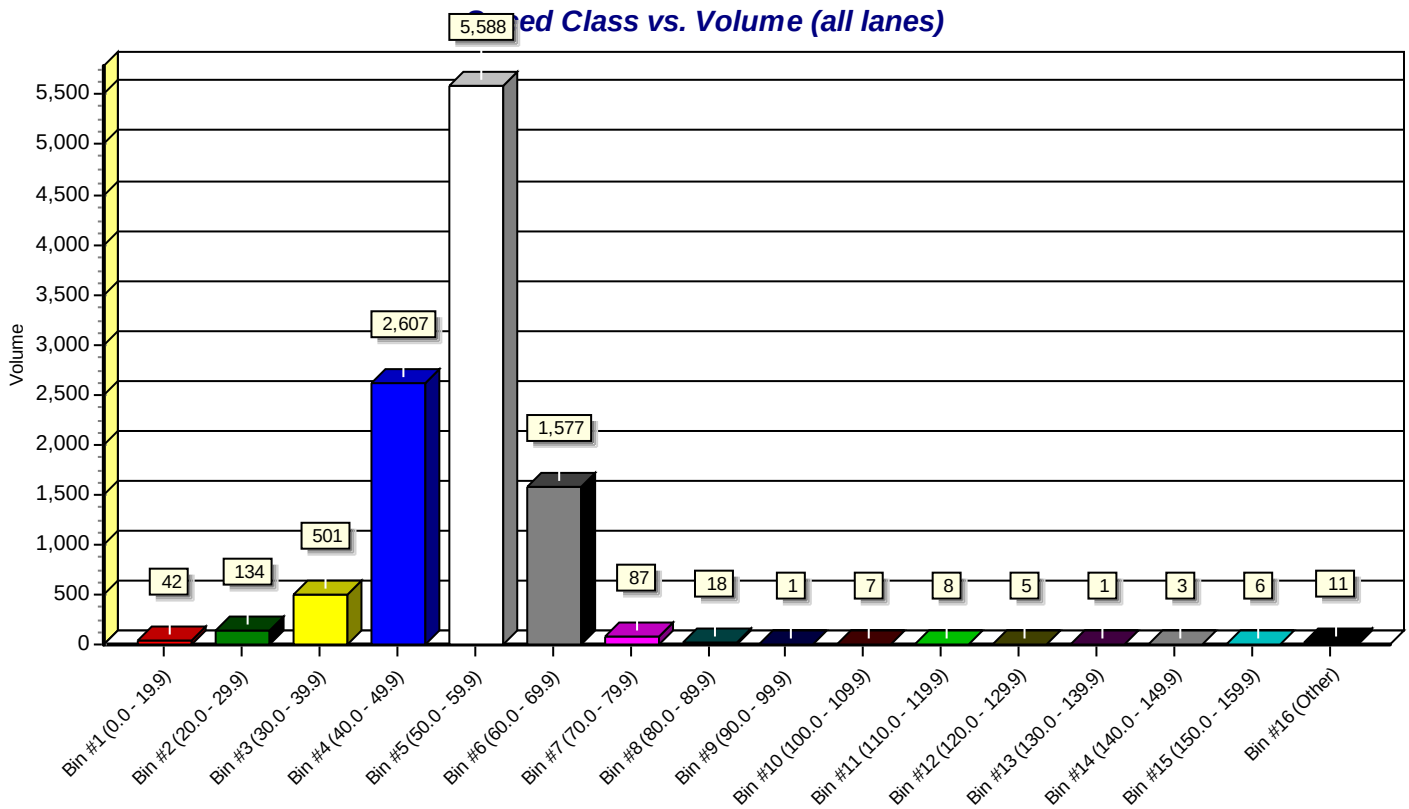
(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/15/17	00:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Tue	01:00	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	6
	02:00	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	6
	03:00	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	6
	04:00	0	0	0	4	11	14	2	0	0	0	0	0	0	0	0	0	31
	05:00	0	0	2	13	62	35	2	1	0	0	0	0	0	0	0	0	115
	06:00	0	1	0	15	178	116	7	1	0	0	0	1	0	0	0	0	319
	07:00	0	1	3	37	325	129	0	1	0	1	0	1	0	0	0	0	498
	08:00	1	0	3	64	335	107	0	0	0	0	0	0	0	0	0	0	510
	09:00	1	2	15	92	233	49	2	0	0	0	0	0	0	0	0	0	394
	10:00	0	2	19	117	212	26	0	0	0	0	0	0	0	0	0	2	378
	11:00	1	5	21	118	189	20	1	0	0	1	0	0	0	0	0	0	356
	12:00	1	4	22	119	181	17	1	1	0	0	0	0	1	0	1	0	348
	13:00	1	5	18	152	156	24	0	0	1	0	0	0	0	0	0	2	359
	14:00	1	6	12	126	157	31	1	1	0	0	0	0	0	1	0	0	336
	15:00	3	8	27	116	145	30	0	0	0	1	1	0	0	0	2	0	333
	16:00	0	4	14	63	159	46	4	1	0	0	0	0	0	0	0	0	291
	17:00	0	2	10	40	159	47	6	0	0	0	1	0	0	0	1	0	266
	18:00	3	4	7	45	139	62	6	0	0	0	1	0	0	1	0	0	268
	19:00	1	1	6	38	105	32	2	0	0	0	0	0	0	0	0	0	185
	20:00	0	1	11	31	101	32	1	0	0	0	0	0	0	0	0	0	177
	21:00	1	0	1	25	57	10	2	0	0	0	0	0	0	0	0	1	97
	22:00	0	1	1	14	32	12	2	0	0	0	0	0	0	0	0	0	62
	23:00	0	0	1	1	9	12	1	0	0	0	0	0	0	0	0	0	24
Daily Total :		14	47	194	1233	2957	855	41	6	1	3	3	2	1	2	4	5	5368
Percent :		0%	1%	4%	23%	55%	16%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	2	8	51	123	36	2	0	0	0	0	0	0	0	0	0	218

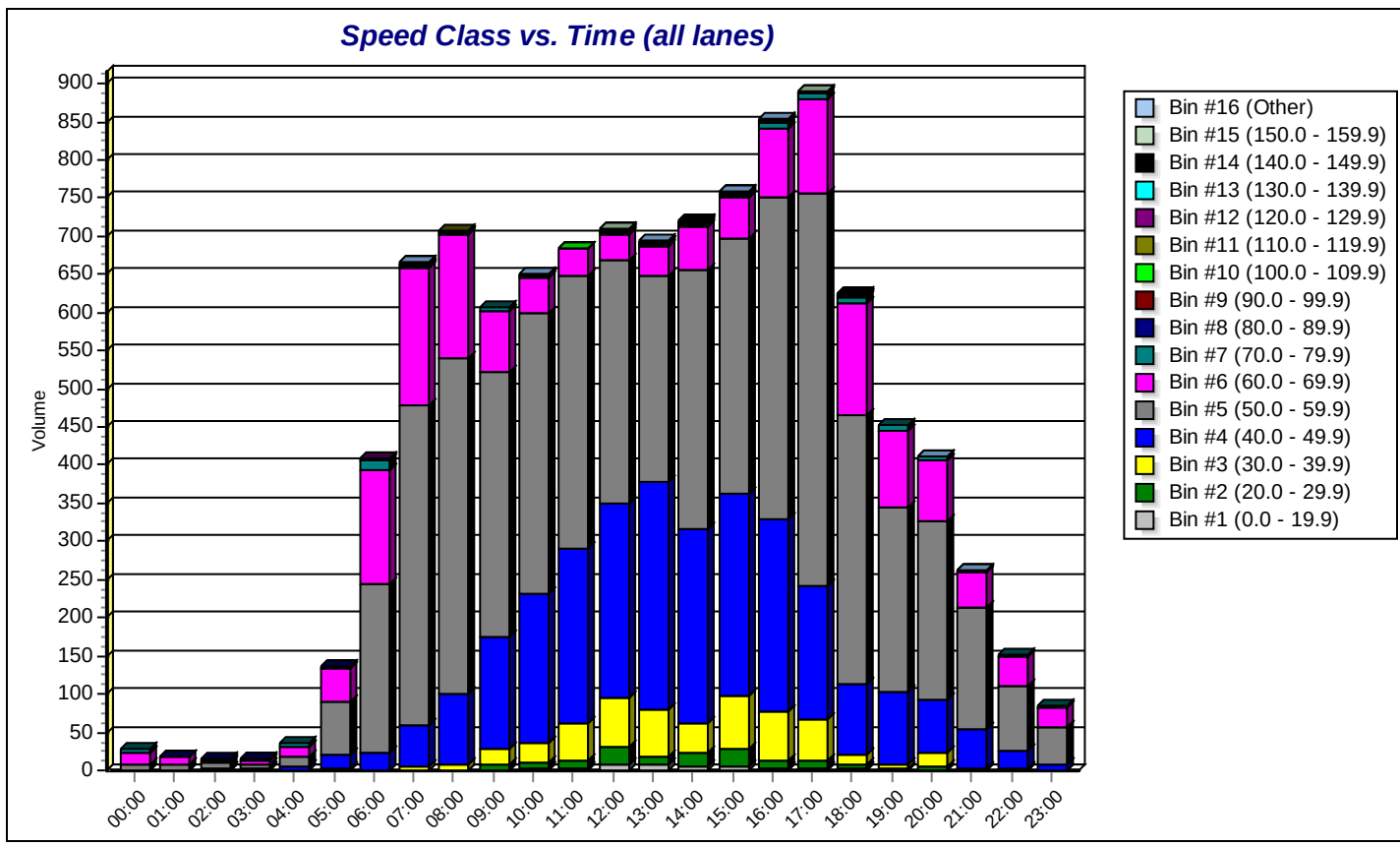
Speeds - Average: 53.5 50% : 54.2 67% : 57.2 85% : 61.6 20kph Pace: 40.1 - 60.0 (78.1%)

Basic Speed Class Summary: 014000

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Description	Lane	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
TOTAL COUNT :	#1.	28	87	307	1374	2631	722	46	12	0	4	5	3	0	1	2	6	5228
	#2.	14	47	194	1233	2957	855	41	6	1	3	3	2	1	2	4	5	5368
		42	134	501	2607	5588	1577	87	18	1	7	8	5	1	3	6	11	10596
Percents :	#1.	1%	2%	6%	26%	50%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	49%
	#2.	0%	1%	4%	23%	55%	16%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	51%
		0%	1%	5%	25%	53%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :	#1.	1	4	13	57	110	30	2	1	0	0	0	0	0	0	0	0	218
	#2.	1	2	8	51	123	36	2	0	0	0	0	0	0	0	0	0	223
		2	6	21	108	233	66	4	1	0	0	0	0	0	0	0	0	441
Days & ADT :	#1.	1.0	5228															
	#2.	1.0	5368															
		1.0	10596															
Avg,50,67,85%:	#1.	52.2	53.3	56.5	60.4	40.1	- 60.0	77%										
Pace (pace %)	#2.	53.5	54.2	57.2	61.6	40.1	- 60.0	78%										
		52.8	53.7	56.9	61.0	40.1	- 60.0	77%										

014000 Speed Class Charts For Data From: 00:00 - 08/15/2017 To: 23:59 - 08/15/2017





Basic Volume Report: 014000

Station ID : 014000
Info Line 1 : CR 14, on Ennismore side
Info Line 2 : on eb Cty Rd 14 sign
GPS Lat/Lon :
DB File : DBFILE 110317 - 33.DB

Last Connected Device Type : TT-8-BT
Version Number : 1.07
Serial Number : 95145

Number of Lanes : 1
Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Directional^	Axle	Yes	

Lane #1 Basic Volume Data From: 00:00 - 10/31/2017 To: 23:59 - 10/31/2017

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
103117	T	36	15	5	13	28	123	398	726	936	628	685	697	755	703	783	852	1067	924	420	299	344	219	95	57	10808
Month Total :		36	15	5	13	28	123	398	726	936	628	685	697	755	703	783	852	1067	924	420	299	344	219	95	57	10808
Percent :		0%	0%	0%	0%	0%	1%	4%	7%	9%	6%	6%	6%	7%	7%	7%	8%	10%	9%	4%	3%	3%	2%	1%	1%	
ADT :		36	15	5	13	28	123	398	726	936	628	685	697	755	703	783	852	1067	924	420	299	344	219	95	57	10808

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	0	0	10808	0	0	0	0
# Days :	0.0	0.0	1.0	0.0	0.0	0.0	0.0
ADT :	0	0	10808	0	0	0	0
Percent :	0%	0%	100%	0%	0%	0%	0%

	Total	Percent
Weekday (Mon-Fri) :	10808	100%
ADT :	10808	
Weekend (Sat-Sun) :	0	0%
ADT :	0	

Basic Volume Summary: 014000

Grand Total For Data From: 00:00 - 10/31/2017 To: 23:59 - 10/31/2017

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	36	15	5	13	28	123	398	726	936	628	685	697	755	703	783	852	1067	924	420	299	344	219	95	57	10808
TOTAL	36	15	5	13	28	123	398	726	936	628	685	697	755	703	783	852	1067	924	420	299	344	219	95	57	10808

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	0%	0%	0%	0%	0%	1%	4%	7%	9%	6%	6%	6%	7%	7%	7%	8%	10%	9%	4%	3%	3%	2%	1%	1%
TOTAL	0%	0%	0%	0%	0%	1%	4%	7%	9%	6%	6%	6%	7%	7%	7%	8%	10%	9%	4%	3%	3%	2%	1%	1%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	36	15	5	13	28	123	398	726	936	628	685	697	755	703	783	852	1067	924	420	299	344	219	95	57	10808
TOTAL	36	15	5	13	28	123	398	726	936	628	685	697	755	703	783	852	1067	924	420	299	344	219	95	57	10808

LANE #1

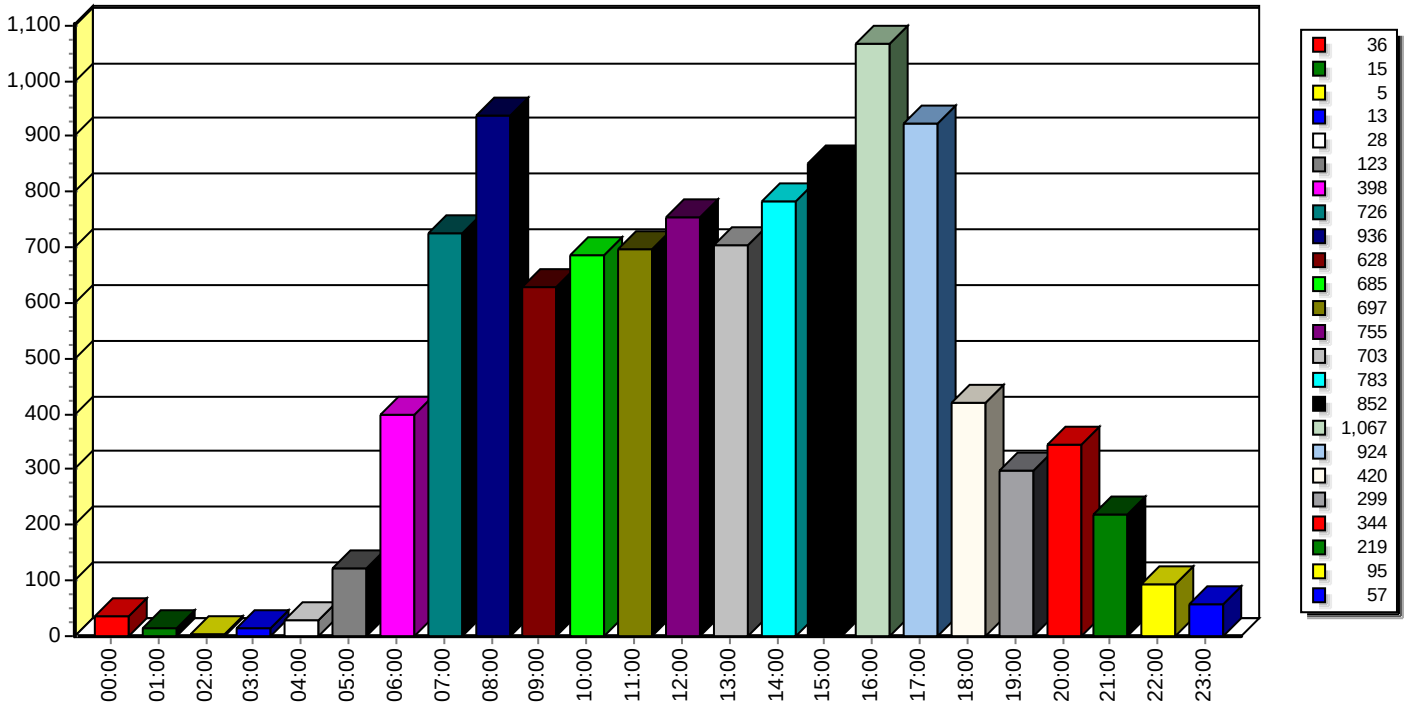
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	10808	0	0	0	0	Weekday (Mon-Fri) :	10808	100%
# Days :	0.0	0.0	1.0	0.0	0.0	0.0	0.0	ADT :	10808	
ADT :	0	0	10808	0	0	0	0	Weekend (Sat-Sun) :	0	0%
Percent :	0%	0%	100%	0%	0%	0%	0%	ADT :	0	

ALL LANES

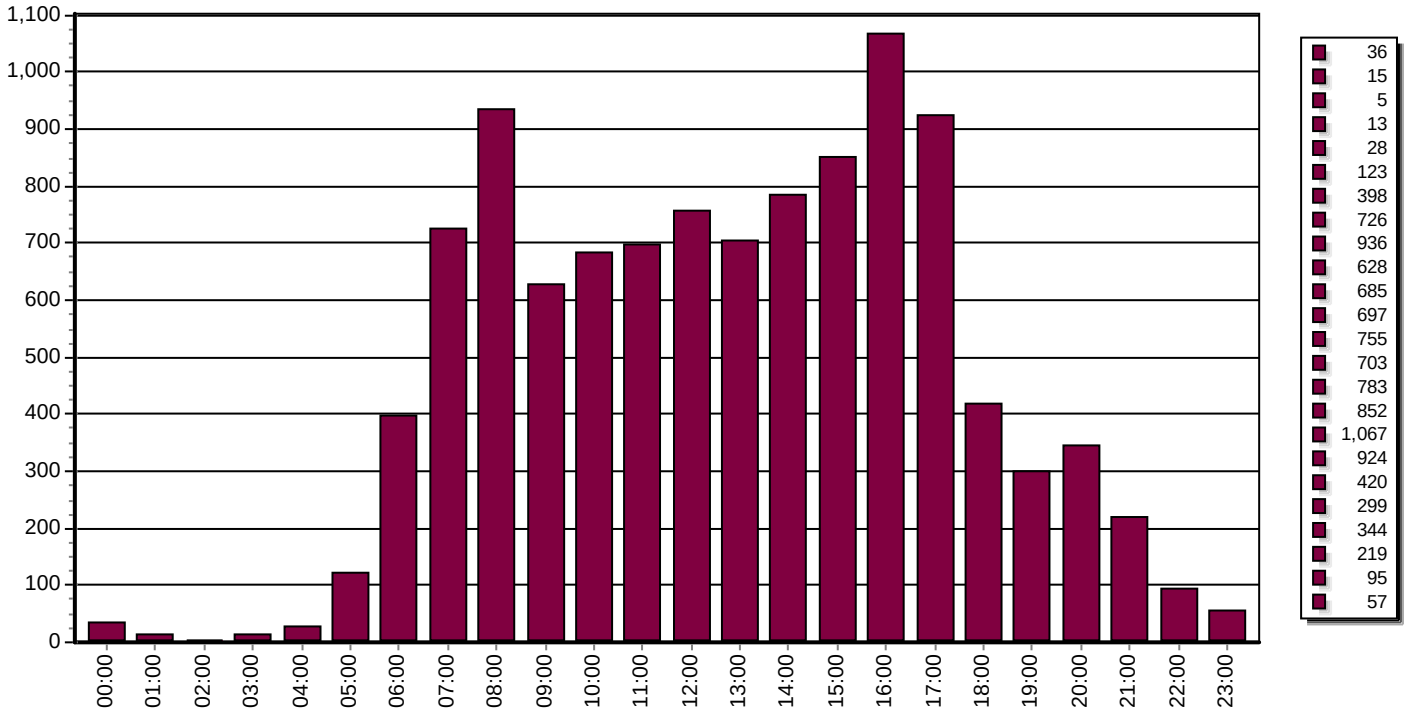
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	10808	0	0	0	0	Weekday (Mon-Fri) :	10808	100%
# Days :	0.0	0.0	1.0	0.0	0.0	0.0	0.0	ADT :	10808	
ADT :	0	0	10808	0	0	0	0	Weekend (Sat-Sun) :	0	0%
Percent :	0%	0%	100%	0%	0%	0%	0%	ADT :	0	

014000 Charts For Data From: 00:00 - 10/31/2017 To: 23:59 - 10/31/2017

ADT Volume vs. Time (all lanes combined)

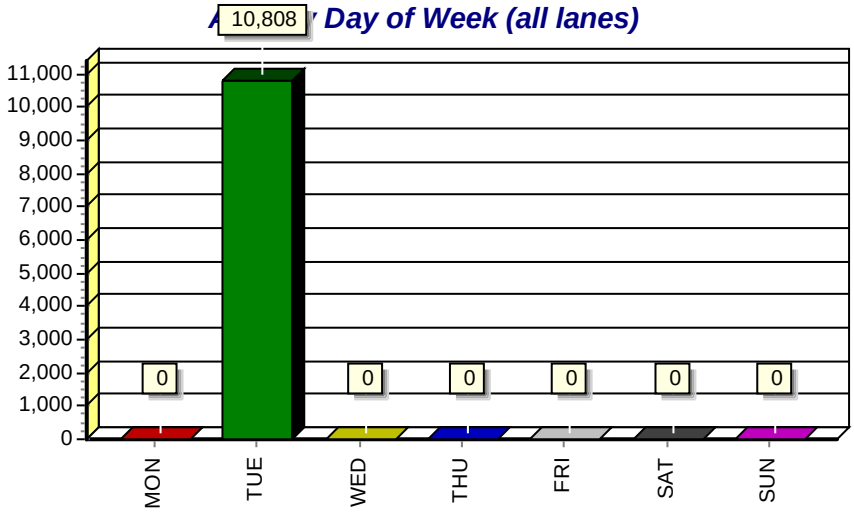


ADT Volume vs. Time (lane comparison)



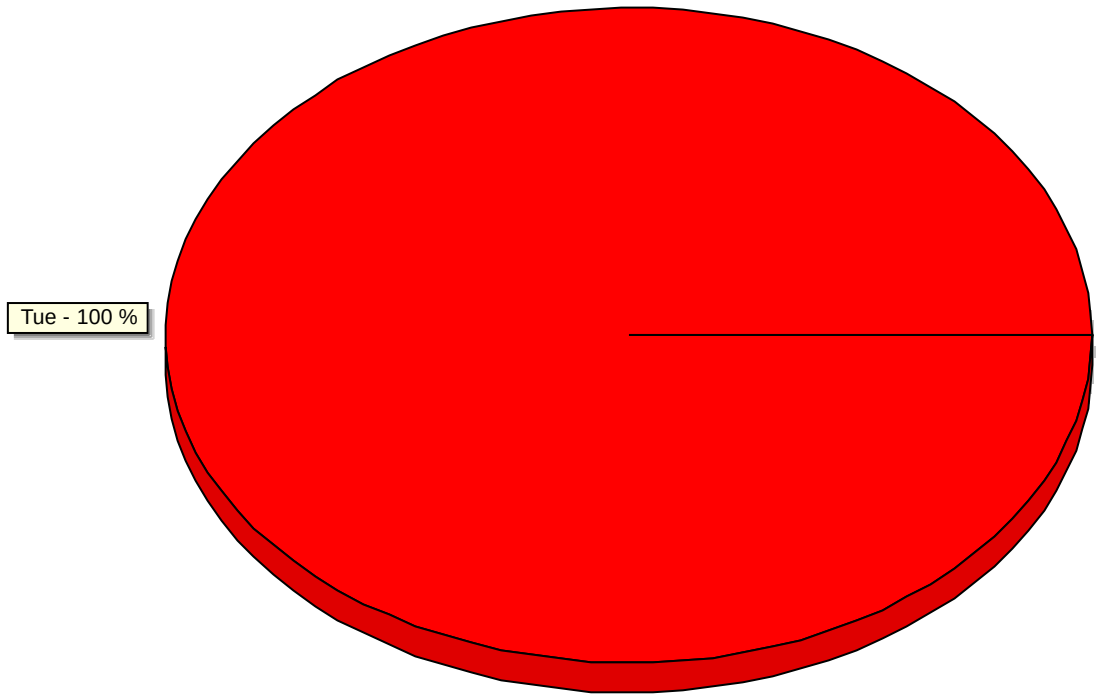
014000 Charts For Data From: 00:00 - 10/31/2017 To: 23:59 - 10/31/2017

A… Day of Week (all lanes)



DAY	ADT	TOTAL	# DAYS
Mon	-	-	-
Tue	10808	10808	1.0
Wed	-	-	-
Thu	-	-	-
Fri	-	-	-
Sat	-	-	-
Sun	-	-	-

Percent of Totals by Day of Week



Basic Volume Report: 01400000

Station ID : 01400000
Info Line 1 : CR-14, on Ennismore side
Info Line 2 : on eb Cty Rd 14 sign
GPS Lat/Lon :
DB File : 01400000.DB

Last Connected Device Type : TT-8-BT
Version Number : 1.03
Serial Number : 060807-0017 TT8

Number of Lanes : 1
Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Normal	Axle	Yes	

Lane #1 Basic Volume Data From: 00:00 - 05/21/2020 To: 23:59 - 05/21/2020

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
052120	T	23	17	7	8	31	123	293	559	655	678	766	816	880	885	857	866	945	849	588	440	316	182	107	51	10942
Month Total :		23	17	7	8	31	123	293	559	655	678	766	816	880	885	857	866	945	849	588	440	316	182	107	51	10942
Percent :		0%	0%	0%	0%	0%	1%	3%	5%	6%	6%	7%	7%	8%	8%	8%	8%	9%	8%	5%	4%	3%	2%	1%	0%	
ADT :		23	17	7	8	31	123	293	559	655	678	766	816	880	885	857	866	945	849	588	440	316	182	107	51	10942

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	0	0	0	0	10942	0	0
# Days :	0.0	0.0	0.0	0.0	1.0	0.0	0.0
ADT :	0	0	0	0	10942	0	0
Percent :	0%	0%	0%	0%	100%	0%	0%

	Total	Percent
Weekday (Mon-Fri) :	10942	100%
ADT :	10942	
Weekend (Sat-Sun) :	0	0%
ADT :	0	

Basic Volume Summary: 01400000

Grand Total For Data From: 00:00 - 05/21/2020 To: 23:59 - 05/21/2020

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	23	17	7	8	31	123	293	559	655	678	766	816	880	885	857	866	945	849	588	440	316	182	107	51	10942
TOTAL	23	17	7	8	31	123	293	559	655	678	766	816	880	885	857	866	945	849	588	440	316	182	107	51	10942

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	0%	0%	0%	0%	0%	1%	3%	5%	6%	6%	7%	7%	8%	8%	8%	8%	9%	8%	5%	4%	3%	2%	1%	0%
TOTAL	0%	0%	0%	0%	0%	1%	3%	5%	6%	6%	7%	7%	8%	8%	8%	8%	9%	8%	5%	4%	3%	2%	1%	0%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	23	17	7	8	31	123	293	559	655	678	766	816	880	885	857	866	945	849	588	440	316	182	107	51	10942
TOTAL	23	17	7	8	31	123	293	559	655	678	766	816	880	885	857	866	945	849	588	440	316	182	107	51	10942

LANE #1

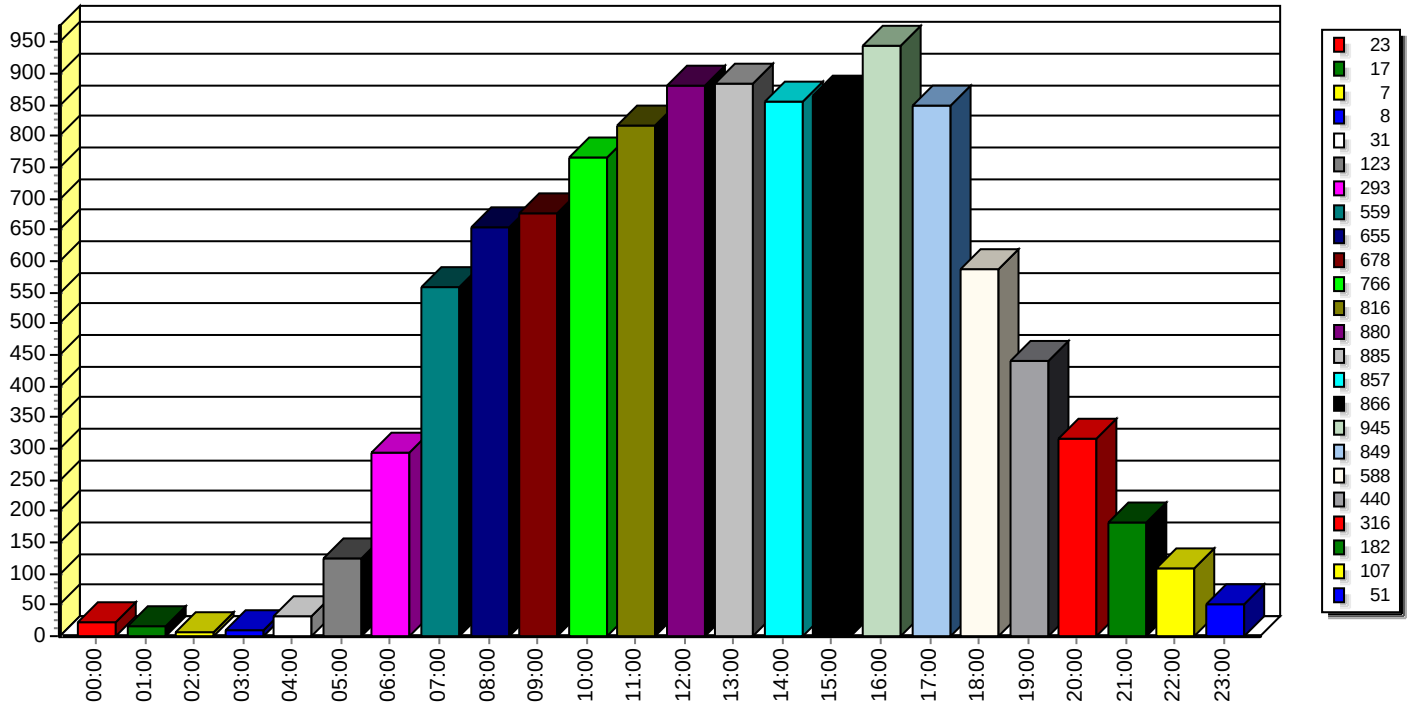
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	0	0	10942	0	0	Weekday (Mon-Fri) :	10942	100%
# Days :	0.0	0.0	0.0	0.0	1.0	0.0	0.0	ADT :	10942	
ADT :	0	0	0	0	10942	0	0	Weekend (Sat-Sun) :	0	0%
Percent :	0%	0%	0%	0%	100%	0%	0%	ADT :	0	

ALL LANES

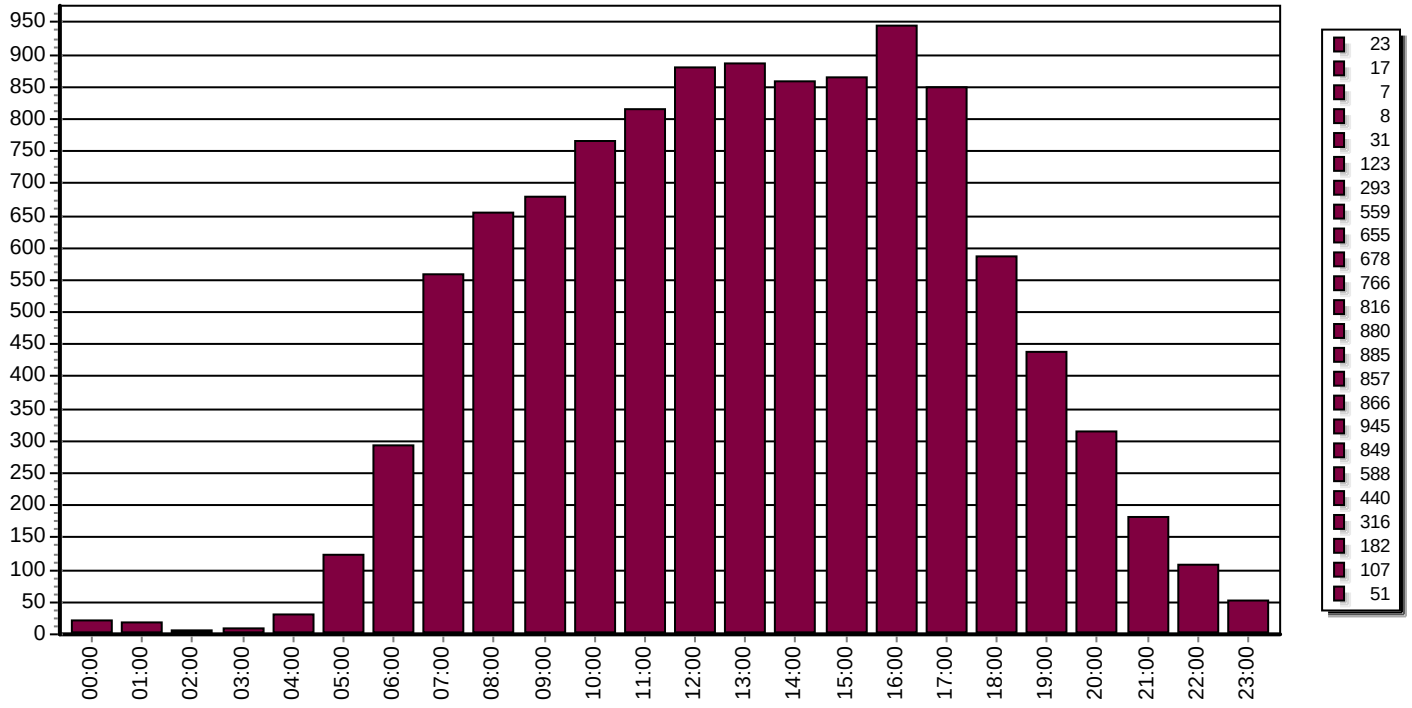
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	0	0	10942	0	0	Weekday (Mon-Fri) :	10942	100%
# Days :	0.0	0.0	0.0	0.0	1.0	0.0	0.0	ADT :	10942	
ADT :	0	0	0	0	10942	0	0	Weekend (Sat-Sun) :	0	0%
Percent :	0%	0%	0%	0%	100%	0%	0%	ADT :	0	

01400000 Charts For Data From: 00:00 - 05/21/2020 To: 23:59 - 05/21/2020

ADT Volume vs. Time (all lanes combined)

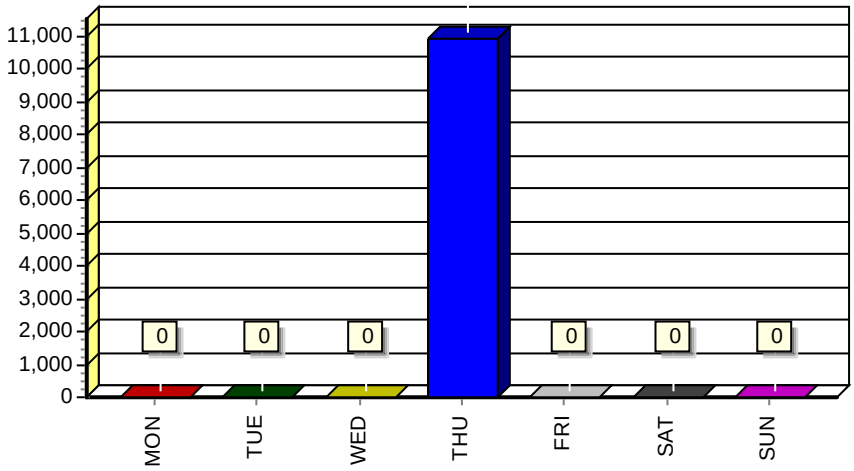


ADT Volume vs. Time (lane comparison)



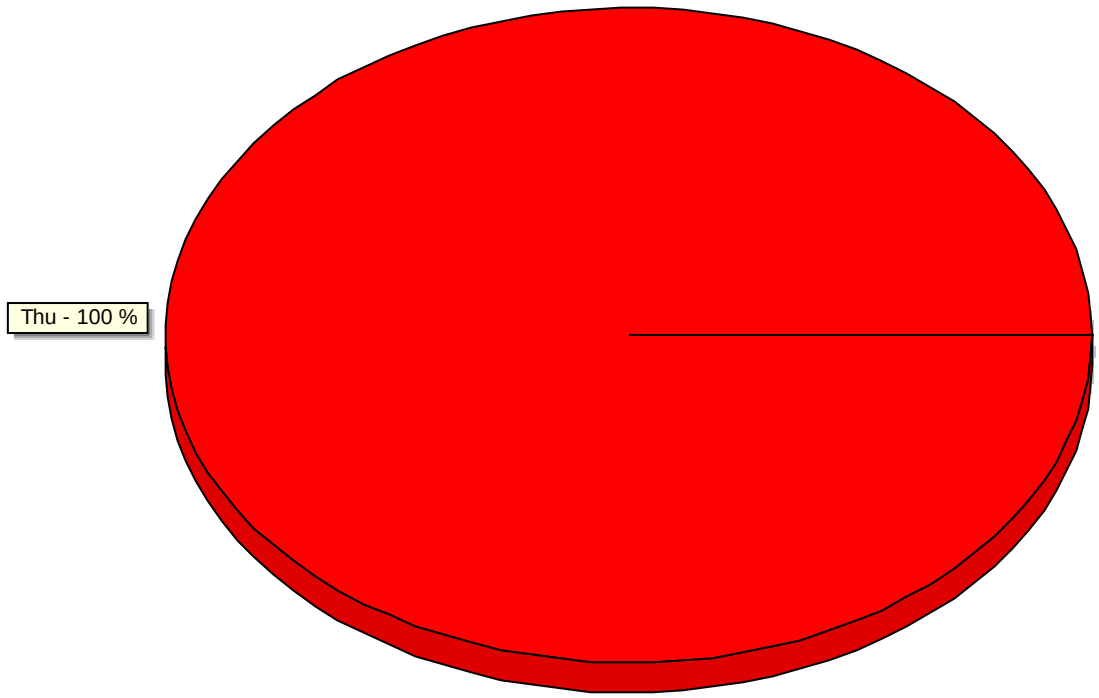
01400000 Charts For Data From: 00:00 - 05/21/2020 To: 23:59 - 05/21/2020

ADT By Day of 10,942 (all lanes)



DAY	ADT	TOTAL	# DAYS
Mon	-	-	-
Tue	-	-	-
Wed	-	-	-
Thu	10942	10942	1.0
Fri	-	-	-
Sat	-	-	-
Sun	-	-	-

Percent of Totals by Day of Week



Basic Axle Classification Report: 01400000

Station ID : 01400000

Info Line 1 : CR-14, on Ennismore side

Info Line 2 : on eb Cty Rd 14 sign

GPS Lat/Lon :

DB File : DBFILE 072220 - 13.DB

Last Connected Device Type : Unicorn

Version Number : 2.94

Serial Number : 53191

Number of Lanes : 2

Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	W	WB	Ax-Ax	150 cm	183 cm	

Lane #1 Basic Axle Classification Data From: 00:00 - 07/21/2020 To: 23:59 - 07/21/2020

(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
07/21/20	00:00	0	19	8	0	0	0	0	0	1	0	0	0	0	28
Tue	01:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
	02:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	03:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	04:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
	05:00	0	20	7	0	0	0	0	0	0	0	0	0	0	27
	06:00	0	39	36	0	1	1	1	2	1	0	6	0	1	88
	07:00	0	84	61	0	2	4	2	7	1	1	17	2	8	189
	08:00	1	114	58	0	2	7	1	4	3	2	12	0	6	210
	09:00	2	144	67	0	8	2	2	5	6	1	28	1	5	271
	10:00	3	156	75	0	4	4	2	8	5	1	23	1	2	284
	11:00	1	197	88	0	0	7	3	6	1	1	23	1	10	338
	12:00	1	229	92	1	2	3	3	12	6	1	35	3	15	403
	13:00	3	208	89	0	3	5	2	8	6	4	28	0	19	375
	14:00	5	215	79	0	3	3	1	12	6	2	29	4	15	374
	15:00	2	264	116	0	5	3	2	8	8	3	25	4	18	458
	16:00	5	341	148	1	2	4	3	5	6	3	37	3	20	578
	17:00	3	308	166	0	2	1	0	9	3	1	30	0	14	537
	18:00	1	198	92	0	1	0	0	6	1	0	10	0	1	310
	19:00	6	167	62	0	0	0	1	2	2	0	6	0	2	248
	20:00	1	132	35	0	0	0	0	2	1	0	5	1	1	178
	21:00	5	91	28	0	0	0	0	1	0	0	3	0	1	129
	22:00	1	40	16	0	0	0	0	0	0	0	2	0	0	59
	23:00	0	23	6	0	0	0	0	0	0	0	0	0	0	29
Daily Total :		40	3014	1338	2	35	44	23	97	57	20	319	20	138	5147
Percent :		1%	59%	26%	0%	1%	1%	0%	2%	1%	0%	6%	0%	3%	
Average :		2	126	56	0	1	2	1	4	2	1	13	1	6	215

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	E	EB	Ax-Ax	150 cm	183 cm	

Lane #2 Basic Axle Classification Data From: 00:00 - 07/21/2020 To: 23:59 - 07/21/2020

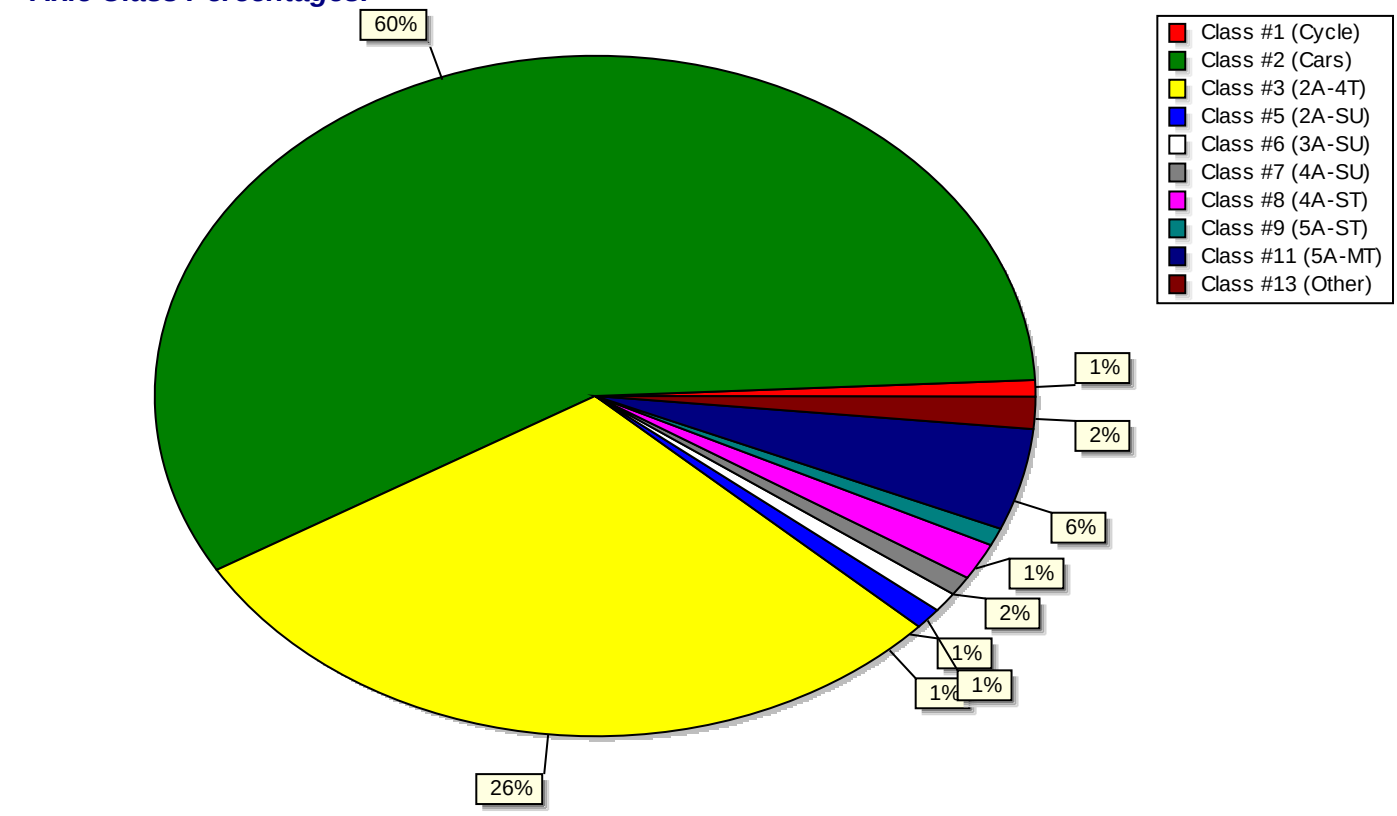
(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
07/21/20	00:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
Tue	01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	03:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
	04:00	0	11	10	0	0	0	0	0	0	0	0	0	0	21
	05:00	0	68	55	0	3	0	0	1	0	0	0	0	0	127
	06:00	2	132	113	0	3	6	1	1	2	0	3	0	0	263
	07:00	1	239	155	0	2	4	0	5	0	2	14	2	2	426
	08:00	3	284	118	0	4	4	0	5	1	1	16	1	4	441
	09:00	1	273	82	0	3	3	3	7	4	3	18	0	1	398
	10:00	3	269	90	0	6	7	5	3	5	3	16	5	1	413
	11:00	6	247	91	0	1	6	4	4	3	0	25	2	3	392
	12:00	3	220	91	0	3	6	2	9	8	2	26	0	4	374
	13:00	5	214	84	0	1	4	3	7	7	6	17	3	4	355
	14:00	1	233	78	0	1	4	3	6	9	4	25	1	4	369
	15:00	3	217	68	0	2	6	4	8	3	3	30	2	3	349
	16:00	2	184	88	0	0	6	2	4	4	0	33	1	4	328
	17:00	4	147	81	0	0	6	4	4	5	0	25	3	3	282
	18:00	0	175	53	0	0	0	0	4	2	0	12	1	1	248
	19:00	3	140	51	0	0	2	3	1	2	0	11	0	0	213
	20:00	1	103	31	0	0	0	0	2	0	0	5	0	0	142
	21:00	3	75	27	0	0	0	0	0	0	0	2	0	0	107
	22:00	1	33	11	0	0	0	0	0	0	0	0	0	0	45
	23:00	0	20	4	0	0	0	0	0	0	0	0	0	0	24
Daily Total :		42	3309	1388	0	29	64	34	71	55	24	278	21	34	5349
Percent :		1%	62%	26%	0%	1%	1%	1%	1%	1%	0%	5%	0%	1%	
Average :		2	138	58	0	1	3	1	3	2	1	12	1	1	223

Basic Axle Class Summary: 01400000

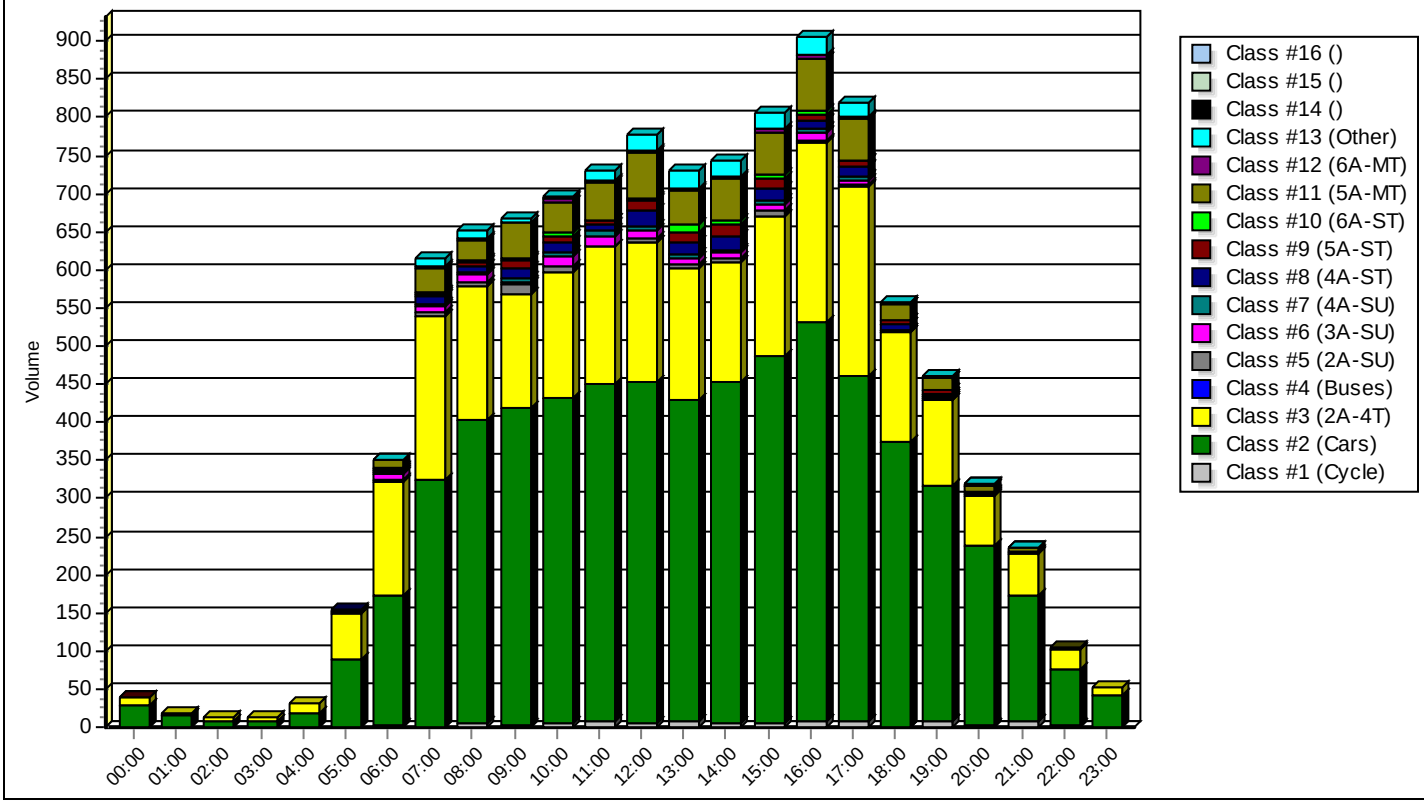
(DEFAULTC) Description	Lane	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
TOTAL COUNT :	#1.	40	3014	1338	2	35	44	23	97	57	20	319	20	138	5147
	#2.	42	3309	1388	0	29	64	34	71	55	24	278	21	34	5349
		82	6323	2726	2	64	108	57	168	112	44	597	41	172	10496
Percents :	#1.	1%	59%	26%	0%	1%	1%	0%	2%	1%	0%	6%	0%	3%	49%
	#2.	1%	62%	26%	0%	1%	1%	1%	1%	1%	0%	5%	0%	1%	51%
		1%	60%	26%	0%	1%	1%	1%	2%	1%	0%	6%	0%	2%	
Average :	#1.	2	126	56	0	1	2	1	4	2	1	13	1	6	215
	#2.	2	138	58	0	1	3	1	3	2	1	12	1	1	223
		4	264	114	0	2	5	2	7	4	2	25	2	7	438
Days & ADT :	#1.	1.0	5147												
	#2.	1.0	5349												
		1.0	10496												

01400000 Axle Class Charts For Data From: 00:00 - 07/21/2020 To: 23:59 - 07/21/2020

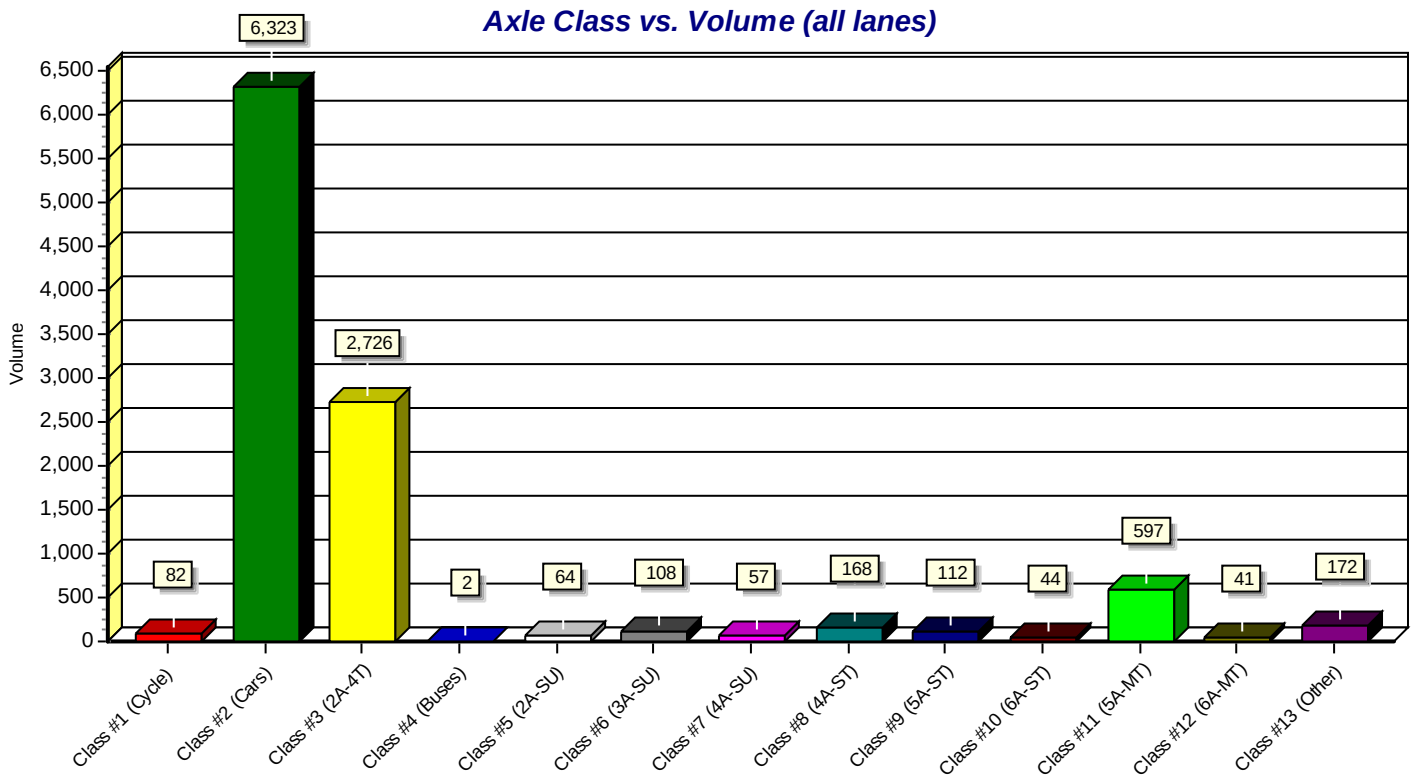
Axle Class Percentages:



Axle Class vs. Time (all lanes)



01400000 Axle Class Charts For Data From: 00:00 - 07/21/2020 To: 23:59 - 07/21/2020



Basic Speed Classification Report: 01400000

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	W	WB	Ax-Ax	150 cm	183 cm	

Lane #1 Basic Speed Classification Data From: 00:00 - 07/21/2020 To: 23:59 - 07/21/2020

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
07/21/20	00:00	0	0	0	4	13	10	1	0	0	0	0	0	0	0	0	0	28
Tue	01:00	0	0	0	3	5	4	0	0	0	0	0	0	0	0	0	0	12
	02:00	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	6
	03:00	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	5
	04:00	0	0	1	0	5	5	0	0	0	0	0	0	0	0	0	0	11
	05:00	0	0	0	7	14	5	1	0	0	0	0	0	0	0	0	0	27
	06:00	0	0	2	12	43	25	1	1	2	0	1	0	0	0	0	1	88
	07:00	0	1	15	46	85	37	4	0	0	1	0	0	0	0	0	0	189
	08:00	0	0	12	43	118	36	0	0	0	1	0	0	0	0	0	0	210
	09:00	2	4	14	78	151	19	1	2	0	0	0	0	0	0	0	0	271
	10:00	1	10	24	88	141	18	0	0	0	1	0	0	0	1	0	0	284
	11:00	3	2	7	149	156	20	0	0	1	0	0	0	0	0	0	0	338
	12:00	1	3	21	166	192	16	2	0	0	0	0	1	0	0	0	1	403
	13:00	9	5	31	158	159	11	2	0	0	0	0	0	0	0	0	0	375
	14:00	6	9	32	159	159	6	2	1	0	0	0	0	0	0	0	0	374
	15:00	2	4	25	193	215	15	0	2	0	1	0	0	0	0	0	1	458
	16:00	5	11	21	206	305	25	1	2	0	0	0	0	1	0	0	1	578
	17:00	0	3	25	115	300	89	4	0	0	0	0	0	0	0	0	1	537
	18:00	0	2	0	26	180	100	2	0	0	0	0	0	0	0	0	0	310
	19:00	0	1	5	37	135	66	2	0	1	0	0	0	0	0	0	1	248
	20:00	0	1	1	19	105	52	0	0	0	0	0	0	0	0	0	0	178
	21:00	0	1	1	19	70	35	2	0	0	0	1	0	0	0	0	0	129
	22:00	0	0	1	3	38	16	1	0	0	0	0	0	0	0	0	0	59
	23:00	0	0	0	1	18	10	0	0	0	0	0	0	0	0	0	0	29
Daily Total :		29	57	239	1533	2611	624	27	8	4	4	2	1	1	1	0	6	5147
Percent :		1%	1%	5%	30%	51%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	2	10	64	109	26	1	0	0	0	0	0	0	0	0	0	223

Speeds - Average: 51.9 50% : 52.9 67% : 56.2 85% : 59.7 20kph Pace: 40.1 - 60.0 (80.5%)

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	E	EB	Ax-Ax	150 cm	183 cm	

Lane #2 Basic Speed Classification Data From: 00:00 - 07/21/2020 To: 23:59 - 07/21/2020

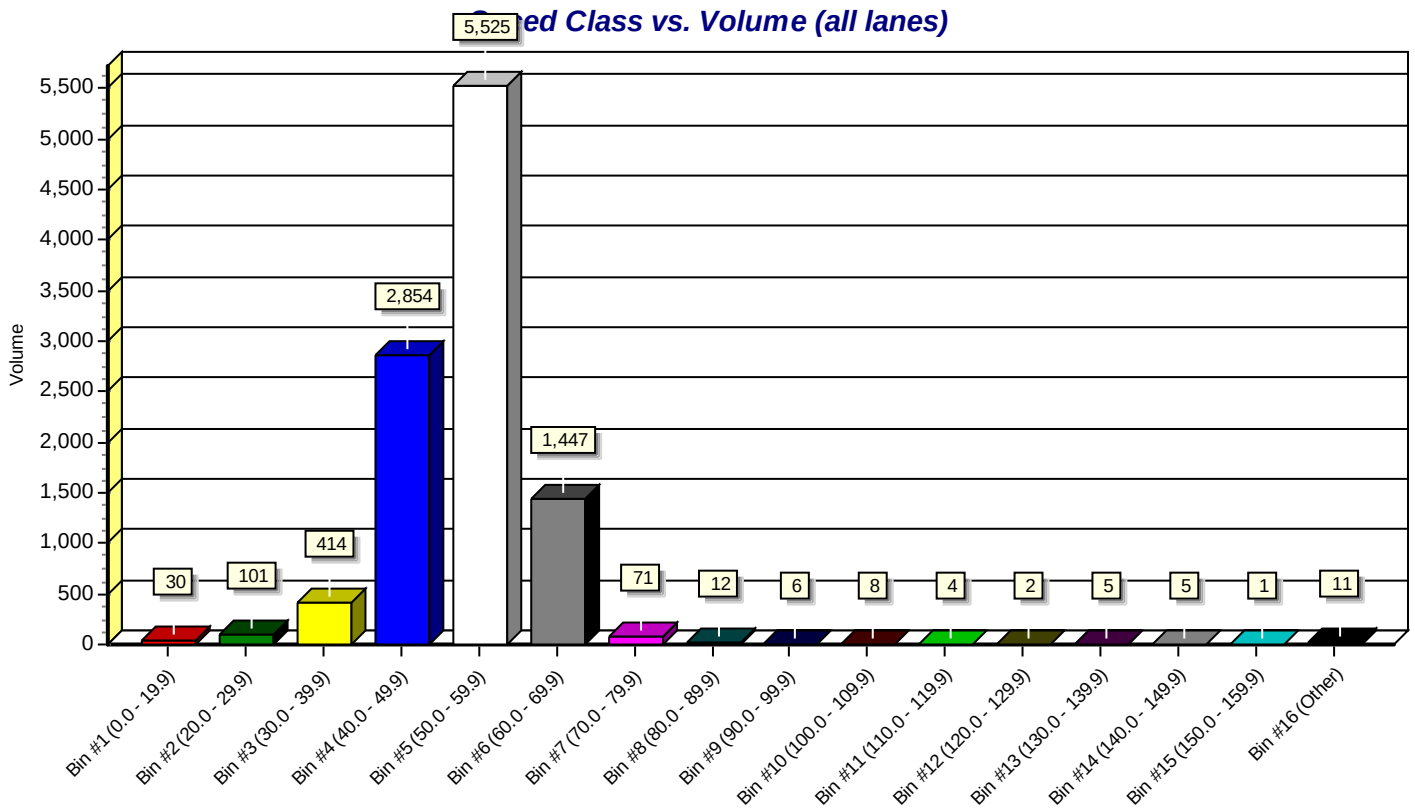
(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
07/21/20	00:00	0	0	0	2	6	4	0	0	0	0	0	0	0	0	0	0	12
Tue	01:00	0	0	1	1	3	2	0	0	0	0	0	0	0	0	0	0	7
	02:00	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	6
	03:00	0	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	7
	04:00	0	0	0	1	9	9	2	0	0	0	0	0	0	0	0	0	21
	05:00	0	1	0	9	63	50	4	0	0	0	0	0	0	0	0	0	127
	06:00	0	2	3	29	160	65	3	0	1	0	0	0	0	0	0	0	263
	07:00	0	3	9	64	268	80	1	0	0	0	0	0	0	0	0	1	426
	08:00	0	1	5	60	284	86	4	0	0	0	0	0	0	1	0	0	441
	09:00	0	3	20	141	205	27	0	0	0	0	0	0	0	0	1	1	398
	10:00	0	8	15	109	231	49	1	0	0	0	0	0	0	0	0	0	413
	11:00	0	2	10	138	197	40	3	0	0	0	0	0	1	1	0	0	392
	12:00	0	0	12	121	196	41	2	2	0	0	0	0	0	0	0	0	374
	13:00	0	6	16	118	188	22	3	0	0	0	2	0	0	0	0	0	355
	14:00	0	5	34	137	161	28	0	0	0	2	0	0	0	1	0	1	369
	15:00	0	3	12	124	176	29	2	0	1	0	0	0	1	0	0	1	349
	16:00	0	2	14	95	174	36	3	1	0	0	0	0	1	1	0	1	328
	17:00	0	2	4	45	159	65	6	0	0	0	0	1	0	0	0	0	282
	18:00	1	1	5	29	144	66	1	0	0	0	0	0	1	0	0	0	248
	19:00	0	1	7	42	110	49	3	0	0	1	0	0	0	0	0	0	213
	20:00	0	2	5	32	74	26	2	0	0	1	0	0	0	0	0	0	142
	21:00	0	1	2	15	65	21	2	1	0	0	0	0	0	0	0	0	107
	22:00	0	0	0	3	29	12	1	0	0	0	0	0	0	0	0	0	45
	23:00	0	1	1	2	9	11	0	0	0	0	0	0	0	0	0	0	24
Daily Total :		1	44	175	1321	2914	823	44	4	2	4	2	1	4	4	1	5	5349
Percent :		0%	1%	3%	25%	54%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	2	7	55	121	34	2	0	0	0	0	0	0	0	0	0	213

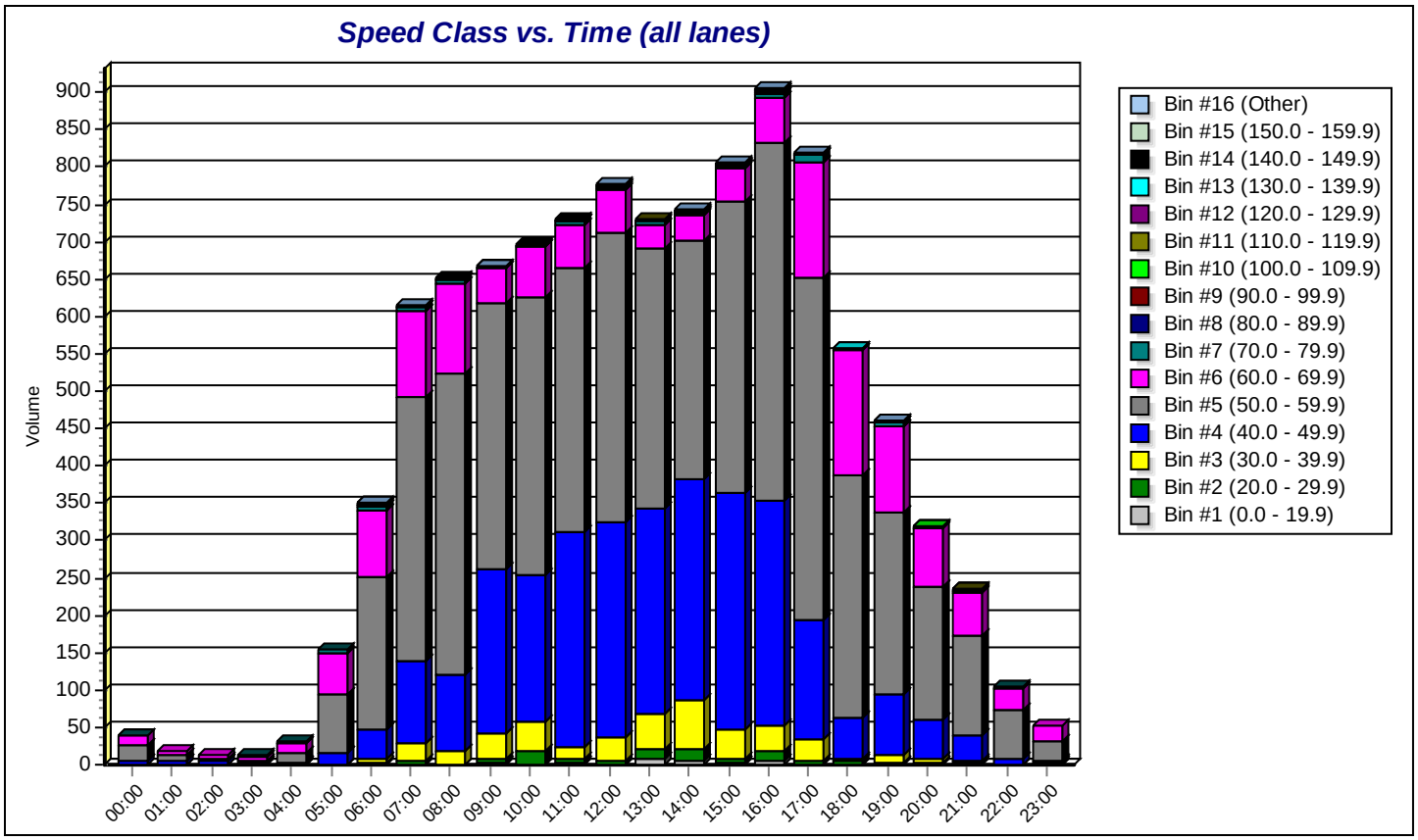
Speeds - Average: 53.5 50% : 54.0 67% : 57.0 85% : 61.3 20kph Pace: 40.1 - 60.0 (79.2%)

Basic Speed Class Summary: 01400000

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Description	Lane	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
TOTAL COUNT :	#1.	29	57	239	1533	2611	624	27	8	4	4	2	1	1	1	0	6	5147
	#2.	1	44	175	1321	2914	823	44	4	2	4	2	1	4	4	1	5	5349
		30	101	414	2854	5525	1447	71	12	6	8	4	2	5	5	1	11	10496
Percents :	#1.	1%	1%	5%	30%	51%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	49%
	#2.	0%	1%	3%	25%	54%	15%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	51%
		0%	1%	4%	27%	53%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :	#1.	1	2	10	64	109	26	1	0	0	0	0	0	0	0	0	0	213
	#2.	0	2	7	55	121	34	2	0	0	0	0	0	0	0	0	0	221
		1	4	17	119	230	60	3	0	0	0	0	0	0	0	0	0	434
Days & ADT :	#1.	1.0	5147															
	#2.	1.0	5349															
		1.0	10496															
Avg,50,67,85%:	#1.	51.9	52.9	56.2	59.7	40.1	- 60.0	81%										
Pace (pace %)	#2.	53.5	54.0	57.0	61.3	40.1	- 60.0	79%										
		52.7	53.5	56.7	60.0	40.1	- 60.0	80%										

01400000 Speed Class Charts For Data From: 00:00 - 07/21/2020 To: 23:59 - 07/21/2020





Basic Volume Report: 01400000

Station ID : 01400000
Info Line 1 : CR-14, on Ennismore side
Info Line 2 : on eb Cty Rd 14 sign
GPS Lat/Lon :
DB File : DBFILE 100920 - 80.DB

Last Connected Device Type : TT-8-BT
Version Number : 1.07
Serial Number : 91709

Number of Lanes : 1
Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Normal	Axle	Yes	

Lane #1 Basic Volume Data From: 00:00 - 10/07/2020 To: 23:59 - 10/07/2020

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
100720	W	33	13	9	7	42	134	327	644	832	650	665	735	731	701	784	976	957	917	544	373	255	131	81	41	10582
Month Total :		33	13	9	7	42	134	327	644	832	650	665	735	731	701	784	976	957	917	544	373	255	131	81	41	10582
Percent :		0%	0%	0%	0%	0%	1%	3%	6%	8%	6%	6%	7%	7%	7%	7%	9%	9%	9%	5%	4%	2%	1%	1%	0%	
ADT :		33	13	9	7	42	134	327	644	832	650	665	735	731	701	784	976	957	917	544	373	255	131	81	41	10582

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	0	0	0	10582	0	0	0
# Days :	0.0	0.0	0.0	1.0	0.0	0.0	0.0
ADT :	0	0	0	10582	0	0	0
Percent :	0%	0%	0%	100%	0%	0%	0%

	Total	Percent
Weekday (Mon-Fri) :	10582	100%
ADT :	10582	
Weekend (Sat-Sun) :	0	0%
ADT :	0	

Basic Volume Summary: 01400000

Grand Total For Data From: 00:00 - 10/07/2020 To: 23:59 - 10/07/2020

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	33	13	9	7	42	134	327	644	832	650	665	735	731	701	784	976	957	917	544	373	255	131	81	41	10582
TOTAL	33	13	9	7	42	134	327	644	832	650	665	735	731	701	784	976	957	917	544	373	255	131	81	41	10582

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	0%	0%	0%	0%	0%	1%	3%	6%	8%	6%	6%	7%	7%	7%	7%	9%	9%	9%	5%	4%	2%	1%	1%	0%
TOTAL	0%	0%	0%	0%	0%	1%	3%	6%	8%	6%	6%	7%	7%	7%	7%	9%	9%	9%	5%	4%	2%	1%	1%	0%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	33	13	9	7	42	134	327	644	832	650	665	735	731	701	784	976	957	917	544	373	255	131	81	41	10582
TOTAL	33	13	9	7	42	134	327	644	832	650	665	735	731	701	784	976	957	917	544	373	255	131	81	41	10582

LANE #1

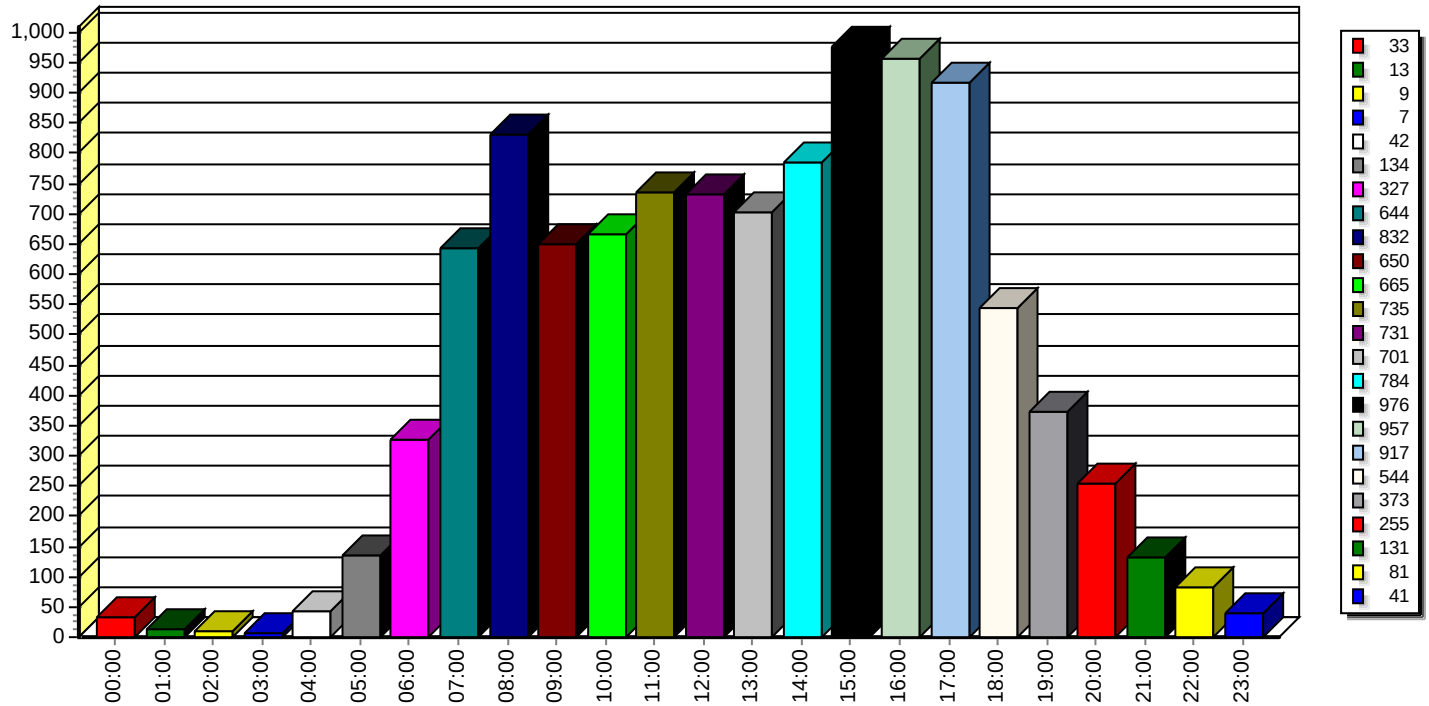
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	0	10582	0	0	0	Weekday (Mon-Fri) :	10582	100%
# Days :	0.0	0.0	0.0	1.0	0.0	0.0	0.0	ADT :	10582	
ADT :	0	0	0	10582	0	0	0	Weekend (Sat-Sun) :	0	0%
Percent :	0%	0%	0%	100%	0%	0%	0%	ADT :	0	

ALL LANES

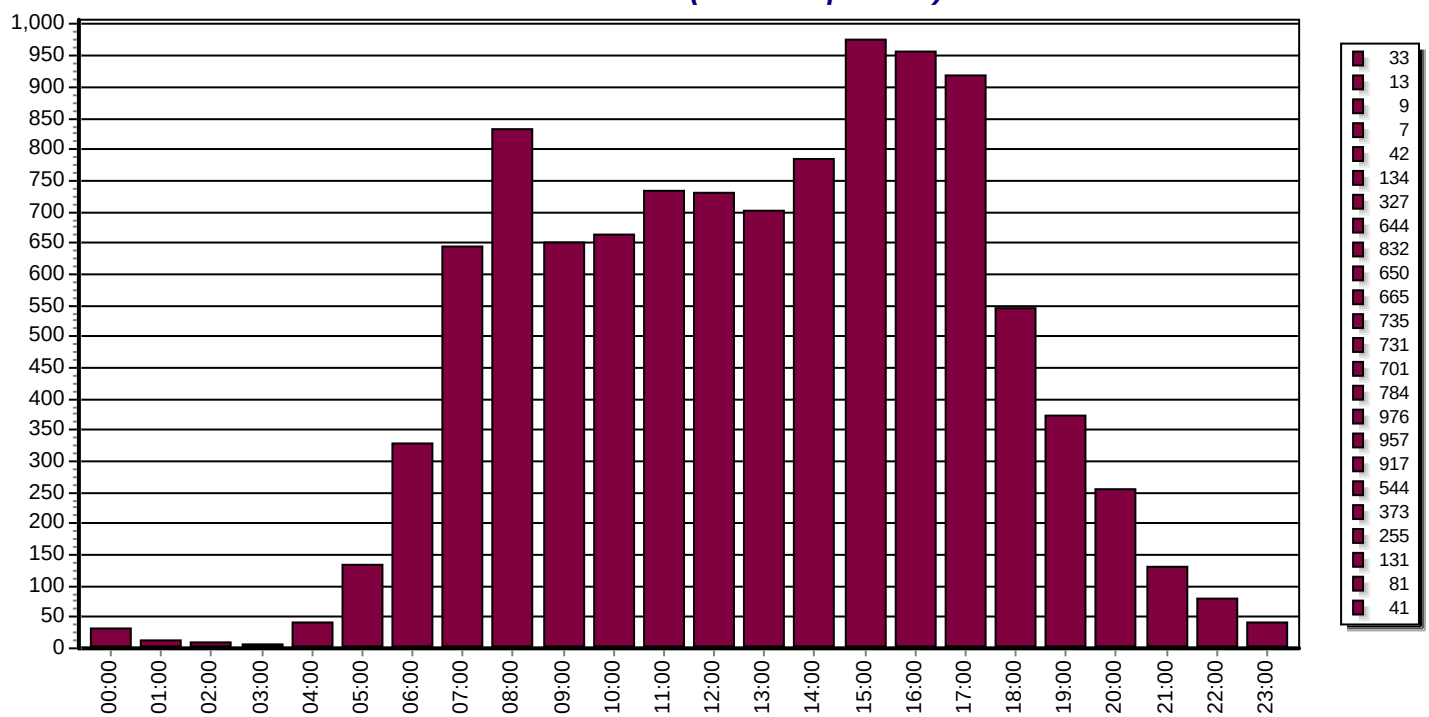
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	0	10582	0	0	0	Weekday (Mon-Fri) :	10582	100%
# Days :	0.0	0.0	0.0	1.0	0.0	0.0	0.0	ADT :	10582	
ADT :	0	0	0	10582	0	0	0	Weekend (Sat-Sun) :	0	0%
Percent :	0%	0%	0%	100%	0%	0%	0%	ADT :	0	

01400000 Charts For Data From: 00:00 - 10/07/2020 To: 23:59 - 10/07/2020

ADT Volume vs. Time (all lanes combined)

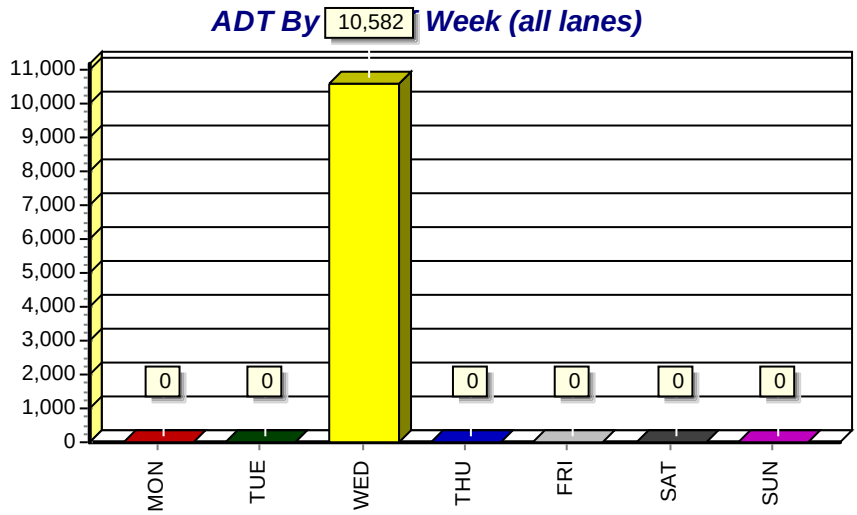


ADT Volume vs. Time (lane comparison)



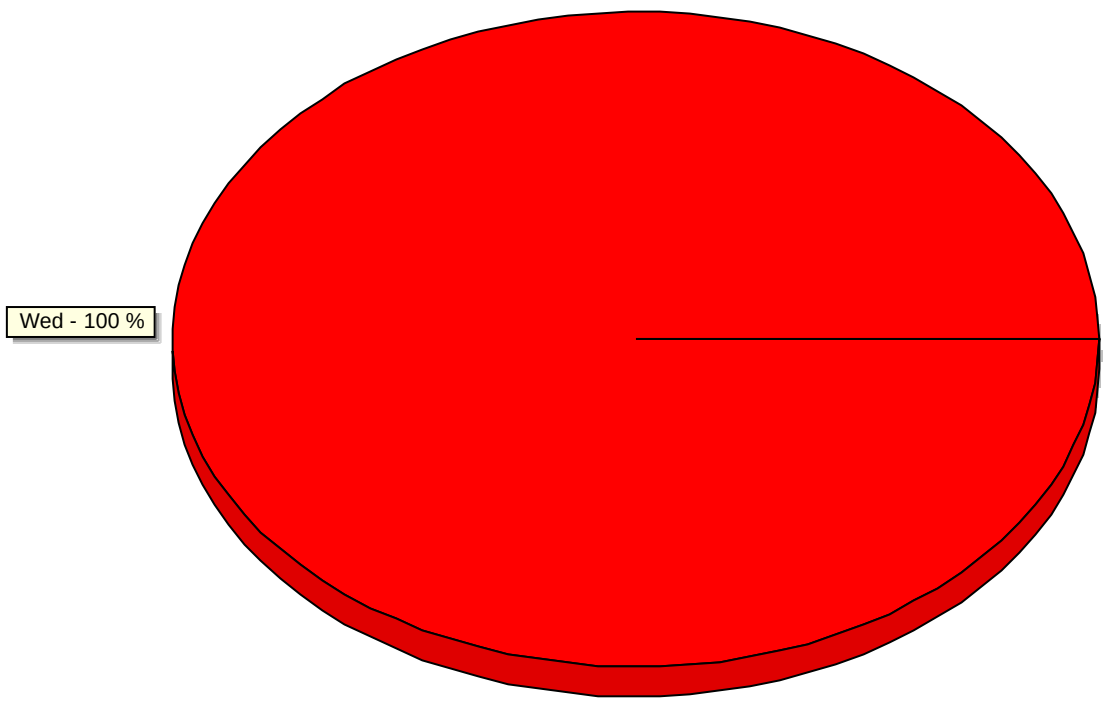
01400000 Charts For Data From: 00:00 - 10/07/2020 To: 23:59 - 10/07/2020

ADT By Week (all lanes)



DAY	ADT	TOTAL	# DAYS
Mon	-	-	-
Tue	-	-	-
Wed	10582	10582	1.0
Thu	-	-	-
Fri	-	-	-
Sat	-	-	-
Sun	-	-	-

Percent of Totals by Day of Week



Basic Volume Report: 018055

Station ID : 018055

Info Line 1 : In Bridgenorth on the sb 50kph
Info Line 2 : sign in front of 911# 790
GPS Lat/Lon :
DB File : 018055.DB

Last Connected Device Type : Unicorn
Version Number : 2.94
Serial Number : 42987

Number of Lanes : 1
Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Normal	Axle	Yes	

Lane #1 Basic Volume Data From: 00:00 - 05/16/2017 To: 23:59 - 05/16/2017

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
051617	T	42	21	20	15	67	211	529	1016	1235	896	1039	1016	1011	1083	1026	1192	1248	1320	884	664	582	408	188	86	15799
Month Total :		42	21	20	15	67	211	529	1016	1235	896	1039	1016	1011	1083	1026	1192	1248	1320	884	664	582	408	188	86	15799
Percent :		0%	0%	0%	0%	0%	1%	3%	6%	8%	6%	7%	6%	6%	7%	6%	8%	8%	8%	6%	4%	4%	3%	1%	1%	
ADT :		42	21	20	15	67	211	529	1016	1235	896	1039	1016	1011	1083	1026	1192	1248	1320	884	664	582	408	188	86	15799

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	0	0	15799	0	0	0	0
# Days :	0.0	0.0	1.0	0.0	0.0	0.0	0.0
ADT :	0	0	15799	0	0	0	0
Percent :	0%	0%	100%	0%	0%	0%	0%

	Total	Percent
Weekday (Mon-Fri) :	15799	100%
ADT :	15799	
Weekend (Sat-Sun) :	0	0%
ADT :	0	

Basic Volume Summary: 018055

Grand Total For Data From: 00:00 - 05/16/2017 To: 23:59 - 05/16/2017

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	42	21	20	15	67	211	529	1016	1235	896	1039	1016	1011	1083	1026	1192	1248	1320	884	664	582	408	188	86	15799
TOTAL	42	21	20	15	67	211	529	1016	1235	896	1039	1016	1011	1083	1026	1192	1248	1320	884	664	582	408	188	86	15799

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	0%	0%	0%	0%	0%	1%	3%	6%	8%	6%	7%	6%	6%	7%	6%	8%	8%	8%	6%	4%	4%	3%	1%	1%
TOTAL	0%	0%	0%	0%	0%	1%	3%	6%	8%	6%	7%	6%	6%	7%	6%	8%	8%	8%	6%	4%	4%	3%	1%	1%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	42	21	20	15	67	211	529	1016	1235	896	1039	1016	1011	1083	1026	1192	1248	1320	884	664	582	408	188	86	15799
TOTAL	42	21	20	15	67	211	529	1016	1235	896	1039	1016	1011	1083	1026	1192	1248	1320	884	664	582	408	188	86	15799

LANE #1

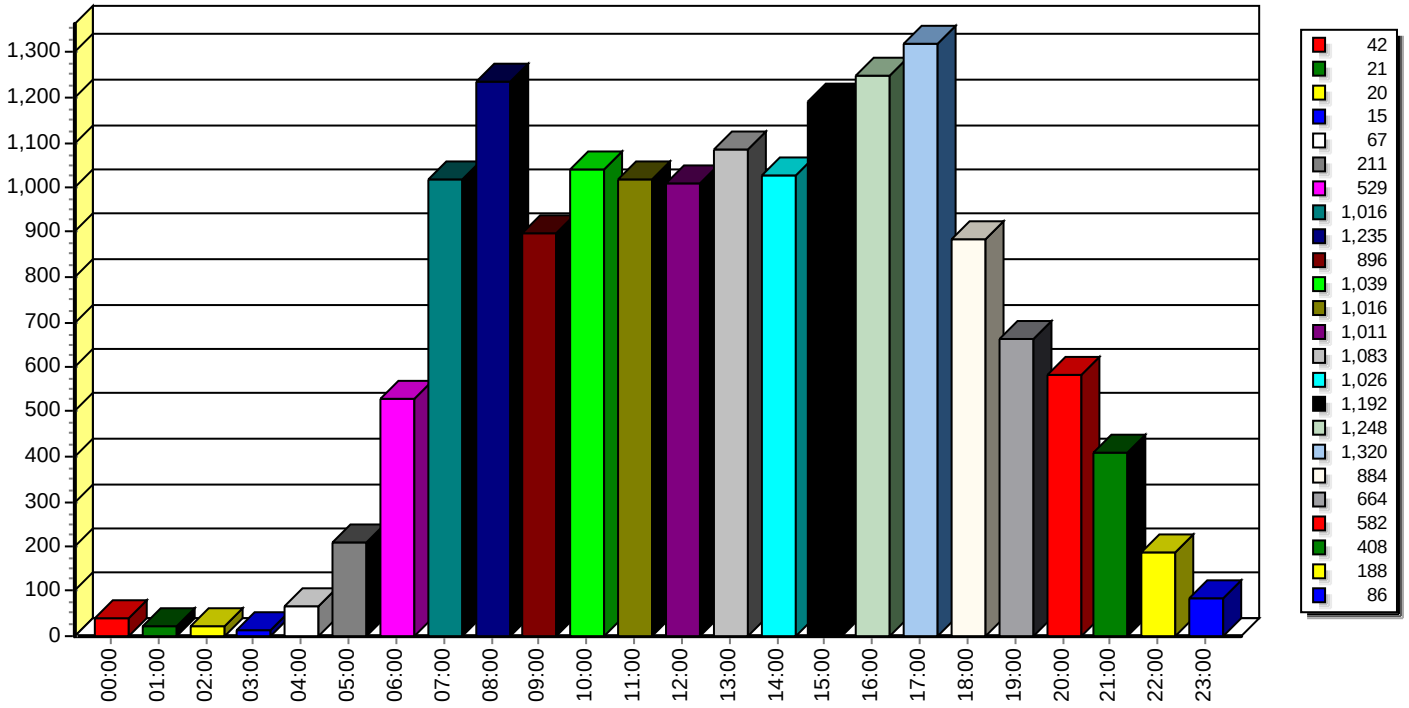
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	15799	0	0	0	0	Weekday (Mon-Fri) :	15799	100%
# Days :	0.0	0.0	1.0	0.0	0.0	0.0	0.0	ADT :	15799	
ADT :	0	0	15799	0	0	0	0	Weekend (Sat-Sun) :	0	0%
Percent :	0%	0%	100%	0%	0%	0%	0%	ADT :	0	

ALL LANES

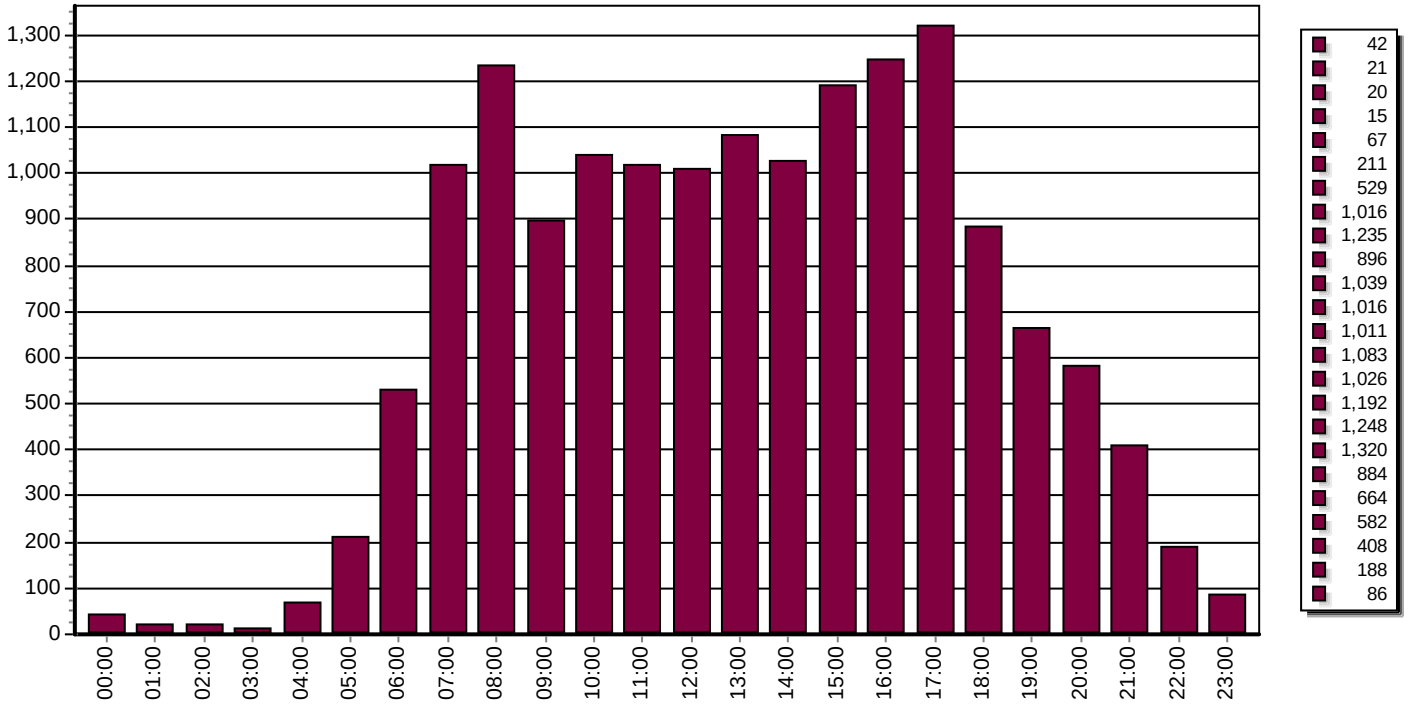
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	15799	0	0	0	0	Weekday (Mon-Fri) :	15799	100%
# Days :	0.0	0.0	1.0	0.0	0.0	0.0	0.0	ADT :	15799	
ADT :	0	0	15799	0	0	0	0	Weekend (Sat-Sun) :	0	0%
Percent :	0%	0%	100%	0%	0%	0%	0%	ADT :	0	

018055 Charts For Data From: 00:00 - 05/16/2017 To: 23:59 - 05/16/2017

ADT Volume vs. Time (all lanes combined)

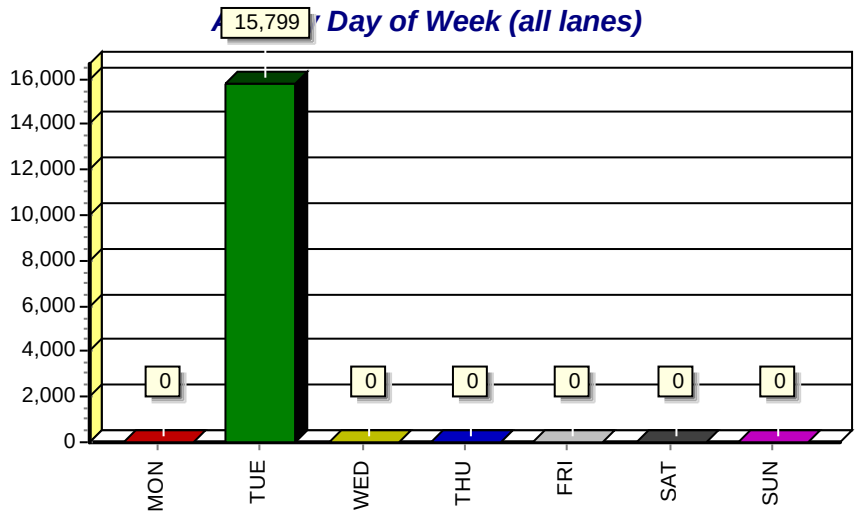


ADT Volume vs. Time (lane comparison)



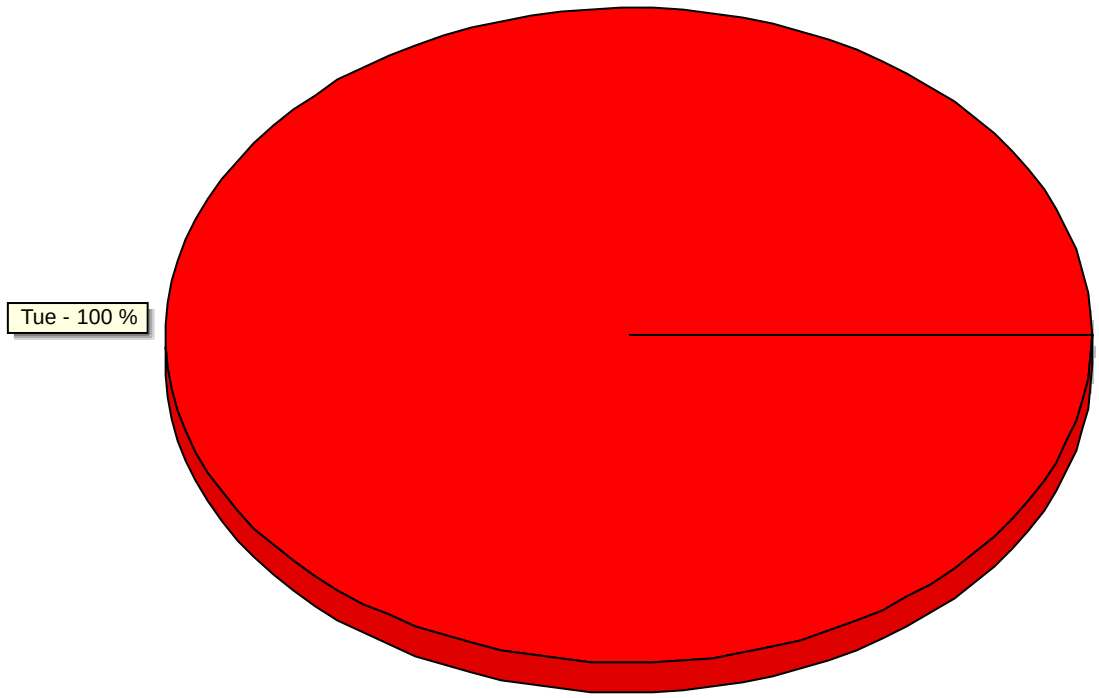
018055 Charts For Data From: 00:00 - 05/16/2017 To: 23:59 - 05/16/2017

A… Day of Week (all lanes)



DAY	ADT	TOTAL	# DAYS
Mon	-	-	-
Tue	15799	15799	1.0
Wed	-	-	-
Thu	-	-	-
Fri	-	-	-
Sat	-	-	-
Sun	-	-	-

Percent of Totals by Day of Week



Basic Axle Classification Report: 018055

Station ID : 018055

Info Line 1 : CR 18, in front of 911# 790

Info Line 2 : In Bridgenorth on the sb 50kph

GPS Lat/Lon :

DB File : 018055.DB

Last Connected Device Type : Unicorn

Version Number : 2.94

Serial Number : 90683

Number of Lanes : 2

Posted Speed Limit : 50.0 kph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	N	NB	Ax-Ax	150 cm	183 cm	

Lane #1 Basic Axle Classification Data From: 00:00 - 08/23/2017 To: 23:59 - 08/23/2017

(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
08/23/17	00:00	0	33	10	0	0	0	0	0	0	0	0	0	0	43
Wed	01:00	0	9	2	0	0	0	0	0	0	0	0	0	2	13
	02:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
	04:00	0	7	9	0	0	1	0	0	0	1	0	0	0	18
	05:00	1	29	11	0	0	2	0	1	2	1	2	0	0	49
	06:00	1	59	53	0	1	2	0	1	5	1	12	0	0	135
	07:00	0	101	79	0	0	14	2	2	7	3	17	0	6	231
	08:00	1	144	77	0	6	5	1	3	5	3	18	1	5	269
	09:00	1	160	86	0	4	6	1	1	6	2	26	1	4	298
	10:00	1	234	75	1	2	6	3	5	14	4	27	1	8	381
	11:00	3	259	85	0	0	10	3	5	10	4	20	1	14	414
	12:00	5	295	78	0	2	8	7	5	12	4	32	0	15	463
	13:00	1	267	86	0	1	12	5	6	11	1	29	3	12	434
	14:00	0	340	93	0	3	8	1	4	5	1	26	1	10	492
	15:00	6	372	116	0	2	4	6	7	10	5	32	3	17	580
	16:00	3	386	125	0	3	15	4	11	13	6	43	5	23	637
	17:00	2	410	147	0	0	4	7	14	7	2	51	2	35	681
	18:00	2	319	91	0	0	1	2	2	3	0	32	2	6	460
	19:00	5	255	74	0	0	0	1	6	5	2	15	1	7	371
	20:00	0	240	71	0	0	1	0	1	10	0	15	1	2	341
	21:00	0	193	46	0	0	0	0	0	0	0	8	0	0	247
	22:00	1	97	27	0	1	0	0	0	0	0	2	0	0	128
	23:00	0	62	19	0	0	0	0	0	1	0	0	0	0	82
Daily Total :		33	4289	1460	1	25	99	43	74	126	40	407	22	166	6785
Percent :		0%	63%	22%	0%	0%	1%	1%	1%	2%	1%	6%	0%	2%	
Average :		1	179	61	0	1	4	2	3	5	2	17	1	7	283

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	S	SB	Ax-Ax	150 cm	183 cm	

Lane #2 Basic Axle Classification Data From: 00:00 - 08/23/2017 To: 23:59 - 08/23/2017

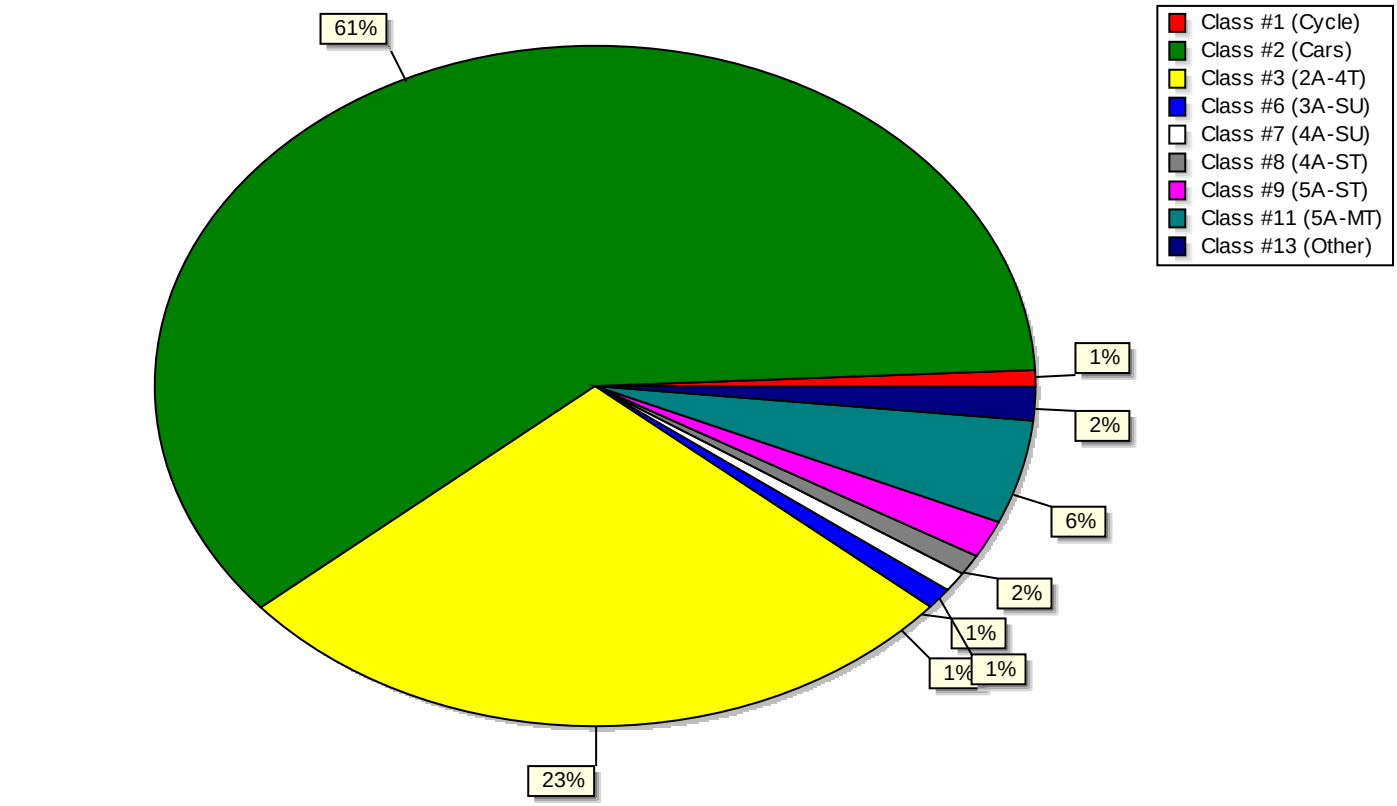
(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
08/23/17	00:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
Wed	01:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
	02:00	0	6	1	0	0	0	0	0	0	0	0	0	1	8
	03:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	04:00	0	22	27	0	0	0	0	0	1	0	0	0	0	50
	05:00	0	94	61	0	0	1	0	1	0	0	0	0	0	157
	06:00	1	196	137	0	0	4	0	2	3	1	5	0	3	352
	07:00	2	324	182	0	3	10	2	7	8	2	19	1	10	570
	08:00	2	384	147	0	3	8	0	7	7	3	25	5	20	611
	09:00	1	322	136	0	3	8	0	8	9	3	31	1	11	533
	10:00	3	296	101	0	4	6	6	10	10	1	37	6	17	497
	11:00	5	289	95	1	1	12	1	5	8	1	29	2	12	461
	12:00	2	234	99	0	1	6	2	8	15	1	38	2	13	421
	13:00	3	291	89	0	3	11	3	6	10	2	28	2	11	459
	14:00	3	237	97	0	2	12	4	3	13	2	32	3	9	417
	15:00	2	194	93	0	2	7	0	5	8	1	33	1	6	352
	16:00	3	215	83	0	1	6	2	2	13	2	33	5	18	383
	17:00	4	157	64	0	4	2	1	7	8	1	40	3	12	303
	18:00	5	183	74	0	0	0	1	3	8	1	17	1	6	299
	19:00	1	156	60	0	0	2	3	3	2	1	11	1	2	242
	20:00	0	126	39	0	0	0	1	1	1	0	15	2	1	186
	21:00	0	76	18	0	1	1	0	0	1	1	9	0	1	108
	22:00	0	46	19	0	0	0	0	0	0	0	1	0	0	66
	23:00	0	21	8	0	0	0	0	0	0	0	0	0	0	29
Daily Total :		37	3896	1637	1	28	96	26	78	125	23	403	35	153	6538
Percent :		1%	60%	25%	0%	0%	1%	0%	1%	2%	0%	6%	1%	2%	
Average :		2	162	68	0	1	4	1	3	5	1	17	1	6	271

Basic Axle Class Summary: 018055

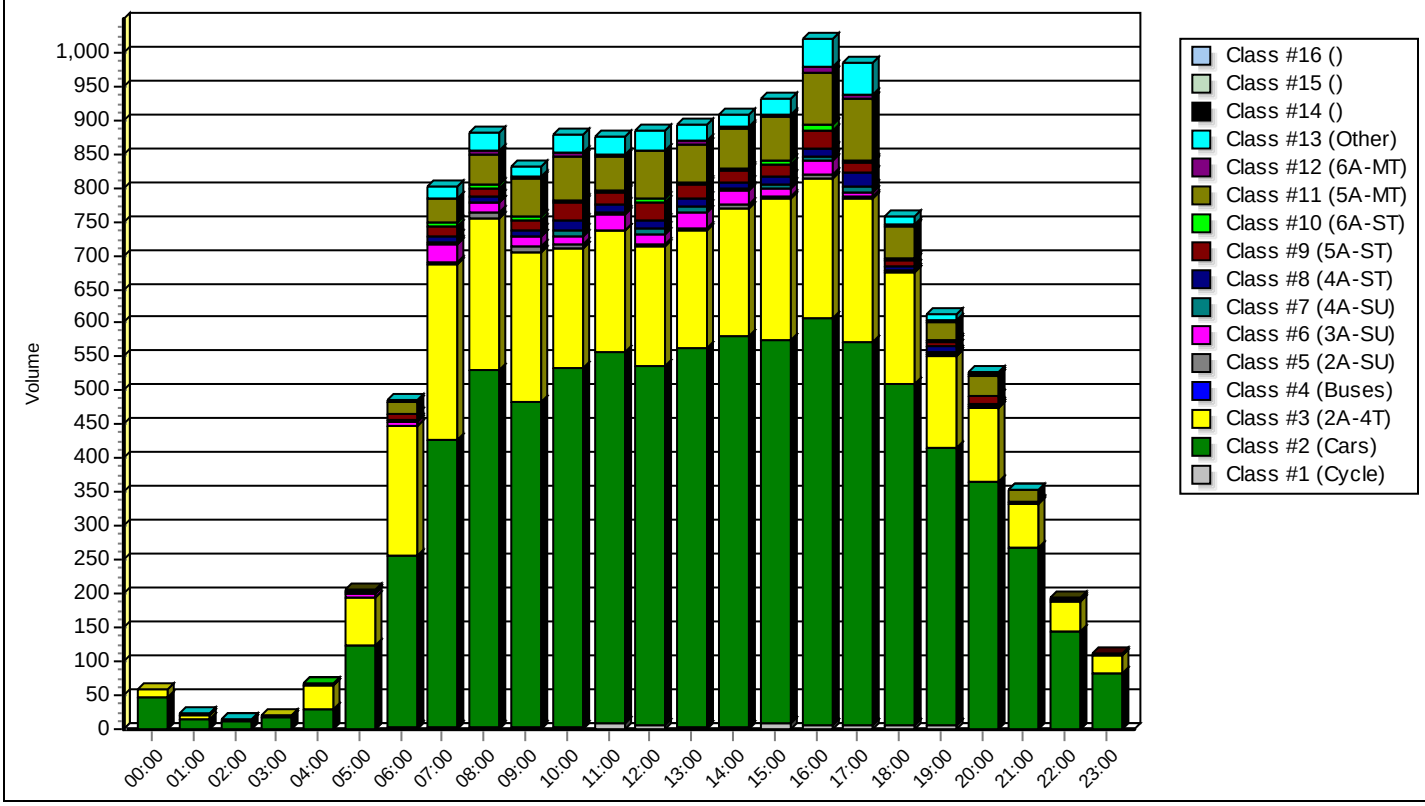
(DEFAULTC) Description	Lane	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
TOTAL COUNT :	#1.	33	4289	1460	1	25	99	43	74	126	40	407	22	166	6785
	#2.	37	3896	1637	1	28	96	26	78	125	23	403	35	153	6538
		70	8185	3097	2	53	195	69	152	251	63	810	57	319	13323
Percents :	#1.	0%	63%	22%	0%	0%	1%	1%	1%	2%	1%	6%	0%	2%	51%
	#2.	1%	60%	25%	0%	0%	1%	0%	1%	2%	0%	6%	1%	2%	49%
		1%	61%	23%	0%	0%	1%	1%	1%	2%	0%	6%	0%	2%	
Average :	#1.	1	179	61	0	1	4	2	3	5	2	17	1	7	283
	#2.	2	162	68	0	1	4	1	3	5	1	17	1	6	271
		3	341	129	0	2	8	3	6	10	3	34	2	13	554
Days & ADT :	#1.	1.0	6785												
	#2.	1.0	6538												
		1.0	13323												

018055 Axle Class Charts For Data From: 00:00 - 08/23/2017 To: 23:59 - 08/23/2017

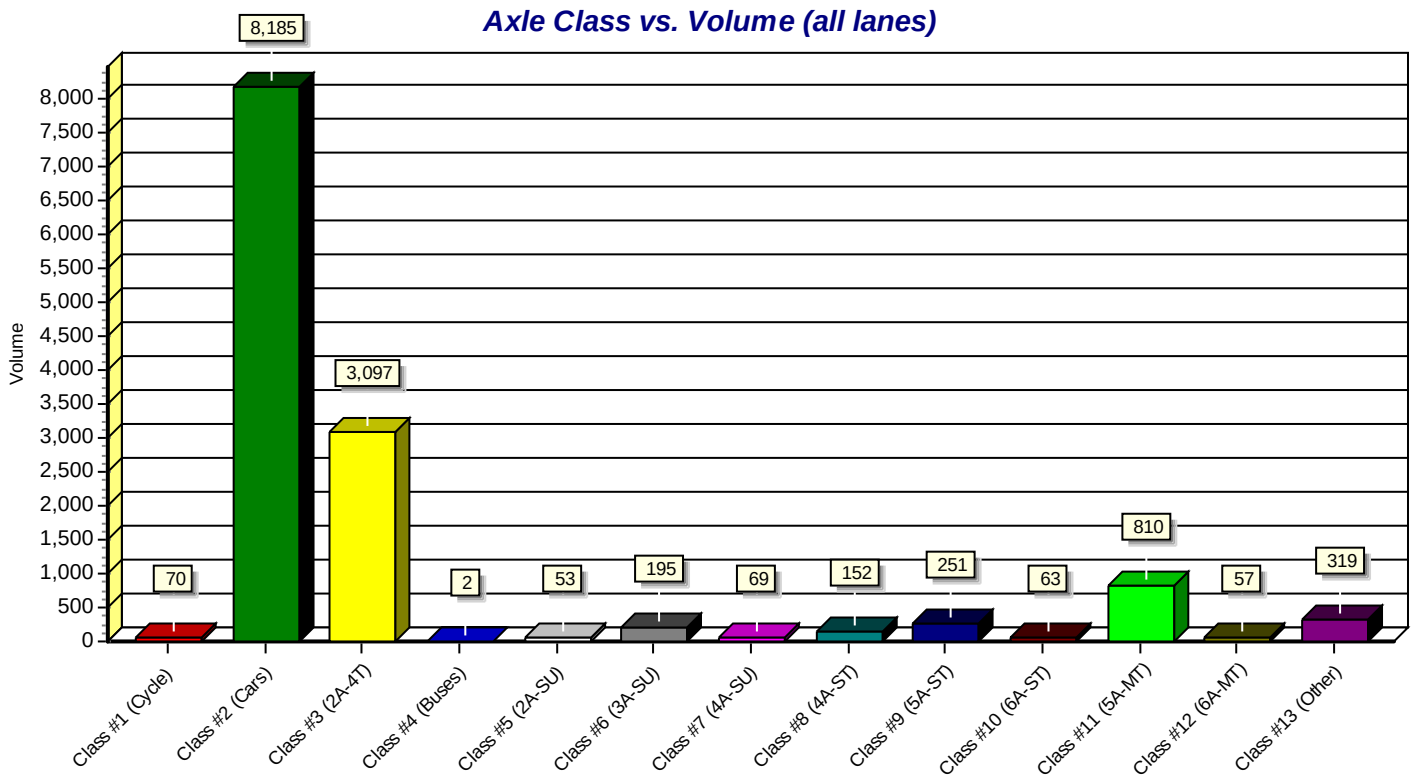
Axle Class Percentages:



Axle Class vs. Time (all lanes)



018055 Axle Class Charts For Data From: 00:00 - 08/23/2017 To: 23:59 - 08/23/2017



Basic Speed Classification Report: 018055

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	N	NB	Ax-Ax	150 cm	183 cm	

Lane #1 Basic Speed Classification Data From: 00:00 - 08/23/2017 To: 23:59 - 08/23/2017

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/23/17	00:00	0	0	0	3	10	25	4	1	0	0	0	0	0	0	0	0	43
Wed	01:00	0	0	1	0	8	4	0	0	0	0	0	0	0	0	0	0	13
	02:00	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	0	3	5	3	0	0	0	0	0	0	0	0	0	11
	04:00	0	0	0	0	9	8	1	0	0	0	0	0	0	0	0	0	18
	05:00	0	0	1	9	23	13	3	0	0	0	0	0	0	0	0	0	49
	06:00	0	0	0	8	63	54	9	0	0	0	1	0	0	0	0	0	135
	07:00	0	1	1	34	123	60	9	2	0	0	1	0	0	0	0	0	231
	08:00	0	0	3	37	169	55	3	0	0	0	0	0	0	1	0	1	269
	09:00	0	0	3	48	182	60	4	1	0	0	0	0	0	0	0	0	298
	10:00	0	0	11	70	245	47	4	0	1	0	0	1	0	2	0	0	381
	11:00	1	1	3	84	273	49	0	1	2	0	0	0	0	0	0	0	414
	12:00	1	0	17	149	248	43	4	0	0	1	0	0	0	0	0	0	463
	13:00	0	2	10	91	256	67	5	0	0	0	0	0	0	0	1	2	434
	14:00	1	1	10	89	310	76	1	2	0	0	1	1	0	0	0	0	492
	15:00	6	16	23	120	333	79	2	0	0	0	0	0	1	0	0	0	580
	16:00	0	3	17	143	397	70	3	1	0	1	0	1	1	0	0	0	637
	17:00	13	25	14	144	354	117	3	3	2	2	0	2	0	0	1	1	681
	18:00	0	0	1	40	276	132	6	2	0	1	0	1	0	0	0	1	460
	19:00	0	0	0	22	202	131	14	0	0	2	0	0	0	0	0	0	371
	20:00	0	0	0	30	228	80	2	0	0	0	1	0	0	0	0	0	341
	21:00	0	0	3	20	142	74	7	0	1	0	0	0	0	0	0	0	247
	22:00	0	0	0	11	67	44	6	0	0	0	0	0	0	0	0	0	128
	23:00	0	0	0	13	31	33	5	0	0	0	0	0	0	0	0	0	82
Daily Total :		22	49	118	1165	3954	1331	98	13	6	7	4	6	2	3	2	5	6785
Percent :		0%	1%	2%	17%	58%	20%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		1	2	5	49	165	55	4	1	0	0	0	0	0	0	0	0	271

Speeds - Average: 55.1 50% : 55.3 67% : 58.1 85% : 63.6 20kph Pace: 50.1 - 70.0 (77.9%)

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	S	SB	Ax-Ax	150 cm	183 cm	

Lane #2 Basic Speed Classification Data From: 00:00 - 08/23/2017 To: 23:59 - 08/23/2017

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
08/23/17	00:00	0	0	0	0	7	8	0	0	0	0	0	0	0	0	0	0	15
Wed	01:00	0	0	0	0	4	5	1	0	0	0	0	0	0	0	0	0	10
	02:00	0	0	0	2	1	5	0	0	0	0	0	0	0	0	0	0	8
	03:00	0	0	0	1	1	4	3	0	0	0	0	0	0	0	0	0	9
	04:00	0	0	1	2	9	24	11	3	0	0	0	0	0	0	0	0	50
	05:00	0	0	0	0	40	96	21	0	0	0	0	0	0	0	0	0	157
	06:00	0	0	3	3	112	209	24	1	0	0	0	0	0	0	0	0	352
	07:00	0	0	5	31	301	218	12	1	1	0	0	1	0	0	0	0	570
	08:00	0	0	7	45	369	181	5	0	1	0	1	2	0	0	0	0	611
	09:00	0	0	10	70	312	126	6	1	1	3	0	0	0	2	2	0	533
	10:00	1	0	5	74	302	106	6	0	1	1	1	0	0	0	0	0	497
	11:00	0	1	5	66	288	92	5	1	1	0	1	0	0	0	0	1	461
	12:00	1	1	9	48	261	94	4	1	0	1	0	0	0	0	1	0	421
	13:00	0	1	6	72	254	113	11	1	0	0	0	0	0	0	1	0	459
	14:00	0	1	3	59	245	102	4	1	0	0	2	0	0	0	0	0	417
	15:00	0	0	4	28	200	108	7	1	0	0	1	1	0	0	1	1	352
	16:00	0	1	3	29	195	151	3	0	0	0	0	0	0	1	0	0	383
	17:00	1	0	1	18	134	130	16	1	0	0	0	1	0	0	0	1	303
	18:00	1	1	1	18	136	123	18	0	0	0	0	0	0	0	0	1	299
	19:00	0	0	3	11	99	111	16	1	0	0	0	0	0	0	1	0	242
	20:00	0	0	0	6	102	70	6	1	0	0	0	0	0	0	0	1	186
	21:00	0	0	3	4	49	43	8	1	0	0	0	0	0	0	0	0	108
	22:00	0	0	3	2	27	25	9	0	0	0	0	0	0	0	0	0	66
	23:00	0	0	1	1	10	15	2	0	0	0	0	0	0	0	0	0	29
Daily Total :		4	6	73	590	3458	2159	198	15	5	5	6	5	0	3	6	5	6538
Percent :		0%	0%	1%	9%	53%	33%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	3	25	144	90	8	1	0	0	0	0	0	0	0	0	282

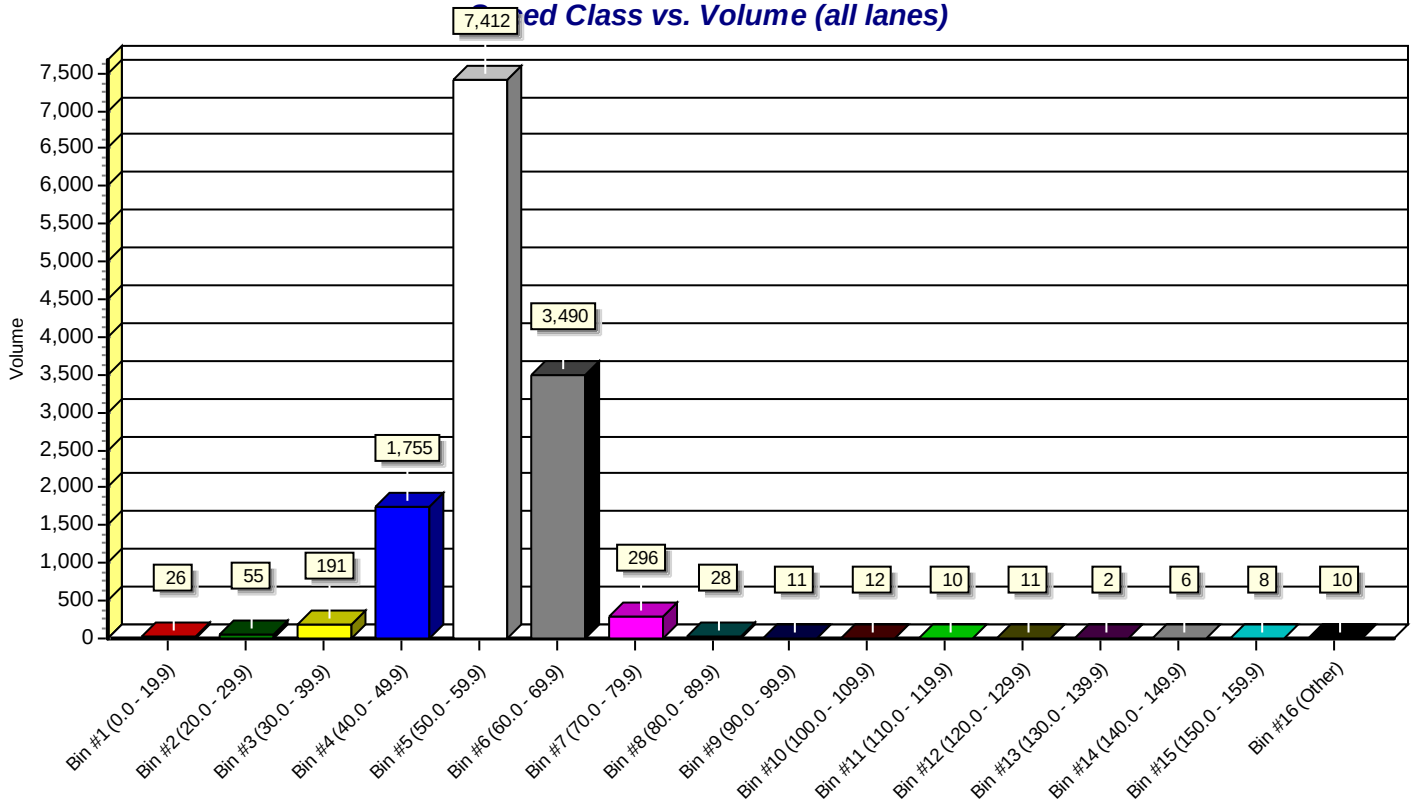
Speeds - Average: 58.0 50% : 57.6 67% : 61.3 85% : 66.7 20kph Pace: 50.1 - 70.0 (85.9%)

Basic Speed Class Summary: 018055

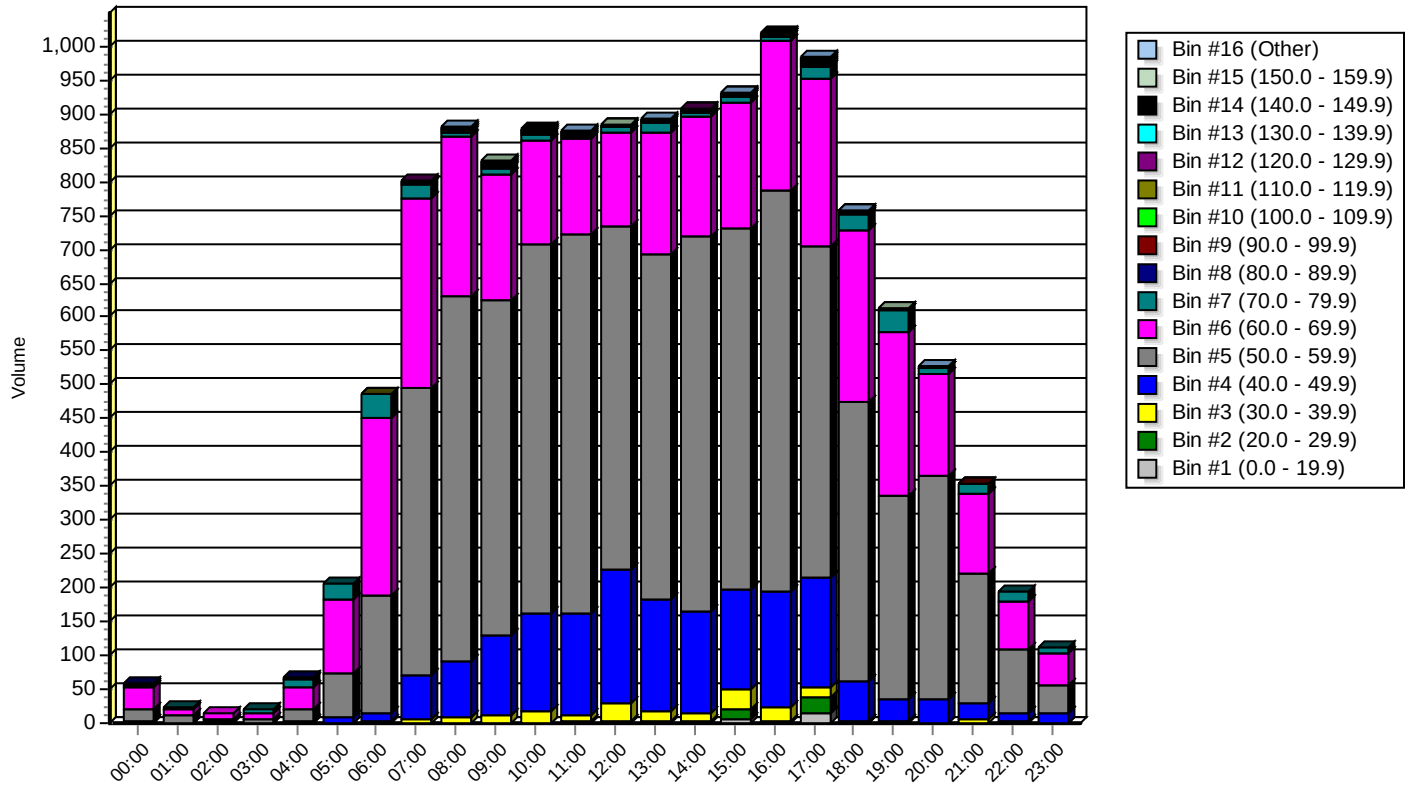
(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Description	Lane	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
TOTAL COUNT :	#1.	22	49	118	1165	3954	1331	98	13	6	7	4	6	2	3	2	5	6785
	#2.	4	6	73	590	3458	2159	198	15	5	5	6	5	0	3	6	5	6538
		26	55	191	1755	7412	3490	296	28	11	12	10	11	2	6	8	10	13323
Percents :	#1.	0%	1%	2%	17%	58%	20%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	51%
	#2.	0%	0%	1%	9%	53%	33%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	49%
		0%	0%	1%	13%	56%	26%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :	#1.	1	2	5	49	165	55	4	1	0	0	0	0	0	0	0	0	282
	#2.	0	0	3	25	144	90	8	1	0	0	0	0	0	0	0	0	271
		1	2	8	74	309	145	12	2	0	0	0	0	0	0	0	0	553
Days & ADT :	#1.	1.0	6785															
	#2.	1.0	6538															
		1.0	13323															
Avg,50,67,85%:	#1.	55.1	55.3	58.1	63.6	50.1	- 70.0	78%										
Pace (pace %)	#2.	58.0	57.6	61.3	66.7	50.1	- 70.0	86%										
		56.5	56.3	59.4	65.5	50.1	- 70.0	82%										

018055 Speed Class Charts For Data From: 00:00 - 08/23/2017 To: 23:59 - 08/23/2017

Speed Class vs. Volume (all lanes)



Speed Class vs. Time (all lanes)



Basic Volume Report: 018055

Station ID : 018055

Info Line 1 : CR 18, in front of 911# 790
Info Line 2 : In Bridgenorth on the sb 50kph
GPS Lat/Lon :
DB File : DBFILE 110317 - 40.DB

Last Connected Device Type : TT-8-BT
Version Number : 1.25
Serial Number : 27495

Number of Lanes : 1
Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Directional^	Axle	Yes	

Lane #1 Basic Volume Data From: 00:00 - 10/31/2017 To: 23:59 - 10/31/2017

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
103117	T	47	16	12	19	47	172	514	922	1190	943	992	955	1007	966	1050	1230	1315	1099	549	382	459	301	137	77	14401
Month Total :		47	16	12	19	47	172	514	922	1190	943	992	955	1007	966	1050	1230	1315	1099	549	382	459	301	137	77	14401
Percent :		0%	0%	0%	0%	0%	1%	4%	6%	8%	7%	7%	7%	7%	7%	7%	9%	9%	8%	4%	3%	3%	2%	1%	1%	
ADT :		47	16	12	19	47	172	514	922	1190	943	992	955	1007	966	1050	1230	1315	1099	549	382	459	301	137	77	14401

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	0	0	14401	0	0	0	0
# Days :	0.0	0.0	1.0	0.0	0.0	0.0	0.0
ADT :	0	0	14401	0	0	0	0
Percent :	0%	0%	100%	0%	0%	0%	0%

	Total	Percent
Weekday (Mon-Fri) :	14401	100%
ADT :	14401	
Weekend (Sat-Sun) :	0	0%
ADT :	0	

Basic Volume Summary: 018055

Grand Total For Data From: 00:00 - 10/31/2017 To: 23:59 - 10/31/2017

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	47	16	12	19	47	172	514	922	1190	943	992	955	1007	966	1050	1230	1315	1099	549	382	459	301	137	77	14401
TOTAL	47	16	12	19	47	172	514	922	1190	943	992	955	1007	966	1050	1230	1315	1099	549	382	459	301	137	77	14401

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	0%	0%	0%	0%	0%	1%	4%	6%	8%	7%	7%	7%	7%	7%	7%	9%	9%	8%	4%	3%	3%	2%	1%	1%
TOTAL	0%	0%	0%	0%	0%	1%	4%	6%	8%	7%	7%	7%	7%	7%	7%	9%	9%	8%	4%	3%	3%	2%	1%	1%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	47	16	12	19	47	172	514	922	1190	943	992	955	1007	966	1050	1230	1315	1099	549	382	459	301	137	77	14401
TOTAL	47	16	12	19	47	172	514	922	1190	943	992	955	1007	966	1050	1230	1315	1099	549	382	459	301	137	77	14401

LANE #1

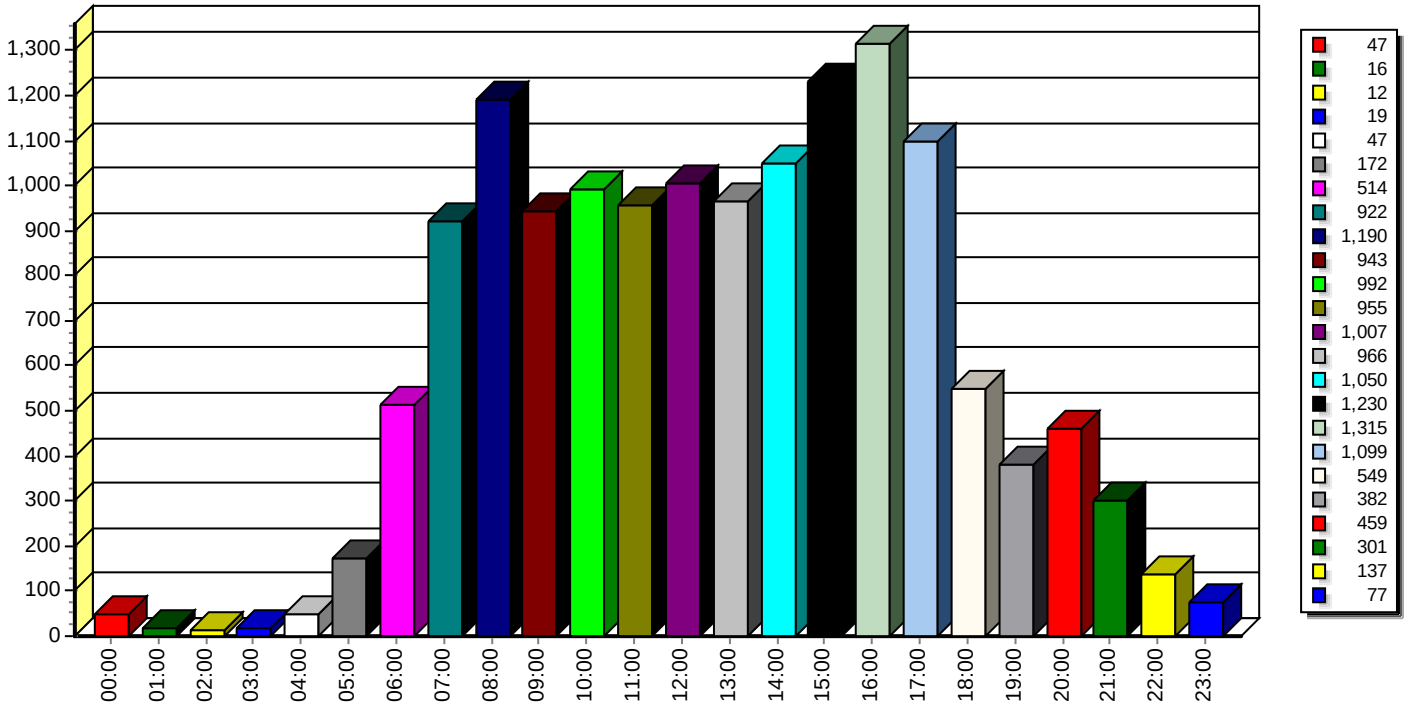
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	14401	0	0	0	0	Weekday (Mon-Fri) :	14401	100%
# Days :	0.0	0.0	1.0	0.0	0.0	0.0	0.0	ADT :	14401	
ADT :	0	0	14401	0	0	0	0	Weekend (Sat-Sun) :	0	0%
Percent :	0%	0%	100%	0%	0%	0%	0%	ADT :	0	

ALL LANES

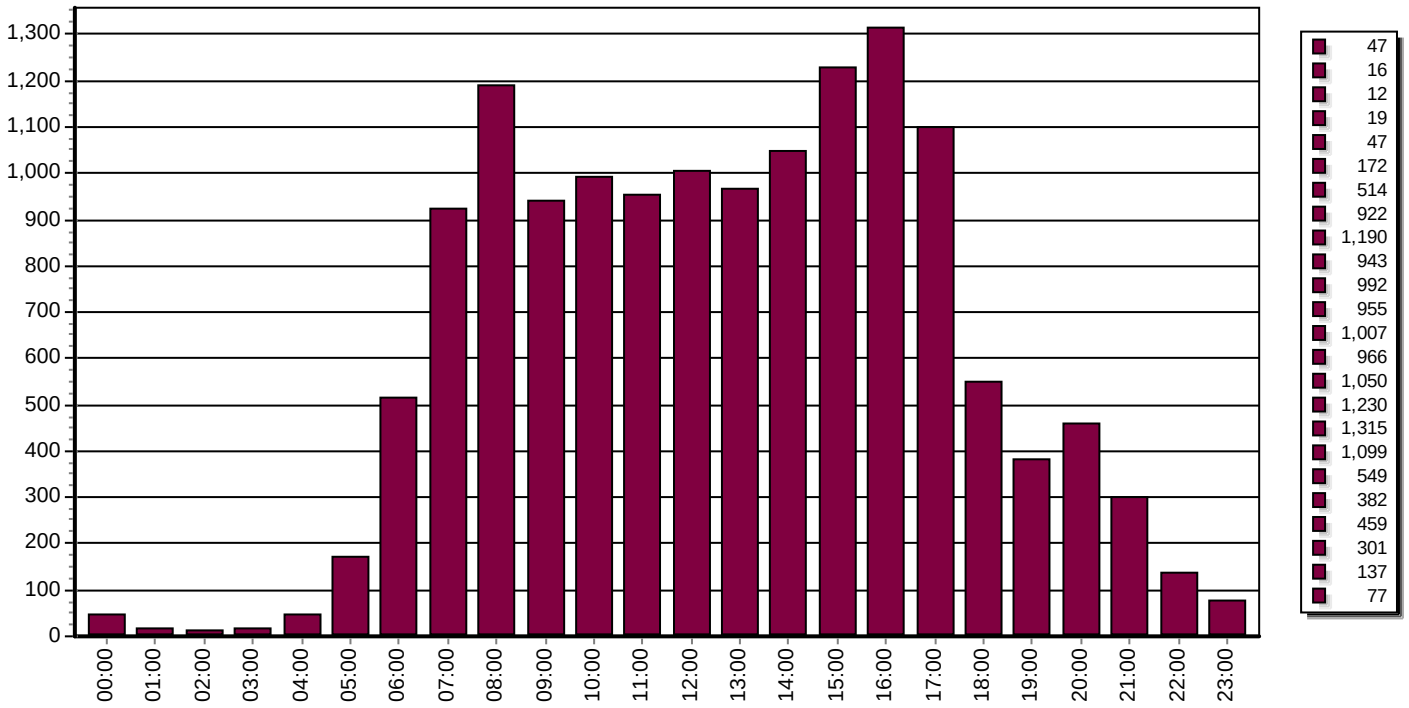
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	14401	0	0	0	0	Weekday (Mon-Fri) :	14401	100%
# Days :	0.0	0.0	1.0	0.0	0.0	0.0	0.0	ADT :	14401	
ADT :	0	0	14401	0	0	0	0	Weekend (Sat-Sun) :	0	0%
Percent :	0%	0%	100%	0%	0%	0%	0%	ADT :	0	

018055 Charts For Data From: 00:00 - 10/31/2017 To: 23:59 - 10/31/2017

ADT Volume vs. Time (all lanes combined)

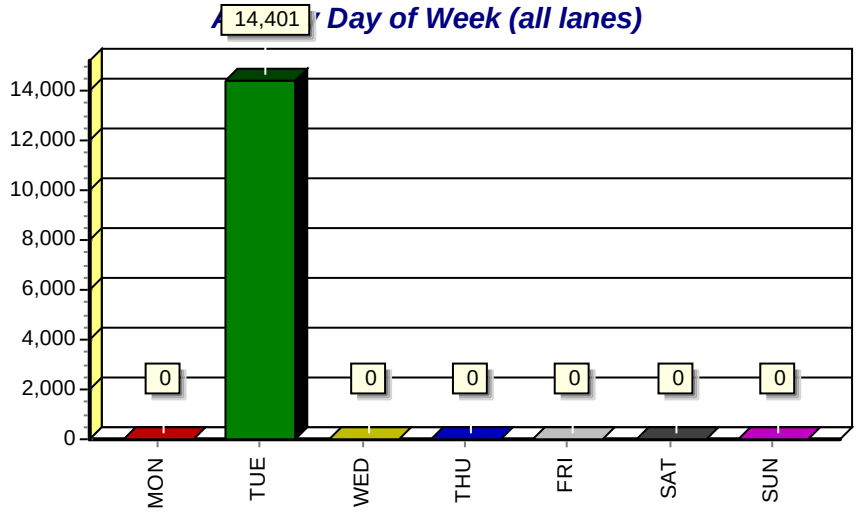


ADT Volume vs. Time (lane comparison)



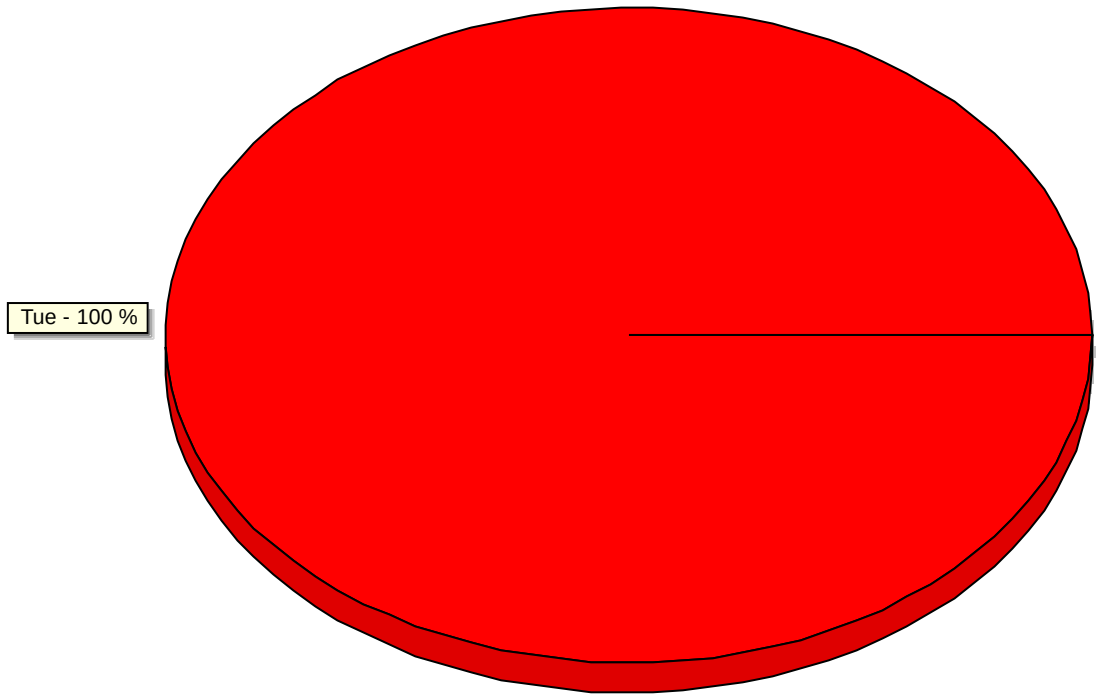
018055 Charts For Data From: 00:00 - 10/31/2017 To: 23:59 - 10/31/2017

A… Day of Week (all lanes)



DAY	ADT	TOTAL	# DAYS
Mon	-	-	-
Tue	14401	14401	1.0
Wed	-	-	-
Thu	-	-	-
Fri	-	-	-
Sat	-	-	-
Sun	-	-	-

Percent of Totals by Day of Week



Basic Volume Report: 01805600

Station ID : 01805600

Info Line 1 : CR-18, In Bridgenorth on sb
Info Line 2 : 50kph sign in front of911# 790
GPS Lat/Lon :
DB File : 01805600.DB

Last Connected Device Type : TT-8-BT
Version Number : 1.25
Serial Number : 27498

Number of Lanes : 1
Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Directional	Axle	Yes	

Lane #1 Basic Volume Data From: 00:00 - 05/21/2020 To: 23:59 - 05/21/2020

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
052120	T	27	23	20	16	36	165	371	735	857	950	1036	1135	1188	1142	1122	1108	1110	1042	700	515	372	236	131	80	14117
Month Total :		27	23	20	16	36	165	371	735	857	950	1036	1135	1188	1142	1122	1108	1110	1042	700	515	372	236	131	80	14117
Percent :		0%	0%	0%	0%	0%	1%	3%	5%	6%	7%	7%	8%	8%	8%	8%	8%	8%	7%	5%	4%	3%	2%	1%	1%	
ADT :		27	23	20	16	36	165	371	735	857	950	1036	1135	1188	1142	1122	1108	1110	1042	700	515	372	236	131	80	14117

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	0	0	0	0	14117	0	0
# Days :	0.0	0.0	0.0	0.0	1.0	0.0	0.0
ADT :	0	0	0	0	14117	0	0
Percent :	0%	0%	0%	0%	100%	0%	0%

	Total	Percent
Weekday (Mon-Fri) :	14117	100%
ADT :	14117	
Weekend (Sat-Sun) :	0	0%
ADT :	0	

Basic Volume Summary: 01805600

Grand Total For Data From: 00:00 - 05/21/2020 To: 23:59 - 05/21/2020

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	27	23	20	16	36	165	371	735	857	950	1036	1135	1188	1142	1122	1108	1110	1042	700	515	372	236	131	80	14117
TOTAL	27	23	20	16	36	165	371	735	857	950	1036	1135	1188	1142	1122	1108	1110	1042	700	515	372	236	131	80	14117

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	0%	0%	0%	0%	0%	1%	3%	5%	6%	7%	7%	8%	8%	8%	8%	8%	8%	7%	5%	4%	3%	2%	1%	1%
TOTAL	0%	0%	0%	0%	0%	1%	3%	5%	6%	7%	7%	8%	8%	8%	8%	8%	8%	7%	5%	4%	3%	2%	1%	1%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	27	23	20	16	36	165	371	735	857	950	1036	1135	1188	1142	1122	1108	1110	1042	700	515	372	236	131	80	14117
TOTAL	27	23	20	16	36	165	371	735	857	950	1036	1135	1188	1142	1122	1108	1110	1042	700	515	372	236	131	80	14117

LANE #1

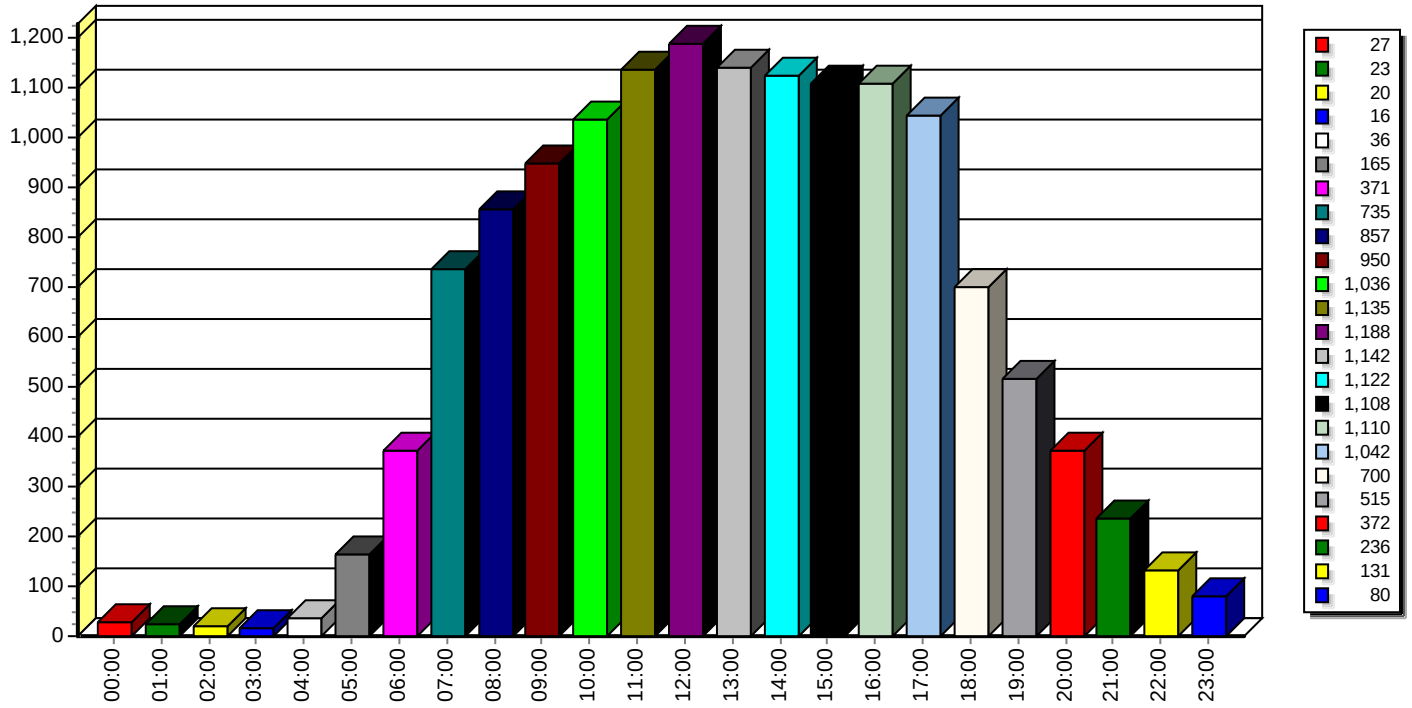
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	0	0	14117	0	0	Weekday (Mon-Fri) :	14117	100%
# Days :	0.0	0.0	0.0	0.0	1.0	0.0	0.0	ADT :	14117	
ADT :	0	0	0	0	14117	0	0	Weekend (Sat-Sun) :	0	0%
Percent :	0%	0%	0%	0%	100%	0%	0%	ADT :	0	

ALL LANES

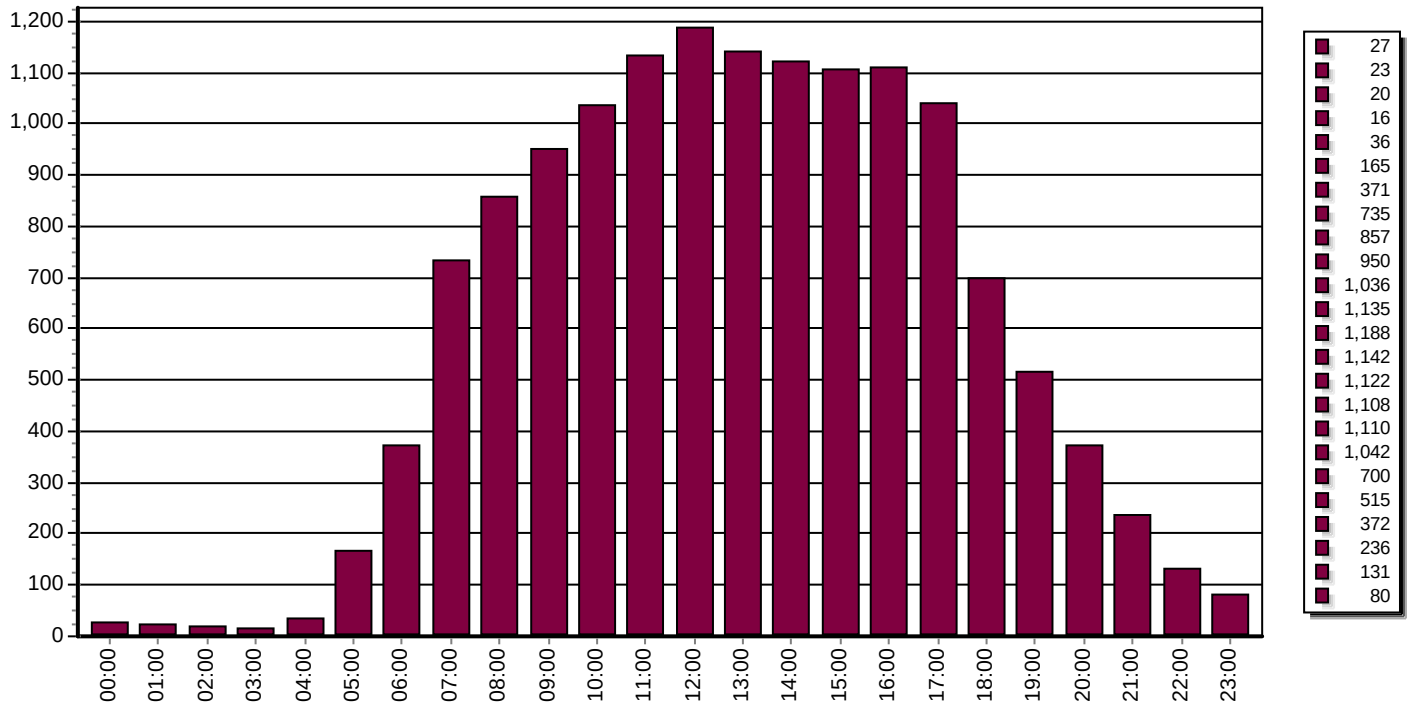
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	0	0	14117	0	0	Weekday (Mon-Fri) :	14117	100%
# Days :	0.0	0.0	0.0	0.0	1.0	0.0	0.0	ADT :	14117	
ADT :	0	0	0	0	14117	0	0	Weekend (Sat-Sun) :	0	0%
Percent :	0%	0%	0%	0%	100%	0%	0%	ADT :	0	

01805600 Charts For Data From: 00:00 - 05/21/2020 To: 23:59 - 05/21/2020

ADT Volume vs. Time (all lanes combined)

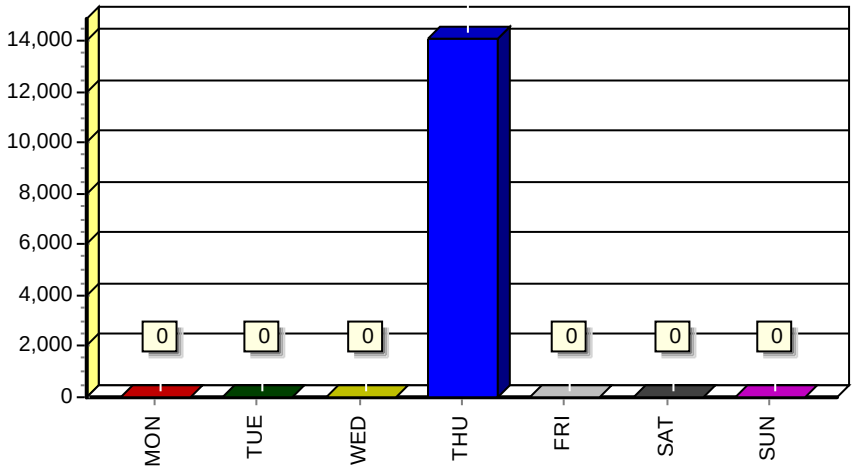


ADT Volume vs. Time (lane comparison)



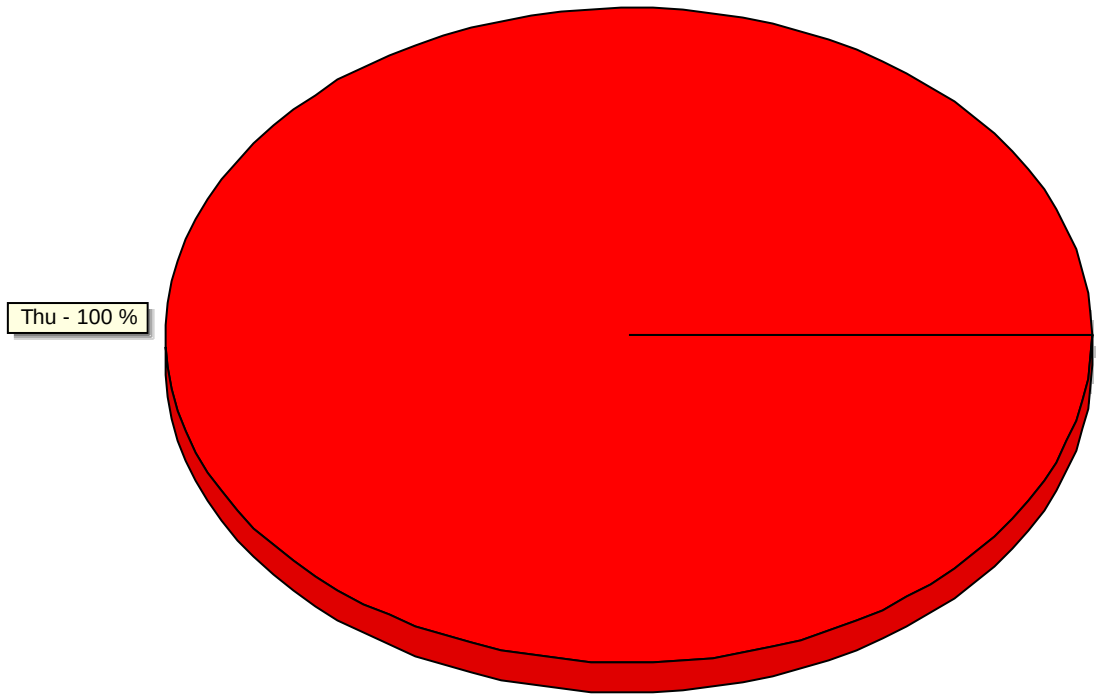
01805600 Charts For Data From: 00:00 - 05/21/2020 To: 23:59 - 05/21/2020

ADT By Day of 14,117 (all lanes)



DAY	ADT	TOTAL	# DAYS
Mon	-	-	-
Tue	-	-	-
Wed	-	-	-
Thu	14117	14117	1.0
Fri	-	-	-
Sat	-	-	-
Sun	-	-	-

Percent of Totals by Day of Week



Basic Axle Classification Report: 01805600

Station ID : 01805600

Info Line 1 : CR-18, In Bridgenorth on sb

Info Line 2 : 50kph sign in front of911# 790

GPS Lat/Lon :

DB File : DBFILE 072220 - 20.DB

Last Connected Device Type : Unicorn

Version Number : 2.94

Serial Number : 52690

Number of Lanes : 2

Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	N	NB	Ax-Ax	150 cm	183 cm	

Lane #1 Basic Axle Classification Data From: 00:00 - 07/21/2020 To: 23:59 - 07/21/2020

(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
07/21/20	00:00	0	21	7	0	0	0	0	0	0	0	0	0	0	28
Tue	01:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
	02:00	0	7	2	0	0	0	0	0	1	0	1	0	0	11
	03:00	0	9	1	0	0	0	0	0	1	0	0	0	0	11
	04:00	0	10	4	0	0	0	0	0	3	2	0	0	0	19
	05:00	0	29	15	0	0	4	0	1	1	1	0	0	0	51
	06:00	0	64	43	0	1	3	0	5	1	2	5	0	1	125
	07:00	1	119	83	0	1	16	0	6	4	3	15	0	4	252
	08:00	1	136	99	0	3	15	1	5	3	2	17	2	6	290
	09:00	1	172	80	0	3	7	3	7	4	3	28	0	6	314
	10:00	2	236	87	0	5	5	9	4	3	4	26	3	7	391
	11:00	1	286	101	0	1	12	6	7	1	0	32	5	10	462
	12:00	2	305	95	0	3	9	2	8	9	1	47	3	5	489
	13:00	6	289	103	0	4	16	4	8	4	4	32	2	11	483
	14:00	6	319	98	0	2	10	5	5	7	5	36	4	18	515
	15:00	5	341	116	0	5	3	4	10	10	0	31	4	19	548
	16:00	1	399	122	0	2	6	3	8	3	6	45	2	14	611
	17:00	5	337	145	0	3	3	2	10	6	3	34	5	12	565
	18:00	3	233	85	0	0	1	0	8	3	0	15	3	3	354
	19:00	3	197	47	0	0	1	0	3	2	0	11	2	3	269
	20:00	3	146	40	0	0	2	0	1	1	0	6	0	0	199
	21:00	1	115	26	0	0	0	0	2	0	0	2	0	0	146
	22:00	2	50	14	0	0	0	0	0	0	0	1	0	0	67
	23:00	0	38	8	0	0	0	0	0	0	0	0	0	0	46
Daily Total :		43	3868	1425	0	33	113	39	98	67	36	384	35	119	6260
Percent :		1%	62%	23%	0%	1%	2%	1%	2%	1%	1%	6%	1%	2%	
Average :		2	161	59	0	1	5	2	4	3	2	16	1	5	261

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	S	SB	Ax-Ax	150 cm	183 cm	

Lane #2 Basic Axle Classification Data From: 00:00 - 07/21/2020 To: 23:59 - 07/21/2020

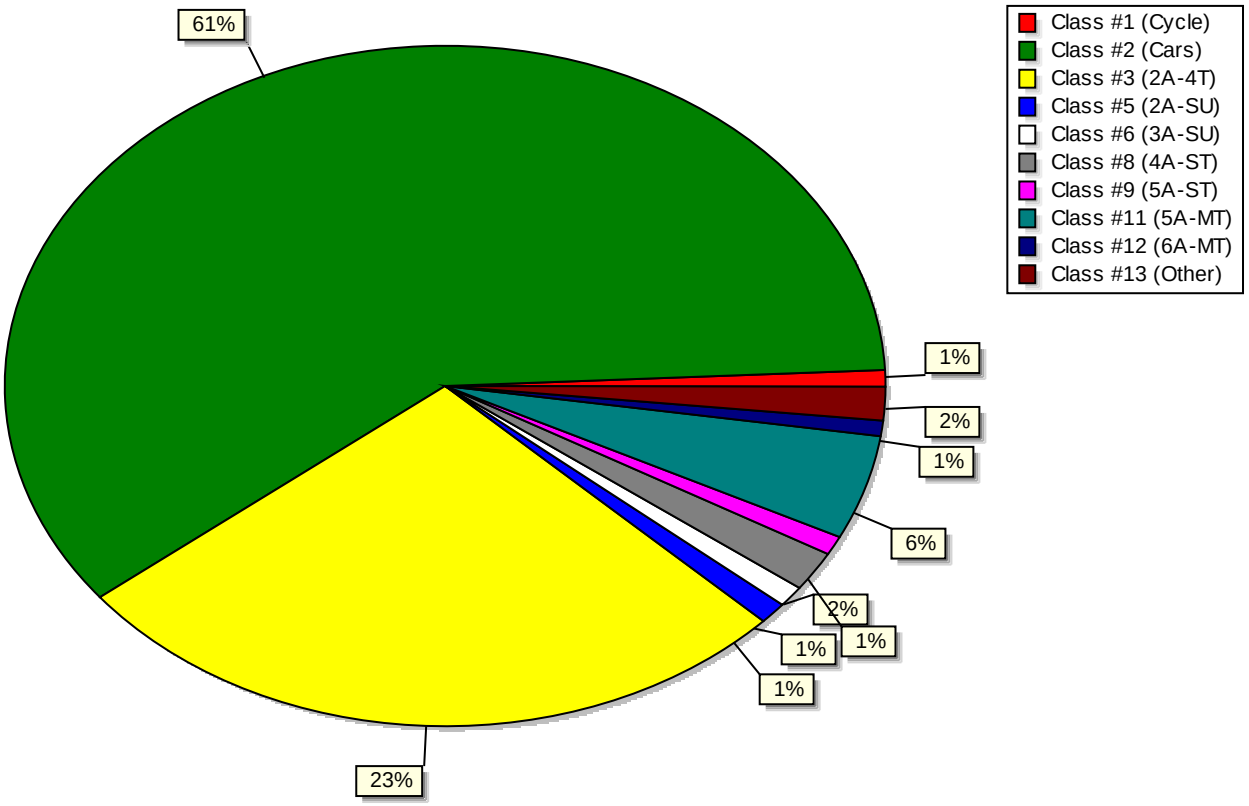
(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
07/21/20	00:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
Tue	01:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
	02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
	04:00	0	15	17	0	0	0	0	0	0	0	0	0	0	32
	05:00	0	72	58	0	1	0	0	1	0	0	3	0	1	136
	06:00	3	148	104	0	3	1	0	7	0	0	3	0	1	270
	07:00	3	267	150	0	2	3	0	14	4	3	15	2	7	470
	08:00	2	284	116	0	2	1	1	18	3	0	14	2	7	450
	09:00	2	293	98	0	3	4	1	15	7	2	22	2	8	457
	10:00	0	295	103	0	2	5	1	12	7	4	30	2	9	470
	11:00	1	256	82	0	6	6	2	12	12	1	39	5	9	431
	12:00	1	263	90	0	2	5	1	9	7	3	39	2	13	435
	13:00	3	239	82	0	5	4	2	7	12	2	40	2	8	406
	14:00	0	248	90	0	2	6	2	16	12	1	42	3	17	439
	15:00	4	184	73	0	1	6	4	8	15	1	41	4	19	360
	16:00	2	199	89	0	0	0	3	18	16	2	36	2	10	377
	17:00	1	168	71	0	2	3	3	5	5	2	24	1	10	295
	18:00	2	186	60	0	0	2	1	3	3	0	13	2	1	273
	19:00	3	171	47	0	0	1	1	3	2	1	12	1	2	244
	20:00	5	145	36	0	0	0	0	2	4	0	8	0	2	202
	21:00	2	95	24	0	1	0	0	1	0	0	5	0	1	129
	22:00	3	50	10	0	0	0	0	0	0	0	1	0	0	64
	23:00	0	26	5	0	0	0	0	0	0	0	0	0	0	31
Daily Total :		37	3638	1411	0	32	47	22	151	109	22	387	30	125	6011
Percent :		1%	61%	23%	0%	1%	1%	0%	3%	2%	0%	6%	0%	2%	
Average :		2	152	59	0	1	2	1	6	5	1	16	1	5	251

Basic Axle Class Summary: 01805600

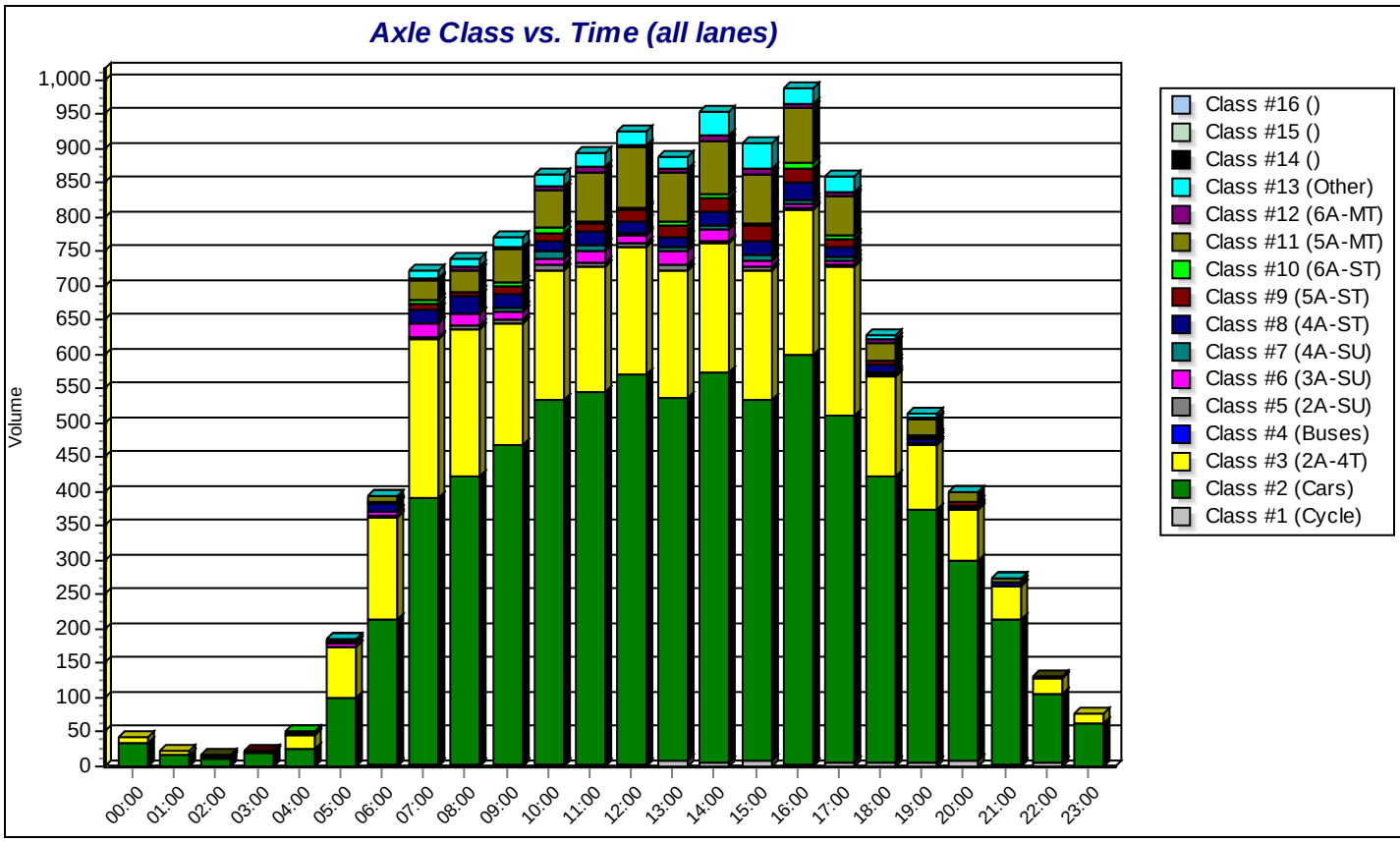
(DEFAULTC) Description	Lane	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
TOTAL COUNT :	#1.	43	3868	1425	0	33	113	39	98	67	36	384	35	119	6260
	#2.	37	3638	1411	0	32	47	22	151	109	22	387	30	125	6011
		80	7506	2836	0	65	160	61	249	176	58	771	65	244	12271
Percents :	#1.	1%	62%	23%	0%	1%	2%	1%	2%	1%	1%	6%	1%	2%	51%
	#2.	1%	61%	23%	0%	1%	1%	0%	3%	2%	0%	6%	0%	2%	49%
		1%	61%	23%	0%	1%	1%	0%	2%	1%	0%	6%	1%	2%	
Average :	#1.	2	161	59	0	1	5	2	4	3	2	16	1	5	261
	#2.	2	152	59	0	1	2	1	6	5	1	16	1	5	251
		4	313	118	0	2	7	3	10	8	3	32	2	10	512
Days & ADT :	#1.	1.0	6260												
	#2.	1.0	6011												
		1.0	12271												

01805600 Axle Class Charts For Data From: 00:00 - 07/21/2020 To: 23:59 - 07/21/2020

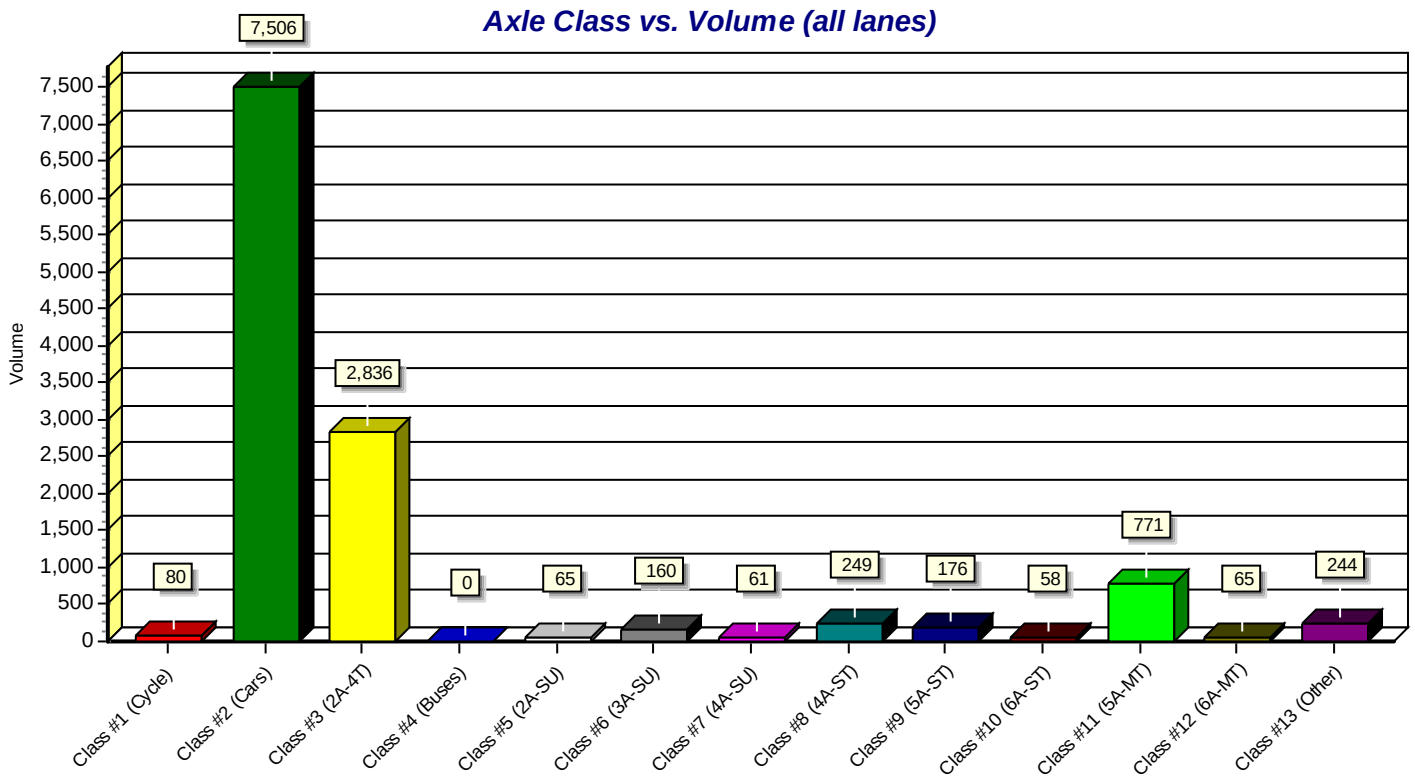
Axle Class Percentages:



Axle Class vs. Time (all lanes)



01805600 Axle Class Charts For Data From: 00:00 - 07/21/2020 To: 23:59 - 07/21/2020



Basic Speed Classification Report: 01805600

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	N	NB	Ax-Ax	150 cm	183 cm	

Lane #1 Basic Speed Classification Data From: 00:00 - 07/21/2020 To: 23:59 - 07/21/2020

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
07/21/20	00:00	0	0	0	3	11	11	3	0	0	0	0	0	0	0	0	0	28
Tue	01:00	0	0	0	2	5	7	0	0	0	0	0	0	0	0	0	0	14
	02:00	0	0	0	1	5	5	0	0	0	0	0	0	0	0	0	0	11
	03:00	0	0	0	3	5	3	0	0	0	0	0	0	0	0	0	0	11
	04:00	0	0	0	1	8	8	2	0	0	0	0	0	0	0	0	0	19
	05:00	0	0	0	4	27	18	2	0	0	0	0	0	0	0	0	0	51
	06:00	0	0	0	10	69	38	6	2	0	0	0	0	0	0	0	0	125
	07:00	0	0	3	24	151	65	8	0	1	0	0	0	0	0	0	0	252
	08:00	2	1	3	47	185	47	2	0	0	0	1	0	0	0	0	2	290
	09:00	0	0	5	75	198	33	1	1	0	0	0	0	0	0	1	0	314
	10:00	1	1	8	90	268	22	0	0	0	0	0	0	0	1	0	0	391
	11:00	0	0	10	140	276	29	4	0	0	1	0	1	0	0	0	1	462
	12:00	0	0	4	104	315	61	0	0	3	0	0	1	0	1	0	0	489
	13:00	2	3	6	131	301	36	0	0	0	1	0	0	0	2	0	1	483
	14:00	0	4	11	134	314	47	2	0	2	0	0	0	0	1	0	0	515
	15:00	0	1	6	162	342	33	0	1	1	0	0	0	0	0	0	2	548
	16:00	0	0	2	112	397	87	7	2	1	1	0	0	0	0	1	1	611
	17:00	1	21	18	64	355	95	6	2	0	0	0	0	2	0	0	1	565
	18:00	0	0	0	20	217	109	6	2	0	0	0	0	0	0	0	0	354
	19:00	1	0	3	24	154	80	6	0	1	0	0	0	0	0	0	0	269
	20:00	0	0	1	16	107	68	7	0	0	0	0	0	0	0	0	0	199
	21:00	0	0	0	14	81	44	5	1	0	1	0	0	0	0	0	0	146
	22:00	0	0	0	8	45	13	1	0	0	0	0	0	0	0	0	0	67
	23:00	0	0	0	0	19	22	3	2	0	0	0	0	0	0	0	0	46
Daily Total :		7	31	80	1189	3855	981	71	13	9	4	1	2	2	5	2	8	6260
Percent :		0%	0%	1%	19%	62%	16%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	1	3	50	161	41	3	1	0	0	0	0	0	0	0	0	251

Speeds - Average: 54.6 50% : 54.8 67% : 57.6 85% : 61.8 20kph Pace: 40.1 - 60.0 (80.6%)

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	S	SB	Ax-Ax	150 cm	183 cm	

Lane #2 Basic Speed Classification Data From: 00:00 - 07/21/2020 To: 23:59 - 07/21/2020

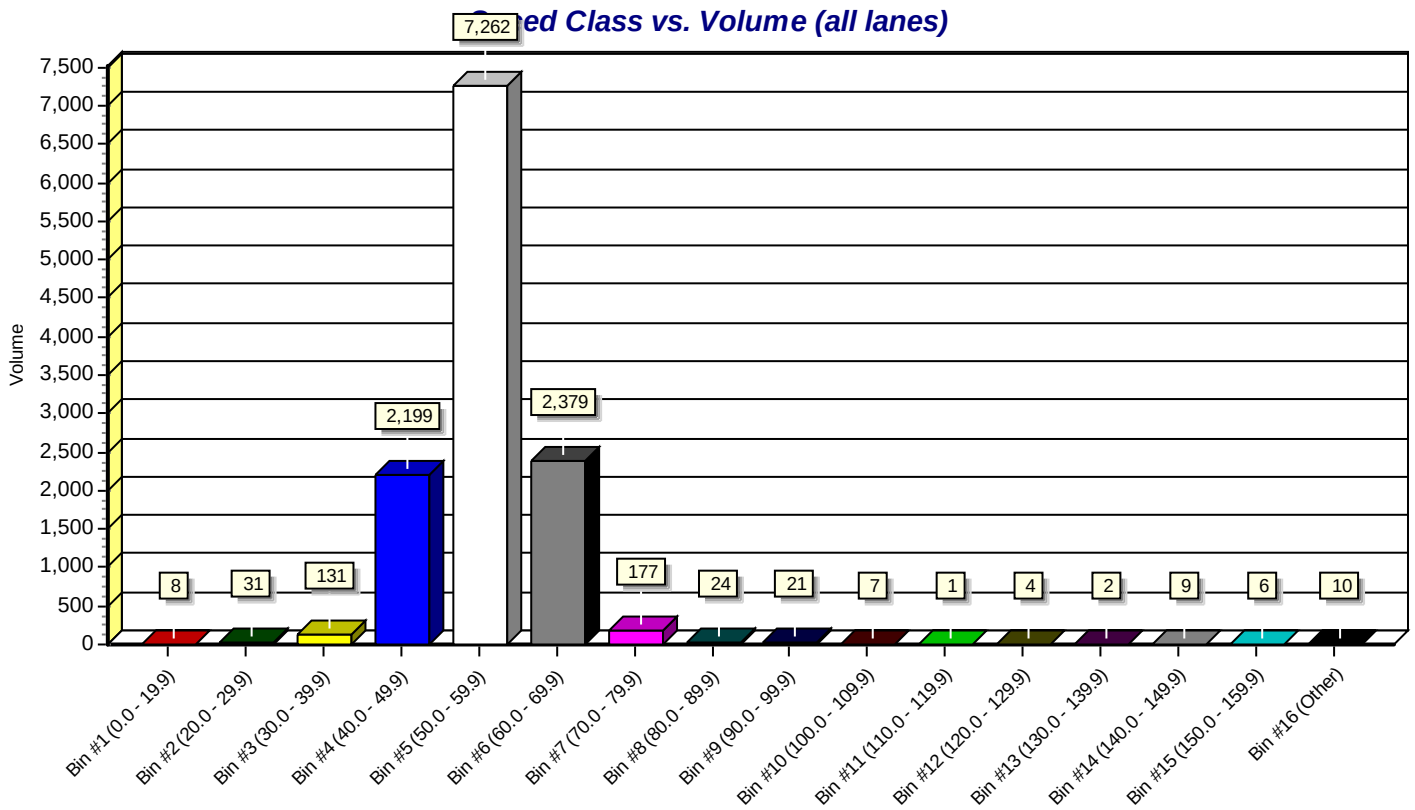
(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Date	Time	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
07/21/20	00:00	0	0	0	1	6	6	1	0	0	0	0	0	0	0	0	0	14
Tue	01:00	0	0	0	1	3	5	1	0	0	0	0	0	0	0	0	0	10
	02:00	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	0	0	2	7	2	0	0	0	0	0	0	0	0	0	11
	04:00	0	0	0	2	6	18	6	0	0	0	0	0	0	0	0	0	32
	05:00	0	0	0	5	60	61	9	1	0	0	0	0	0	0	0	0	136
	06:00	0	0	0	15	115	126	14	0	0	0	0	0	0	0	0	0	270
	07:00	0	0	1	30	301	134	4	0	0	0	0	0	0	0	0	0	470
	08:00	0	0	4	69	254	115	6	0	1	0	0	0	0	1	0	0	450
	09:00	0	0	1	93	292	68	1	0	0	0	0	1	0	0	1	0	457
	10:00	0	0	5	146	256	55	4	2	2	0	0	0	0	0	0	0	470
	11:00	0	0	5	95	267	58	4	0	0	1	0	1	0	0	0	0	431
	12:00	0	0	3	80	277	69	3	1	1	0	0	0	0	0	1	0	435
	13:00	0	0	8	92	231	65	2	2	4	0	0	0	0	0	1	1	406
	14:00	0	0	6	112	256	60	2	1	0	0	0	0	0	1	1	0	439
	15:00	0	0	6	85	209	57	2	0	0	0	0	0	0	1	0	0	360
	16:00	0	0	1	64	219	86	5	1	1	0	0	0	0	0	0	0	377
	17:00	0	0	1	36	168	80	7	0	1	1	0	0	0	0	0	1	295
	18:00	0	0	4	12	142	106	8	0	1	0	0	0	0	0	0	0	273
	19:00	1	0	3	19	117	93	10	0	0	0	0	0	0	1	0	0	244
	20:00	0	0	3	23	103	66	5	2	0	0	0	0	0	0	0	0	202
	21:00	0	0	0	16	73	31	8	0	0	1	0	0	0	0	0	0	129
	22:00	0	0	0	8	33	21	1	0	1	0	0	0	0	0	0	0	64
	23:00	0	0	0	6	13	10	1	1	0	0	0	0	0	0	0	0	31
Daily Total :		1	0	51	1010	3407	1398	106	11	12	3	0	2	0	4	4	2	6011
Percent :		0%	0%	1%	17%	57%	23%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	2	42	142	58	4	0	1	0	0	0	0	0	0	0	260

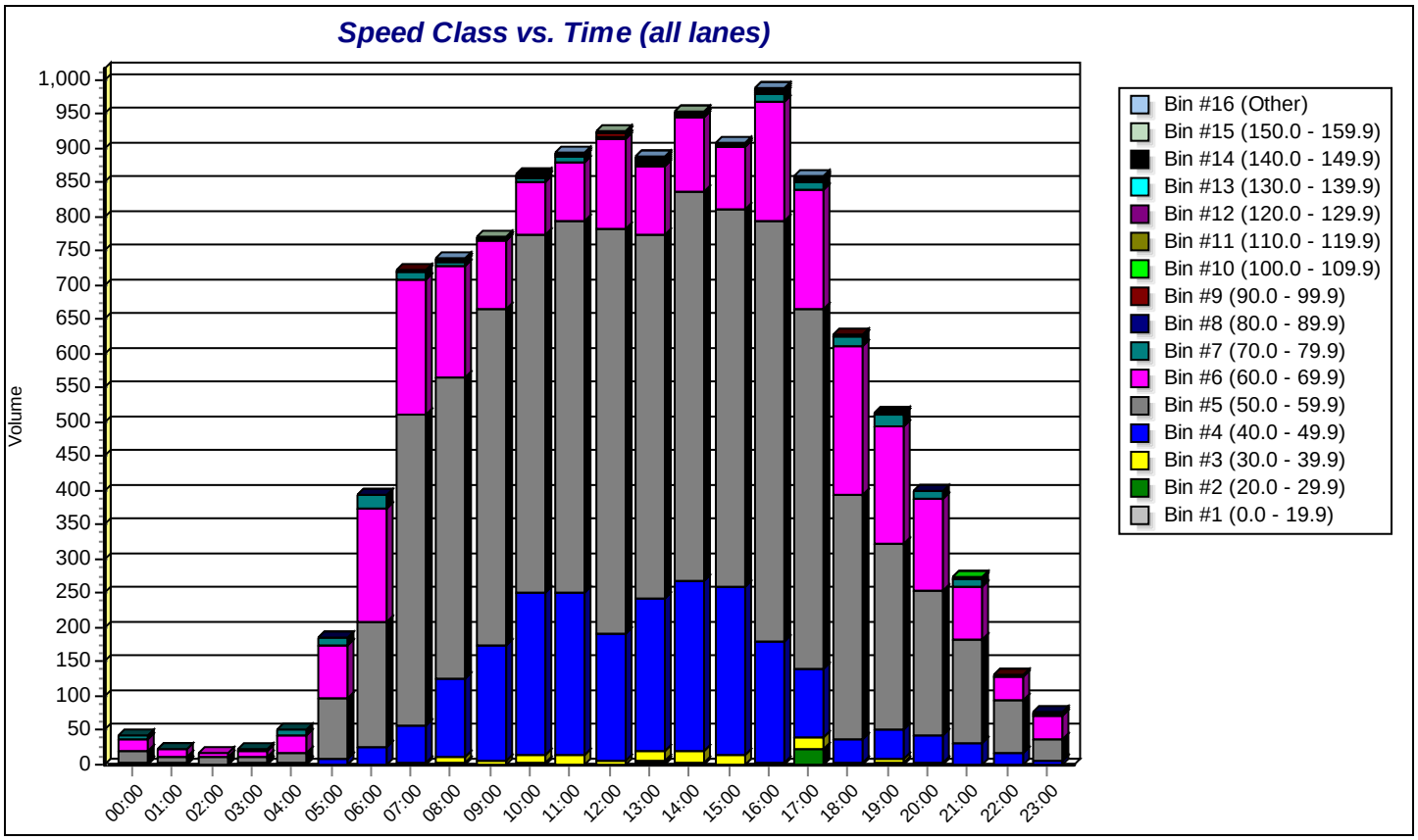
Speeds - Average: 56.1 50% : 55.8 67% : 58.7 85% : 64.7 20kph Pace: 50.1 - 70.0 (79.9%)

Basic Speed Class Summary: 01805600

(VERONA)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
		0.0 -	20.0 -	30.0 -	40.0 -	50.0 -	60.0 -	70.0 -	80.0 -	90.0 -	100.0 -	110.0 -	120.0 -	130.0 -	140.0 -	150.0 -		
Description	Lane	19.9	29.9	39.9	49.9	59.9	69.9	79.9	89.9	99.9	109.9	119.9	129.9	139.9	149.9	159.9	Other	Total
TOTAL COUNT :	#1.	7	31	80	1189	3855	981	71	13	9	4	1	2	2	5	2	8	6260
	#2.	1	0	51	1010	3407	1398	106	11	12	3	0	2	0	4	4	2	6011
		8	31	131	2199	7262	2379	177	24	21	7	1	4	2	9	6	10	12271
Percents :	#1.	0%	0%	1%	19%	62%	16%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	51%
	#2.	0%	0%	1%	17%	57%	23%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	49%
		0%	0%	1%	18%	59%	19%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Average :	#1.	0	1	3	50	161	41	3	1	0	0	0	0	0	0	0	0	260
	#2.	0	0	2	42	142	58	4	0	1	0	0	0	0	0	0	0	249
		0	1	5	92	303	99	7	1	1	0	0	0	0	0	0	0	509
Days & ADT :	#1.	1.0	6260															
	#2.	1.0	6011															
		1.0	12271															
Avg,50,67,85%:	#1.	54.6	54.8	57.6	61.8	40.1	- 60.0	81%										
Pace (pace %)	#2.	56.1	55.8	58.7	64.7	50.1	- 70.0	80%										
		55.3	55.3	58.1	63.5	50.1	- 70.0	79%										

01805600 Speed Class Charts For Data From: 00:00 - 07/21/2020 To: 23:59 - 07/21/2020





Basic Volume Report: 01805600

Station ID : 01805600

Info Line 1 : CR-18, In Bridgenorth on sb
Info Line 2 : 50kph sign in front of911# 790
GPS Lat/Lon :
DB File : DBFILE 100920 - 89.DB

Last Connected Device Type : TT-8-BT
Version Number : 1.09
Serial Number : 22406

Number of Lanes : 1
Posted Speed Limit : 0.0 kph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.			Normal	Axle	Yes	

Lane #1 Basic Volume Data From: 00:00 - 10/07/2020 To: 23:59 - 10/07/2020

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
100720	W	40	16	16	22	50	176	398	798	1050	912	882	1008	940	984	1048	1157	1156	1087	644	466	344	180	102	54	13530
Month Total :		40	16	16	22	50	176	398	798	1050	912	882	1008	940	984	1048	1157	1156	1087	644	466	344	180	102	54	13530
Percent :		0%	0%	0%	0%	0%	1%	3%	6%	8%	7%	7%	7%	7%	7%	8%	9%	9%	8%	5%	3%	3%	1%	1%	0%	
ADT :		40	16	16	22	50	176	398	798	1050	912	882	1008	940	984	1048	1157	1156	1087	644	466	344	180	102	54	13530

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	0	0	0	13530	0	0	0
# Days :	0.0	0.0	0.0	1.0	0.0	0.0	0.0
ADT :	0	0	0	13530	0	0	0
Percent :	0%	0%	0%	100%	0%	0%	0%

	Total	Percent
Weekday (Mon-Fri) :	13530	100%
ADT :	13530	
Weekend (Sat-Sun) :	0	0%
ADT :	0	

Basic Volume Summary: 01805600

Grand Total For Data From: 00:00 - 10/07/2020 To: 23:59 - 10/07/2020

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	40	16	16	22	50	176	398	798	1050	912	882	1008	940	984	1048	1157	1156	1087	644	466	344	180	102	54	13530
TOTAL	40	16	16	22	50	176	398	798	1050	912	882	1008	940	984	1048	1157	1156	1087	644	466	344	180	102	54	13530

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	0%	0%	0%	0%	0%	1%	3%	6%	8%	7%	7%	7%	7%	7%	8%	9%	9%	8%	5%	3%	3%	1%	1%	0%
TOTAL	0%	0%	0%	0%	0%	1%	3%	6%	8%	7%	7%	7%	7%	7%	8%	9%	9%	8%	5%	3%	3%	1%	1%	0%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	40	16	16	22	50	176	398	798	1050	912	882	1008	940	984	1048	1157	1156	1087	644	466	344	180	102	54	13530
TOTAL	40	16	16	22	50	176	398	798	1050	912	882	1008	940	984	1048	1157	1156	1087	644	466	344	180	102	54	13530

LANE #1

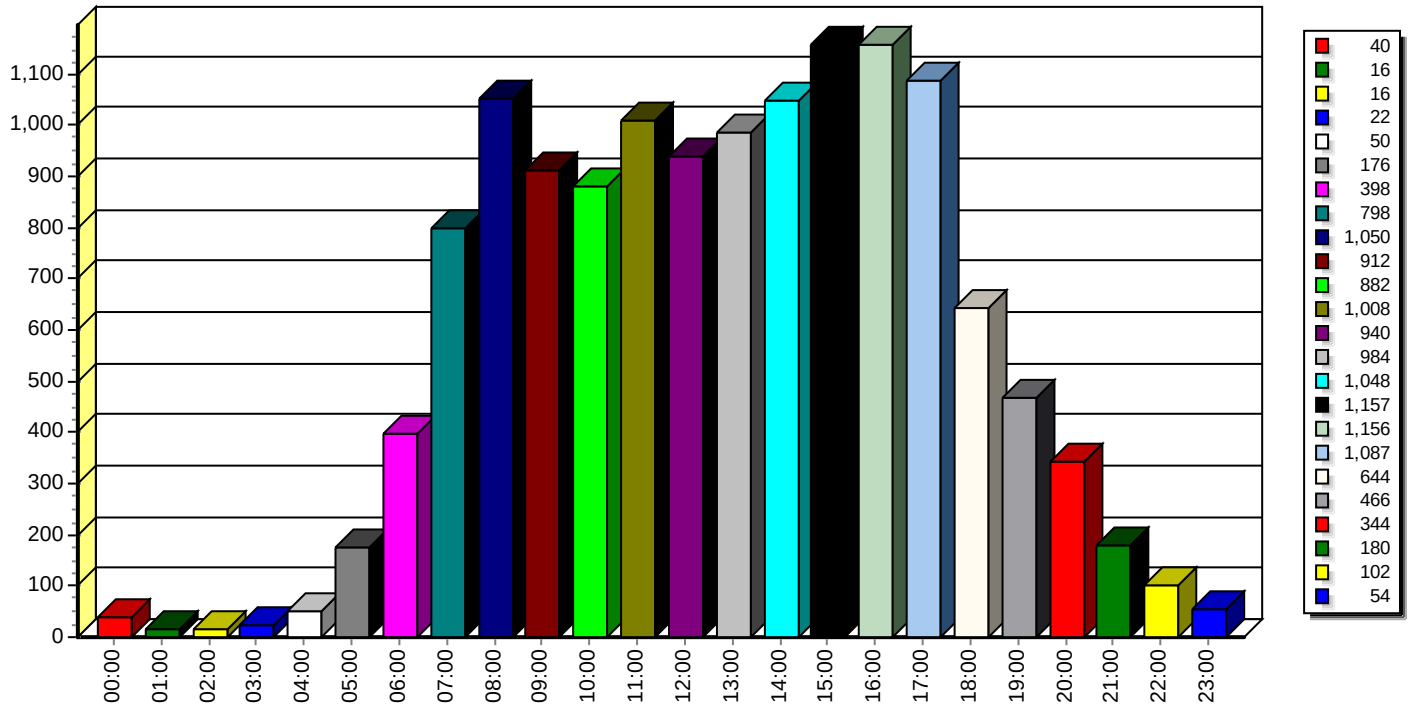
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	0	13530	0	0	0	Weekday (Mon-Fri) :	13530	100%
# Days :	0.0	0.0	0.0	1.0	0.0	0.0	0.0	ADT :	13530	
ADT :	0	0	0	13530	0	0	0	Weekend (Sat-Sun) :	0	0%
Percent :	0%	0%	0%	100%	0%	0%	0%	ADT :	0	

ALL LANES

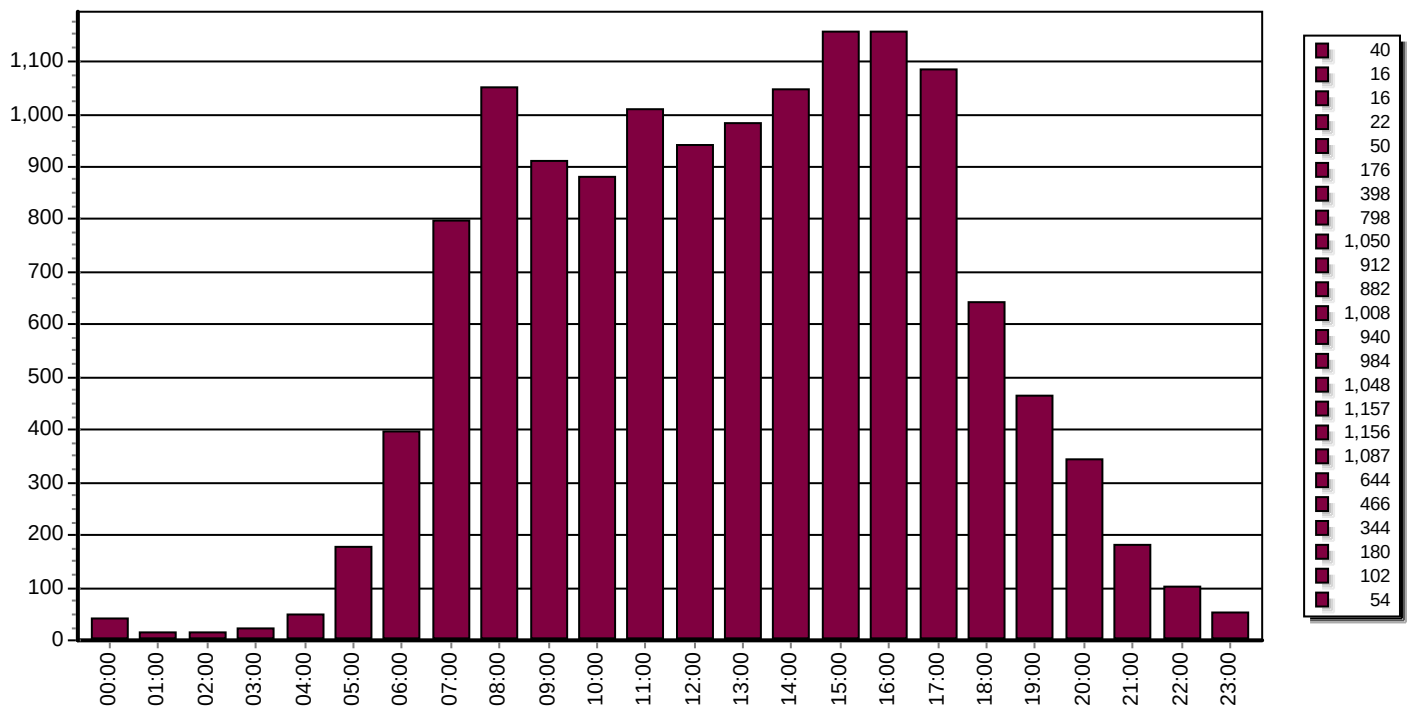
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	0	13530	0	0	0	Weekday (Mon-Fri) :	13530	100%
# Days :	0.0	0.0	0.0	1.0	0.0	0.0	0.0	ADT :	13530	
ADT :	0	0	0	13530	0	0	0	Weekend (Sat-Sun) :	0	0%
Percent :	0%	0%	0%	100%	0%	0%	0%	ADT :	0	

01805600 Charts For Data From: 00:00 - 10/07/2020 To: 23:59 - 10/07/2020

ADT Volume vs. Time (all lanes combined)

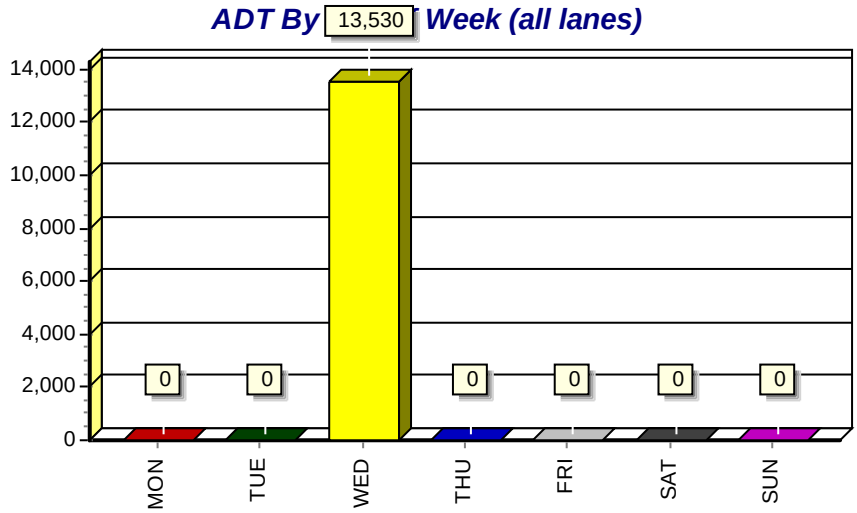


ADT Volume vs. Time (lane comparison)



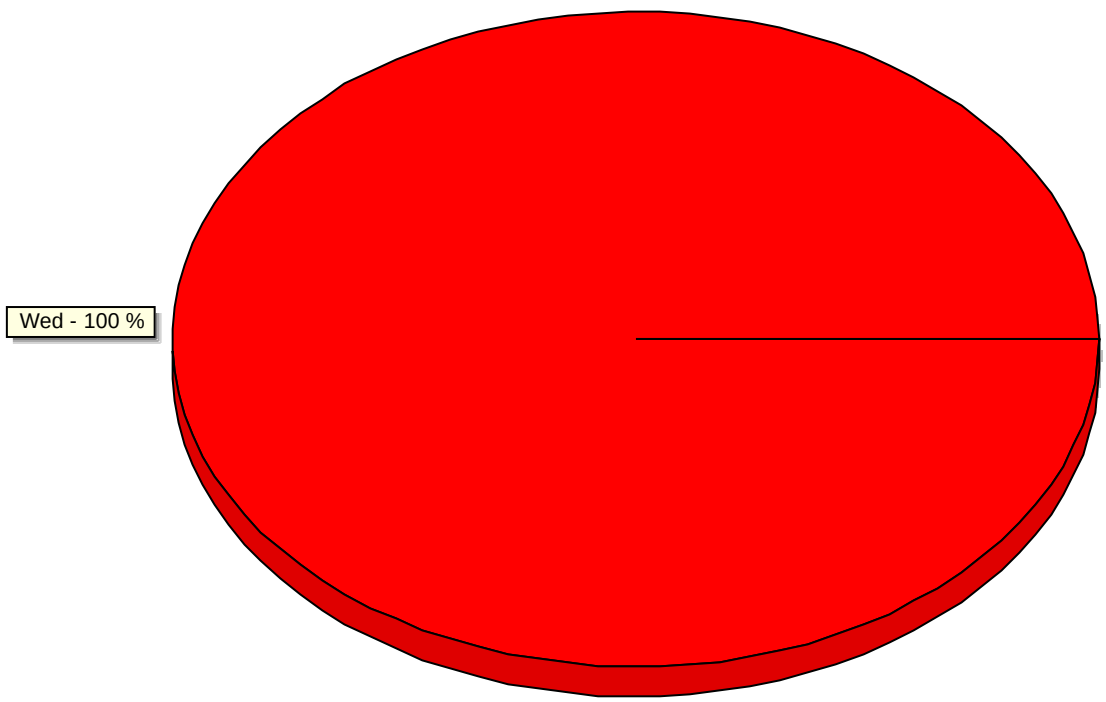
01805600 Charts For Data From: 00:00 - 10/07/2020 To: 23:59 - 10/07/2020

ADT By Week (all lanes)



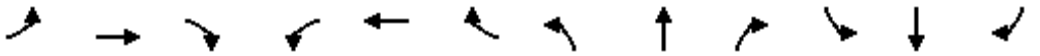
DAY	ADT	TOTAL	# DAYS
Mon	-	-	-
Tue	-	-	-
Wed	13530	13530	1.0
Thu	-	-	-
Fri	-	-	-
Sat	-	-	-
Sun	-	-	-

Percent of Totals by Day of Week



Appendix B: Synchro Worksheets

Existing 2023

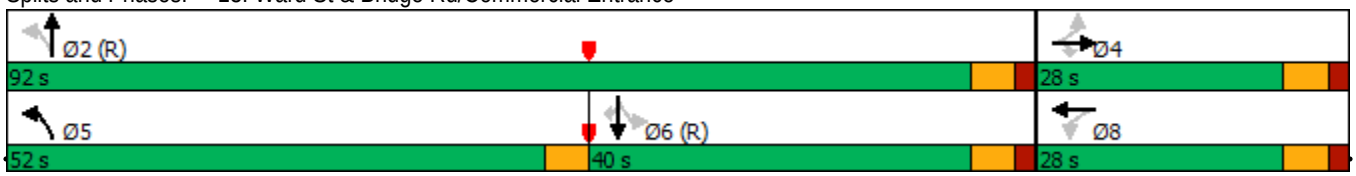


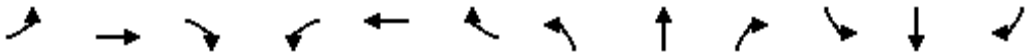
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	9	313	12	30	23	447	346	4	7	247	160
Future Volume (vph)	119	9	313	12	30	23	447	346	4	7	247	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	200.0		0.0	0.0		0.0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.952			0.998				0.850
Flt Protected		0.956			0.991		0.950				0.999	
Satd. Flow (prot)	0	1801	1601	0	1777	0	1789	1880	0	0	1882	1601
Flt Permitted		0.723			0.926		0.536				0.988	
Satd. Flow (perm)	0	1362	1601	0	1660	0	1010	1880	0	0	1861	1601
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			340		20			1				174
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		366.6			55.6			82.0			152.8	
Travel Time (s)		27.5			4.2			6.2			11.5	
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
Adj. Flow (vph)	129	10	340	13	33	25	486	376	4	8	268	174
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	139	340	0	71	0	486	380	0	0	276	174
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		8.5	24.0		24.0	24.0	24.0
Total Split (s)	28.0	28.0	28.0	28.0	28.0		52.0	92.0		40.0	40.0	40.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		43.3%	76.7%		33.3%	33.3%	33.3%
Maximum Green (s)	22.0	22.0	22.0	22.0	22.0		48.0	86.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		4.0	6.0			6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
Act Effct Green (s)		16.8	16.8		16.8		93.2	91.2			70.9	70.9
Actuated g/C Ratio		0.14	0.14		0.14		0.78	0.76			0.59	0.59
v/c Ratio		0.73	0.66		0.29		0.55	0.27			0.25	0.17
Control Delay		70.7	11.2		35.5		7.1	5.3			14.4	2.8
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		70.7	11.2		35.5		7.1	5.3			14.4	2.8
LOS		E	B		D		A	A			B	A
Approach Delay		28.5			35.5			6.3			9.9	
Approach LOS		C			D			A			A	
Queue Length 50th (m)		31.6	0.0		10.8		29.9	23.2			29.3	0.0
Queue Length 95th (m)		51.3	25.3		23.4		51.8	40.2			57.4	11.3
Internal Link Dist (m)		342.6			31.6			58.0			128.8	
Turn Bay Length (m)							200.0					
Base Capacity (vph)		249	571		320		1096	1429			1099	1017
Starvation Cap Reductn		0	0		0		0	0			0	0
Spillback Cap Reductn		0	0		0		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		0.56	0.60		0.22		0.44	0.27			0.25	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 66.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 13: Ward St & Bridge Rd/Commercial Entrance





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	0	26	0	20	2	741	2	0	498	4
Future Volume (vph)	7	0	0	26	0	20	2	741	2	0	498	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.941						0.999	
Flt Protected		0.950			0.973							
Satd. Flow (prot)	0	1789	0	0	1724	0	0	1883	0	0	1882	0
Flt Permitted					0.891			0.999				
Satd. Flow (perm)	0	1883	0	0	1579	0	0	1882	0	0	1882	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					41						1	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		99.6			119.0			56.1			227.2	
Travel Time (s)		7.5			8.9			4.2			17.0	
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
Adj. Flow (vph)	8	0	0	28	0	22	2	805	2	0	541	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	50	0	0	809	0	0	545	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		55.0	55.0		55.0	55.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		68.8%	68.8%		68.8%	68.8%	
Maximum Green (s)	19.0	19.0		19.0	19.0		49.0	49.0		49.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.9			6.9			39.6			39.6	
Actuated g/C Ratio		0.14			0.14			0.81			0.81	
v/c Ratio		0.03			0.19			0.53			0.36	
Control Delay		24.4			13.4			5.9			4.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		24.4			13.4			5.9			4.2	
LOS		C			B			A			A	
Approach Delay		24.4			13.4			5.9			4.2	
Approach LOS		C			B			A			A	
Queue Length 50th (m)		0.7			0.8			35.4			19.1	
Queue Length 95th (m)		4.2			9.2			73.5			39.1	
Internal Link Dist (m)		75.6			95.0			32.1			203.2	
Turn Bay Length (m)												
Base Capacity (vph)		807			700			1674			1674	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.01			0.07			0.48			0.33	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 49			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 5.6		Intersection LOS: A	
Intersection Capacity Utilization 54.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Ward St & Wilcox Street

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	43	13	13	754	508	64
Future Vol, veh/h	43	13	13	754	508	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	14	14	820	552	70

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1435	587	622	0	-	0
Stage 1	587	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	147	510	959	-	-	-
Stage 1	556	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	145	510	959	-	-	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	548	-	-	-	-	-
Stage 2	420	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	36.4	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	959	-	174	-	-
HCM Lane V/C Ratio	0.015	-	0.35	-	-
HCM Control Delay (s)	8.8	-	36.4	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0	-	1.5	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	1	2	0	2	3	764	3	0	507	1
Future Vol, veh/h	5	0	1	2	0	2	3	764	3	0	507	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	2	0	2	3	830	3	0	551	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1391	1391	552	1390	1390	832	552	0	0	833	0	0
Stage 1	552	552	-	838	838	-	-	-	-	-	-	-
Stage 2	839	839	-	552	552	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	120	142	533	120	142	369	1018	-	-	800	-	-
Stage 1	518	515	-	361	382	-	-	-	-	-	-	-
Stage 2	360	381	-	518	515	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	119	141	533	119	141	369	1018	-	-	800	-	-
Mov Cap-2 Maneuver	119	141	-	119	141	-	-	-	-	-	-	-
Stage 1	515	515	-	359	380	-	-	-	-	-	-	-
Stage 2	356	379	-	517	515	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.6	25.5	0	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1018	-	-	137	180	800	-	-
HCM Lane V/C Ratio	0.003	-	-	0.048	0.024	-	-	-
HCM Control Delay (s)	8.5	0	-	32.6	25.5	0	-	-
HCM Lane LOS	A	A	-	D	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	752	19	2	508
Future Vol, veh/h	0	0	752	19	2	508
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	817	21	2	552

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1384	828	0	0	838	0
Stage 1	828	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	158	371	-	-	796	-
Stage 1	429	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	157	371	-	-	796	-
Mov Cap-2 Maneuver	157	-	-	-	-	-
Stage 1	429	-	-	-	-	-
Stage 2	572	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	796	-
HCM Lane V/C Ratio	-	-	-	0.003	-
HCM Control Delay (s)	-	-	0	9.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	9	0	8	0	764	4	5	492	1
Future Vol, veh/h	1	0	1	9	0	8	0	764	4	5	492	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	40	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	10	0	9	0	830	4	5	535	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1383	1380	536	1378	1378	832	536	0	0	834	0	0
Stage 1	546	546	-	832	832	-	-	-	-	-	-	-
Stage 2	837	834	-	546	546	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	121	144	545	122	145	369	1032	-	-	799	-	-
Stage 1	522	518	-	363	384	-	-	-	-	-	-	-
Stage 2	361	383	-	522	518	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	118	143	545	121	144	369	1032	-	-	799	-	-
Mov Cap-2 Maneuver	118	143	-	121	144	-	-	-	-	-	-	-
Stage 1	522	515	-	363	384	-	-	-	-	-	-	-
Stage 2	352	383	-	518	515	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.8	27.7	0	0.1
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1032	-	-	194	177	799	-	-
HCM Lane V/C Ratio	-	-	-	0.011	0.104	0.007	-	-
HCM Control Delay (s)	0	-	-	23.8	27.7	9.5	-	-
HCM Lane LOS	A	-	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	2	0	752	508	16
Future Vol, veh/h	6	2	0	752	508	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	0	817	552	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1378	561	569	0	-	0
Stage 1	561	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	160	527	1003	-	-	-
Stage 1	571	-	-	-	-	-
Stage 2	434	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	160	527	1003	-	-	-
Mov Cap-2 Maneuver	160	-	-	-	-	-
Stage 1	571	-	-	-	-	-
Stage 2	434	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1003	-	194	-	-
HCM Lane V/C Ratio	-	-	0.045	-	-
HCM Control Delay (s)	0	-	24.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	26	47	724	479	31
Future Vol, veh/h	46	26	47	724	479	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	35	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	28	51	787	521	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1427	538	555	0	-	0
Stage 1	538	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	149	543	1015	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	402	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	142	543	1015	-	-	-
Mov Cap-2 Maneuver	142	-	-	-	-	-
Stage 1	556	-	-	-	-	-
Stage 2	402	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.1	0.5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1015	-	142	543	-	-
HCM Lane V/C Ratio	0.05	-	0.352	0.052	-	-
HCM Control Delay (s)	8.7	-	43.5	12	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.4	0.2	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	6	9	0	7	3	749	6	6	477	22
Future Vol, veh/h	15	0	6	9	0	7	3	749	6	6	477	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	35	-	-	-	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	7	10	0	8	3	814	7	7	518	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1372	1371	530	1372	1380	818	542	0	0	821	0	0
Stage 1	544	544	-	824	824	-	-	-	-	-	-	-
Stage 2	828	827	-	548	556	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	123	146	549	123	144	376	1027	-	-	808	-	-
Stage 1	523	519	-	367	387	-	-	-	-	-	-	-
Stage 2	365	386	-	521	513	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	119	144	549	120	142	376	1027	-	-	808	-	-
Mov Cap-2 Maneuver	119	144	-	120	142	-	-	-	-	-	-	-
Stage 1	521	513	-	366	386	-	-	-	-	-	-	-
Stage 2	357	385	-	509	507	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.6	28.4	0	0.1
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1027	-	-	153	171	808	-	-
HCM Lane V/C Ratio	0.003	-	-	0.149	0.102	0.008	-	-
HCM Control Delay (s)	8.5	-	-	32.6	28.4	9.5	0	-
HCM Lane LOS	A	-	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.3	0	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	2	21	4	108	8	675	49	71	454	23
Future Vol, veh/h	11	0	2	21	4	108	8	675	49	71	454	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	70	-	-	70	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	2	23	4	117	9	734	53	77	493	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1499	1465	506	1440	1451	761	518	0	0	787	0	0
Stage 1	660	660	-	779	779	-	-	-	-	-	-	-
Stage 2	839	805	-	661	672	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	101	128	566	111	131	405	1048	-	-	832	-	-
Stage 1	452	460	-	389	406	-	-	-	-	-	-	-
Stage 2	360	395	-	452	454	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	64	115	566	102	118	405	1048	-	-	832	-	-
Mov Cap-2 Maneuver	64	115	-	102	118	-	-	-	-	-	-	-
Stage 1	448	417	-	385	402	-	-	-	-	-	-	-
Stage 2	251	391	-	409	412	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	64.8	34.2	0.1	1.3
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1048	-	-	74	263	832	-	-
HCM Lane V/C Ratio	0.008	-	-	0.191	0.55	0.093	-	-
HCM Control Delay (s)	8.5	-	-	64.8	34.2	9.8	-	-
HCM Lane LOS	A	-	-	F	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.7	3	0.3	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	46	73	721	503	18
Future Vol, veh/h	46	46	73	721	503	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	50	79	784	547	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1499	557	567	0	-	0
Stage 1	557	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	135	530	1005	-	-	-
Stage 1	574	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	124	530	1005	-	-	-
Mov Cap-2 Maneuver	256	-	-	-	-	-
Stage 1	529	-	-	-	-	-
Stage 2	379	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.6	0.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1005	-	345	-	-
HCM Lane V/C Ratio	0.079	-	0.29	-	-
HCM Control Delay (s)	8.9	-	19.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	1.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	3	6	788	545	4
Future Vol, veh/h	6	3	6	788	545	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	3	7	857	592	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1465	594	596	0	-	0
Stage 1	594	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	141	505	980	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	140	505	980	-	-	-
Mov Cap-2 Maneuver	276	-	-	-	-	-
Stage 1	548	-	-	-	-	-
Stage 2	410	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	980	-	325	-	-
HCM Lane V/C Ratio	0.007	-	0.03	-	-
HCM Control Delay (s)	8.7	-	16.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

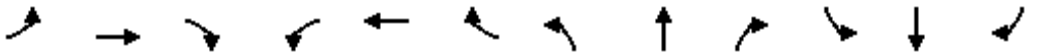
Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	21	27	0	60	16	660	113	22	450	5
Future Vol, veh/h	12	0	21	27	0	60	16	660	113	22	450	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	15	-	-	15	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	23	29	0	65	17	717	123	24	489	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1385	1414	492	1364	1355	779	494	0	0	840	0	0
Stage 1	540	540	-	813	813	-	-	-	-	-	-	-
Stage 2	845	874	-	551	542	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	121	138	577	125	149	396	1070	-	-	795	-	-
Stage 1	526	521	-	372	392	-	-	-	-	-	-	-
Stage 2	357	367	-	519	520	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	98	132	577	116	142	396	1070	-	-	795	-	-
Mov Cap-2 Maneuver	98	132	-	116	142	-	-	-	-	-	-	-
Stage 1	518	505	-	366	386	-	-	-	-	-	-	-
Stage 2	293	361	-	483	504	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.9	31.9	0.2	0.4
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1070	-	-	208	226	795	-	-
HCM Lane V/C Ratio	0.016	-	-	0.172	0.418	0.03	-	-
HCM Control Delay (s)	8.4	-	-	25.9	31.9	9.7	-	-
HCM Lane LOS	A	-	-	D	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	1.9	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	48	396	16	43	17	361	299	15	12	291	85
Future Volume (vph)	164	48	396	16	43	17	361	299	15	12	291	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	200.0		0.0	0.0		0.0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.970			0.993				0.850
Flt Protected		0.963			0.990		0.950				0.998	
Satd. Flow (prot)	0	1814	1601	0	1809	0	1789	1870	0	0	1880	1601
Flt Permitted		0.734			0.795		0.487				0.982	
Satd. Flow (perm)	0	1382	1601	0	1452	0	917	1870	0	0	1850	1601
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			430		10			5				92
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		366.6			55.6			82.0			152.8	
Travel Time (s)		27.5			4.2			6.2			11.5	
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
Adj. Flow (vph)	178	52	430	17	47	18	392	325	16	13	316	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	230	430	0	82	0	392	341	0	0	329	92
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		8.5	24.0		24.0	24.0	24.0
Total Split (s)	28.0	28.0	28.0	28.0	28.0		52.0	92.0		40.0	40.0	40.0

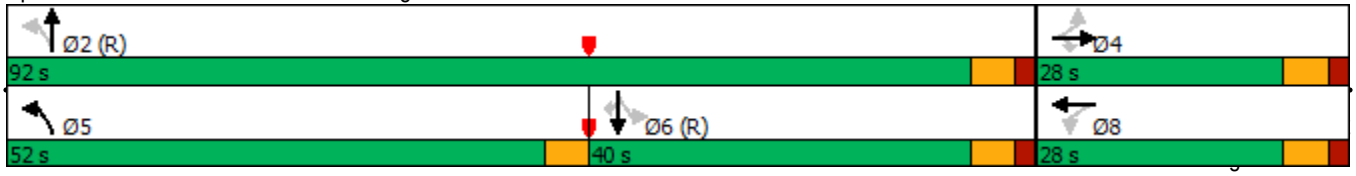
Ward Street Improvement Study
13: Ward St & Bridge Rd/Commercial Entrance

2023 Peak Traffic Volumes
SAT Mid-Day Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		43.3%	76.7%		33.3%	33.3%	33.3%
Maximum Green (s)	22.0	22.0	22.0	22.0	22.0		48.0	86.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		4.0	6.0			6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
Act Effct Green (s)		21.5	21.5		21.5		88.5	86.5			68.0	68.0
Actuated g/C Ratio		0.18	0.18		0.18		0.74	0.72			0.57	0.57
v/c Ratio		0.93	0.67		0.31		0.50	0.25			0.31	0.10
Control Delay		90.8	9.9		40.7		7.8	6.2			15.4	3.0
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		90.8	9.9		40.7		7.8	6.2			15.4	3.0
LOS		F	A		D		A	A			B	A
Approach Delay		38.1			40.7			7.1			12.7	
Approach LOS		D			D			A			B	
Queue Length 50th (m)		53.6	0.0		14.7		27.6	24.2			39.2	0.0
Queue Length 95th (m)		#99.6	28.9		29.7		39.5	35.2			62.7	7.6
Internal Link Dist (m)		342.6			31.6			58.0			128.8	
Turn Bay Length (m)							200.0					
Base Capacity (vph)		253	644		274		1025	1349			1047	946
Starvation Cap Reductn		0	0		0		0	0			0	0
Spillback Cap Reductn		0	0		0		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		0.91	0.67		0.30		0.38	0.25			0.31	0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 20.6		Intersection LOS: C	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 13: Ward St & Bridge Rd/Commercial Entrance



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	54	7	9	52	3	3	627	0	2	666	0
Future Volume (vph)	8	54	7	9	52	3	3	627	0	2	666	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.994							
Flt Protected		0.994			0.993							
Satd. Flow (prot)	0	1846	0	0	1859	0	0	1883	0	0	1883	0
Flt Permitted		0.946			0.934			0.997			0.999	
Satd. Flow (perm)	0	1757	0	0	1749	0	0	1878	0	0	1882	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			3							
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		99.6			119.0			56.1			227.2	
Travel Time (s)		7.5			8.9			4.2			17.0	
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
Adj. Flow (vph)	9	59	8	10	57	3	3	682	0	2	724	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	70	0	0	685	0	0	726	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		55.0	55.0		55.0	55.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		68.8%	68.8%		68.8%	68.8%	
Maximum Green (s)	19.0	19.0		19.0	19.0		49.0	49.0		49.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		7.6			7.6			32.3			32.3	
Actuated g/C Ratio		0.18			0.18			0.75			0.75	
v/c Ratio		0.24			0.23			0.49			0.52	
Control Delay		18.6			19.1			7.0			7.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		18.6			19.1			7.0			7.3	
LOS		B			B			A			A	
Approach Delay		18.6			19.1			7.0			7.3	
Approach LOS		B			B			A			A	
Queue Length 50th (m)		4.9			4.8			30.6			33.5	
Queue Length 95th (m)		15.3			14.7			63.5			69.7	
Internal Link Dist (m)		75.6			95.0			32.1			203.2	
Turn Bay Length (m)												
Base Capacity (vph)		811			806			1829			1833	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.09			0.09			0.37			0.40	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 43.2			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 8.2		Intersection LOS: A	
Intersection Capacity Utilization 51.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Ward St & Wilcox Street

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	15	10	656	659	44
Future Vol, veh/h	19	15	10	656	659	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	16	11	713	716	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1475	740	764	0	-	0
Stage 1	740	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	139	417	849	-	-	-
Stage 1	472	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	137	417	849	-	-	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	466	-	-	-	-	-
Stage 2	474	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.7	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	849	-	195	-	-
HCM Lane V/C Ratio	0.013	-	0.19	-	-
HCM Control Delay (s)	9.3	-	27.7	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	1	2	0	2	3	636	3	0	665	1
Future Vol, veh/h	5	0	1	2	0	2	3	636	3	0	665	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	2	0	2	3	691	3	0	723	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1424	1424	724	1423	1423	693	724	0	0	694	0	0
Stage 1	724	724	-	699	699	-	-	-	-	-	-	-
Stage 2	700	700	-	724	724	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	113	136	426	114	136	443	879	-	-	901	-	-
Stage 1	417	430	-	430	442	-	-	-	-	-	-	-
Stage 2	430	441	-	417	430	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	112	135	426	113	135	443	879	-	-	901	-	-
Mov Cap-2 Maneuver	112	135	-	113	135	-	-	-	-	-	-	-
Stage 1	414	430	-	427	439	-	-	-	-	-	-	-
Stage 2	425	438	-	416	430	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	34.6	25.5	0	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	879	-	-	128	180	901	-	-
HCM Lane V/C Ratio	0.004	-	-	0.051	0.024	-	-	-
HCM Control Delay (s)	9.1	0	-	34.6	25.5	0	-	-
HCM Lane LOS	A	A	-	D	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	624	19	2	666
Future Vol, veh/h	0	0	624	19	2	666
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	678	21	2	724

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1417	689	0	0	699	0
Stage 1	689	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	151	446	-	-	898	-
Stage 1	498	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	150	446	-	-	898	-
Mov Cap-2 Maneuver	150	-	-	-	-	-
Stage 1	498	-	-	-	-	-
Stage 2	476	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	898	-
HCM Lane V/C Ratio	-	-	-	0.002	-
HCM Control Delay (s)	-	-	0	9	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	2	6	14	1	19	4	631	3	19	648	5
Future Vol, veh/h	7	2	6	14	1	19	4	631	3	19	648	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	40	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	2	7	15	1	21	4	686	3	21	704	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1456	1446	707	1449	1447	688	709	0	0	689	0	0
Stage 1	749	749	-	696	696	-	-	-	-	-	-	-
Stage 2	707	697	-	753	751	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	108	132	435	109	131	446	890	-	-	905	-	-
Stage 1	404	419	-	432	443	-	-	-	-	-	-	-
Stage 2	426	443	-	402	418	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	100	128	435	104	127	446	890	-	-	905	-	-
Mov Cap-2 Maneuver	100	128	-	104	127	-	-	-	-	-	-	-
Stage 1	401	409	-	429	440	-	-	-	-	-	-	-
Stage 2	402	440	-	385	408	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.7	29.4	0.1	0.3
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	890	-	-	151	184	905	-	-
HCM Lane V/C Ratio	0.005	-	-	0.108	0.201	0.023	-	-
HCM Control Delay (s)	9.1	0	-	31.7	29.4	9.1	-	-
HCM Lane LOS	A	A	-	D	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.7	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	2	0	624	666	16
Future Vol, veh/h	6	2	0	624	666	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	0	678	724	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1411	733	741	0	-	0
Stage 1	733	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	152	421	866	-	-	-
Stage 1	475	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	152	421	866	-	-	-
Mov Cap-2 Maneuver	152	-	-	-	-	-
Stage 1	475	-	-	-	-	-
Stage 2	504	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.9	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	866	-	181	-	-
HCM Lane V/C Ratio	-	-	0.048	-	-
HCM Control Delay (s)	0	-	25.9	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	22	32	590	586	82
Future Vol, veh/h	52	22	32	590	586	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	35	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	24	35	641	637	89

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1393	682	726	0	-	0
Stage 1	682	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	156	450	877	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	150	450	877	-	-	-
Mov Cap-2 Maneuver	150	-	-	-	-	-
Stage 1	482	-	-	-	-	-
Stage 2	487	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.1	0.5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	877	-	150	450	-	-
HCM Lane V/C Ratio	0.04	-	0.377	0.053	-	-
HCM Control Delay (s)	9.3	-	42.8	13.4	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.6	0.2	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	0	10	11	0	12	3	596	6	6	584	18
Future Vol, veh/h	14	0	10	11	0	12	3	596	6	6	584	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	35	-	-	-	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	11	12	0	13	3	648	7	7	635	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1323	1320	645	1323	1327	652	655	0	0	655	0	0
Stage 1	659	659	-	658	658	-	-	-	-	-	-	-
Stage 2	664	661	-	665	669	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	133	157	472	133	155	468	932	-	-	932	-	-
Stage 1	453	461	-	453	461	-	-	-	-	-	-	-
Stage 2	450	460	-	449	456	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	128	155	472	128	153	468	932	-	-	932	-	-
Mov Cap-2 Maneuver	128	155	-	128	153	-	-	-	-	-	-	-
Stage 1	452	455	-	452	460	-	-	-	-	-	-	-
Stage 2	436	459	-	433	451	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.8	24.9	0	0.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	932	-	-	184	206	932	-	-
HCM Lane V/C Ratio	0.003	-	-	0.142	0.121	0.007	-	-
HCM Control Delay (s)	8.9	-	-	27.8	24.9	8.9	0	-
HCM Lane LOS	A	-	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.4	0	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	1	20	3	91	4	569	32	61	615	21
Future Vol, veh/h	10	0	1	20	3	91	4	569	32	61	615	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	70	-	-	70	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	1	22	3	99	4	618	35	66	668	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1507	1473	680	1456	1467	636	691	0	0	653	0	0
Stage 1	812	812	-	644	644	-	-	-	-	-	-	-
Stage 2	695	661	-	812	823	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	99	127	451	108	128	478	904	-	-	934	-	-
Stage 1	373	392	-	461	468	-	-	-	-	-	-	-
Stage 2	433	460	-	373	388	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	72	117	451	102	118	478	904	-	-	934	-	-
Mov Cap-2 Maneuver	72	117	-	102	118	-	-	-	-	-	-	-
Stage 1	372	364	-	459	466	-	-	-	-	-	-	-
Stage 2	339	458	-	346	360	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	59.3	28.1	0.1	0.8
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	904	-	-	78	277	934	-	-
HCM Lane V/C Ratio	0.005	-	-	0.153	0.447	0.071	-	-
HCM Control Delay (s)	9	-	-	59.3	28.1	9.1	-	-
HCM Lane LOS	A	-	-	F	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	2.2	0.2	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	30	23	648	671	3
Future Vol, veh/h	18	30	23	648	671	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	33	25	704	729	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1485	731	732	0	-	0
Stage 1	731	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	137	422	873	-	-	-
Stage 1	476	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	133	422	873	-	-	-
Mov Cap-2 Maneuver	272	-	-	-	-	-
Stage 1	462	-	-	-	-	-
Stage 2	465	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.1	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	873	-	350	-	-
HCM Lane V/C Ratio	0.029	-	0.149	-	-
HCM Control Delay (s)	9.2	-	17.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	4	666	692	9
Future Vol, veh/h	5	5	4	666	692	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	4	724	752	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1489	757	762	0	-	0
Stage 1	757	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	136	408	850	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	135	408	850	-	-	-
Mov Cap-2 Maneuver	275	-	-	-	-	-
Stage 1	461	-	-	-	-	-
Stage 2	476	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.3	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	850	-	329	-	-
HCM Lane V/C Ratio	0.005	-	0.033	-	-
HCM Control Delay (s)	9.3	-	16.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.1

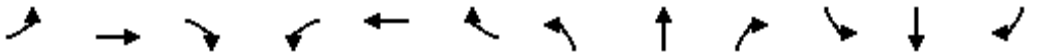
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	17	28	0	24	11	566	80	6	627	3
Future Vol, veh/h	15	0	17	28	0	24	11	566	80	6	627	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	15	-	-	15	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	18	30	0	26	12	615	87	7	682	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1394	1424	684	1390	1382	659	685	0	0	702	0	0
Stage 1	698	698	-	683	683	-	-	-	-	-	-	-
Stage 2	696	726	-	707	699	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	119	136	449	120	144	464	908	-	-	895	-	-
Stage 1	431	442	-	439	449	-	-	-	-	-	-	-
Stage 2	432	430	-	426	442	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	111	133	449	113	141	464	908	-	-	895	-	-
Mov Cap-2 Maneuver	111	133	-	113	141	-	-	-	-	-	-	-
Stage 1	425	438	-	433	443	-	-	-	-	-	-	-
Stage 2	402	424	-	405	438	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.9	35.3	0.2	0.1
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	908	-	-	185	174	895	-	-
HCM Lane V/C Ratio	0.013	-	-	0.188	0.325	0.007	-	-
HCM Control Delay (s)	9	-	-	28.9	35.3	9.1	-	-
HCM Lane LOS	A	-	-	D	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.7	1.3	0	-	-

2031 “Do Nothing” Scenario

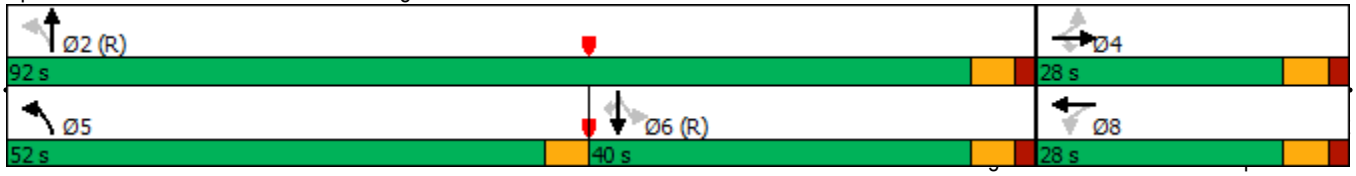


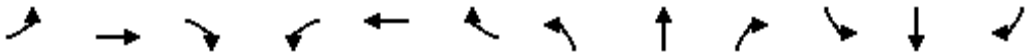
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	11	367	14	35	27	524	405	5	8	289	187
Future Volume (vph)	139	11	367	14	35	27	524	405	5	8	289	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	200.0		0.0	0.0		0.0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.952			0.998				0.850
Flt Protected		0.956			0.991		0.950				0.999	
Satd. Flow (prot)	0	1801	1601	0	1777	0	1789	1880	0	0	1882	1601
Flt Permitted		0.692			0.922		0.477				0.986	
Satd. Flow (perm)	0	1303	1601	0	1653	0	898	1880	0	0	1857	1601
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			399		20			1				203
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		366.6			55.6			82.0			152.8	
Travel Time (s)		27.5			4.2			6.2			11.5	
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
Adj. Flow (vph)	151	12	399	15	38	29	570	440	5	9	314	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	163	399	0	82	0	570	445	0	0	323	203
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		8.5	24.0		24.0	24.0	24.0
Total Split (s)	28.0	28.0	28.0	28.0	28.0		52.0	92.0		40.0	40.0	40.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		43.3%	76.7%		33.3%	33.3%	33.3%
Maximum Green (s)	22.0	22.0	22.0	22.0	22.0		48.0	86.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		4.0	6.0			6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
Act Effct Green (s)		18.7	18.7		18.7		91.3	89.3			63.1	63.1
Actuated g/C Ratio		0.16	0.16		0.16		0.76	0.74			0.53	0.53
v/c Ratio		0.80	0.68		0.30		0.67	0.32			0.33	0.22
Control Delay		76.4	10.6		35.6		9.8	6.2			20.5	3.7
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		76.4	10.6		35.6		9.8	6.2			20.5	3.7
LOS		E	B		D		A	A			C	A
Approach Delay		29.7			35.6			8.3			14.0	
Approach LOS		C			D			A			B	
Queue Length 50th (m)		36.9	0.0		12.8		42.9	32.3			41.2	0.0
Queue Length 95th (m)		#64.0	27.6		27.0		64.3	48.5			82.8	14.6
Internal Link Dist (m)		342.6			31.6			58.0			128.8	
Turn Bay Length (m)							200.0					
Base Capacity (vph)		238	619		319		1039	1398			976	938
Starvation Cap Reductn		0	0		0		0	0			0	0
Spillback Cap Reductn		0	0		0		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		0.68	0.64		0.26		0.55	0.32			0.33	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 16.2		Intersection LOS: B	
Intersection Capacity Utilization 74.6%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 13: Ward St & Bridge Rd/Commercial Entrance





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	0	26	0	20	2	894	2	0	596	4
Future Volume (vph)	7	0	0	26	0	20	2	894	2	0	596	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.941						0.999	
Flt Protected		0.950			0.973							
Satd. Flow (prot)	0	1789	0	0	1724	0	0	1883	0	0	1882	0
Flt Permitted					0.891			0.999				
Satd. Flow (perm)	0	1883	0	0	1579	0	0	1882	0	0	1882	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					41						1	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		99.6			119.0			56.1			227.2	
Travel Time (s)		7.5			8.9			4.2			17.0	
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
Adj. Flow (vph)	8	0	0	28	0	22	2	972	2	0	648	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	50	0	0	976	0	0	652	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		55.0	55.0		55.0	55.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		68.8%	68.8%		68.8%	68.8%	
Maximum Green (s)	19.0	19.0		19.0	19.0		49.0	49.0		49.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		7.0			7.0			48.2			48.2	
Actuated g/C Ratio		0.12			0.12			0.84			0.84	
v/c Ratio		0.03			0.22			0.62			0.41	
Control Delay		30.0			16.2			6.5			4.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		30.0			16.2			6.5			4.1	
LOS		C			B			A			A	
Approach Delay		30.0			16.2			6.5			4.1	
Approach LOS		C			B			A			A	
Queue Length 50th (m)		0.9			1.0			51.0			25.1	
Queue Length 95th (m)		4.8			10.3			103.7			48.5	
Internal Link Dist (m)		75.6			95.0			32.1			203.2	
Turn Bay Length (m)												
Base Capacity (vph)		694			607			1591			1591	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.01			0.08			0.61			0.41	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 57.6
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 6.0 — Intersection LOS: A
Intersection Capacity Utilization 62.1% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 8: Ward St & Wilcox Street

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	43	13	13	891	606	64
Future Vol, veh/h	43	13	13	891	606	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	14	14	968	659	70

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1690	694	729	0	-	0
Stage 1	694	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	103	443	875	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	101	443	875	-	-	-
Mov Cap-2 Maneuver	101	-	-	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	357	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	60	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	875	-	123	-	-
HCM Lane V/C Ratio	0.016	-	0.495	-	-
HCM Control Delay (s)	9.2	-	60	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	2.3	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	1	2	0	2	3	904	3	0	605	1
Future Vol, veh/h	5	0	1	2	0	2	3	904	3	0	605	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	2	0	2	3	983	3	0	658	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1651	1651	659	1650	1650	985	659	0	0	986	0	0
Stage 1	659	659	-	991	991	-	-	-	-	-	-	-
Stage 2	992	992	-	659	659	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	79	99	464	79	99	301	929	-	-	701	-	-
Stage 1	453	461	-	296	324	-	-	-	-	-	-	-
Stage 2	296	324	-	453	461	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	78	98	464	78	98	301	929	-	-	701	-	-
Mov Cap-2 Maneuver	78	98	-	78	98	-	-	-	-	-	-	-
Stage 1	450	461	-	294	322	-	-	-	-	-	-	-
Stage 2	292	322	-	452	461	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	47.6	35.1	0	0
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	929	-	-	91	124	701	-	-
HCM Lane V/C Ratio	0.004	-	-	0.072	0.035	-	-	-
HCM Control Delay (s)	8.9	0	-	47.6	35.1	0	-	-
HCM Lane LOS	A	A	-	E	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	892	19	2	606
Future Vol, veh/h	0	0	892	19	2	606
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	970	21	2	659

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1644	981	0	0	991	0
Stage 1	981	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	110	303	-	-	698	-
Stage 1	363	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	109	303	-	-	698	-
Mov Cap-2 Maneuver	109	-	-	-	-	-
Stage 1	363	-	-	-	-	-
Stage 2	509	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	698	-
HCM Lane V/C Ratio	-	-	-	0.003	-
HCM Control Delay (s)	-	-	0	10.2	0
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	9	0	8	0	917	4	5	590	1
Future Vol, veh/h	1	0	1	9	0	8	0	917	4	5	590	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	40	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	10	0	9	0	997	4	5	641	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1656	1653	642	1651	1651	999	642	0	0	1001	0	0
Stage 1	652	652	-	999	999	-	-	-	-	-	-	-
Stage 2	1004	1001	-	652	652	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	78	98	474	79	99	295	943	-	-	692	-	-
Stage 1	457	464	-	293	321	-	-	-	-	-	-	-
Stage 2	291	321	-	457	464	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	75	97	474	78	98	295	943	-	-	692	-	-
Mov Cap-2 Maneuver	75	97	-	78	98	-	-	-	-	-	-	-
Stage 1	457	461	-	293	321	-	-	-	-	-	-	-
Stage 2	282	321	-	453	461	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.2	40.7	0	0.1
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	943	-	-	130	119	692	-	-
HCM Lane V/C Ratio	-	-	-	0.017	0.155	0.008	-	-
HCM Control Delay (s)	0	-	-	33.2	40.7	10.2	-	-
HCM Lane LOS	A	-	-	D	E	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	2	0	892	606	16
Future Vol, veh/h	6	2	0	892	606	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	0	970	659	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1638	668	676	0	-	0
Stage 1	668	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	111	458	915	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	111	458	915	-	-	-
Mov Cap-2 Maneuver	111	-	-	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	368	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.1	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	915	-	137	-	-
HCM Lane V/C Ratio	-	-	0.063	-	-
HCM Control Delay (s)	0	-	33.1	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	26	47	864	577	31
Future Vol, veh/h	46	26	47	864	577	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	35	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	28	51	939	627	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1685	644	661	0	-	0
Stage 1	644	-	-	-	-	-
Stage 2	1041	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	103	473	927	-	-	-
Stage 1	523	-	-	-	-	-
Stage 2	340	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	97	473	927	-	-	-
Mov Cap-2 Maneuver	97	-	-	-	-	-
Stage 1	494	-	-	-	-	-
Stage 2	340	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	53.5	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	927	-	97	473	-	-
HCM Lane V/C Ratio	0.055	-	0.515	0.06	-	-
HCM Control Delay (s)	9.1	-	76.3	13.1	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	2.3	0.2	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	6	9	0	7	3	889	6	6	575	22
Future Vol, veh/h	15	0	6	9	0	7	3	889	6	6	575	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	35	-	-	-	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	7	10	0	8	3	966	7	7	625	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1631	1630	637	1631	1639	970	649	0	0	973	0	0
Stage 1	651	651	-	976	976	-	-	-	-	-	-	-
Stage 2	980	979	-	655	663	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	81	102	477	81	100	307	937	-	-	709	-	-
Stage 1	457	465	-	302	329	-	-	-	-	-	-	-
Stage 2	301	328	-	455	459	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	78	100	477	79	98	307	937	-	-	709	-	-
Mov Cap-2 Maneuver	78	100	-	79	98	-	-	-	-	-	-	-
Stage 1	456	458	-	301	328	-	-	-	-	-	-	-
Stage 2	293	327	-	442	452	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	50.2	41.1	0	0.1
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	937	-	-	102	117	709	-	-
HCM Lane V/C Ratio	0.003	-	-	0.224	0.149	0.009	-	-
HCM Control Delay (s)	8.9	-	-	50.2	41.1	10.1	0	-
HCM Lane LOS	A	-	-	F	E	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.5	0	-	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	2	21	4	108	8	812	49	71	552	23
Future Vol, veh/h	11	0	2	21	4	108	8	812	49	71	552	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	70	-	-	70	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	2	23	4	117	9	883	53	77	600	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1755	1721	613	1696	1707	910	625	0	0	936	0	0
Stage 1	767	767	-	928	928	-	-	-	-	-	-	-
Stage 2	988	954	-	768	779	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	67	89	492	73	91	333	956	-	-	732	-	-
Stage 1	395	411	-	321	347	-	-	-	-	-	-	-
Stage 2	297	337	-	394	406	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	38	79	492	66	81	333	956	-	-	732	-	-
Mov Cap-2 Maneuver	38	79	-	66	81	-	-	-	-	-	-	-
Stage 1	391	368	-	318	344	-	-	-	-	-	-	-
Stage 2	188	334	-	351	363	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	121.6	65.3	0.1	1.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	956	-	-	44	192	732	-	-
HCM Lane V/C Ratio	0.009	-	-	0.321	0.753	0.105	-	-
HCM Control Delay (s)	8.8	-	-	121.6	65.3	10.5	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1.1	5	0.4	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	46	73	858	601	18
Future Vol, veh/h	46	46	73	858	601	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	50	79	933	653	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1754	663	673	0	-	0
Stage 1	663	-	-	-	-	-
Stage 2	1091	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	94	461	918	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	86	461	918	-	-	-
Mov Cap-2 Maneuver	212	-	-	-	-	-
Stage 1	468	-	-	-	-	-
Stage 2	322	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.8	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	918	-	290	-	-
HCM Lane V/C Ratio	0.086	-	0.345	-	-
HCM Control Delay (s)	9.3	-	23.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	1.5	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	3	6	925	643	4
Future Vol, veh/h	6	3	6	925	643	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	3	7	1005	699	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1720	701	703	0	-	0
Stage 1	701	-	-	-	-	-
Stage 2	1019	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	98	439	895	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	348	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	97	439	895	-	-	-
Mov Cap-2 Maneuver	228	-	-	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	348	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.8	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	895	-	271	-	-
HCM Lane V/C Ratio	0.007	-	0.036	-	-
HCM Control Delay (s)	9.1	-	18.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

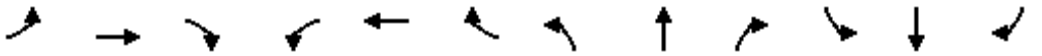
Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	21	27	0	60	16	797	113	22	548	5
Future Vol, veh/h	12	0	21	27	0	60	16	797	113	22	548	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	15	-	-	15	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	23	29	0	65	17	866	123	24	596	5

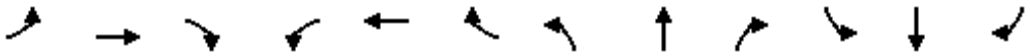
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1641	1670	599	1620	1611	928	601	0	0	989	0	0
Stage 1	647	647	-	962	962	-	-	-	-	-	-	-
Stage 2	994	1023	-	658	649	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	80	96	502	83	104	325	976	-	-	699	-	-
Stage 1	460	467	-	308	334	-	-	-	-	-	-	-
Stage 2	295	313	-	453	466	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	61	91	502	76	99	325	976	-	-	699	-	-
Mov Cap-2 Maneuver	61	91	-	76	99	-	-	-	-	-	-	-
Stage 1	452	451	-	303	328	-	-	-	-	-	-	-
Stage 2	232	308	-	418	450	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	40	55.1	0.2	0.4
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	976	-	-	138	161	699	-	-
HCM Lane V/C Ratio	0.018	-	-	0.26	0.587	0.034	-	-
HCM Control Delay (s)	8.8	-	-	40	55.1	10.3	-	-
HCM Lane LOS	A	-	-	E	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1	3.1	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	56	464	19	50	20	423	350	18	14	341	100
Future Volume (vph)	192	56	464	19	50	20	423	350	18	14	341	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	200.0		0.0	0.0		0.0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.969			0.992				0.850
Flt Protected		0.963			0.989		0.950				0.998	
Satd. Flow (prot)	0	1814	1601	0	1805	0	1789	1868	0	0	1880	1601
Flt Permitted		0.701			0.643		0.422				0.979	
Satd. Flow (perm)	0	1320	1601	0	1174	0	795	1868	0	0	1844	1601
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			504		11			6				109
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		366.6			55.6			82.0			152.8	
Travel Time (s)		27.5			4.2			6.2			11.5	
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
Adj. Flow (vph)	209	61	504	21	54	22	460	380	20	15	371	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	270	504	0	97	0	460	400	0	0	386	109
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		8.5	24.0		24.0	24.0	24.0
Total Split (s)	28.0	28.0	28.0	28.0	28.0		52.0	92.0		40.0	40.0	40.0



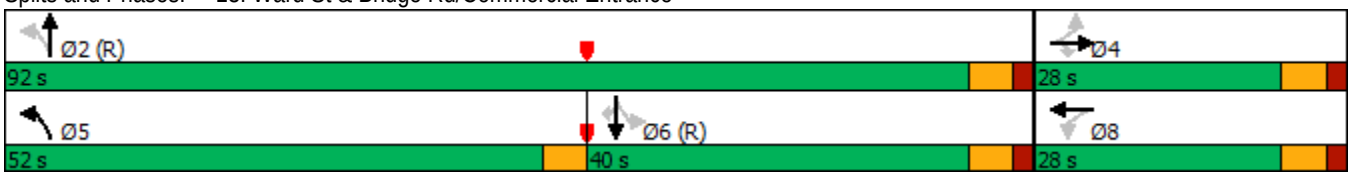
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		43.3%	76.7%		33.3%	33.3%	33.3%
Maximum Green (s)	22.0	22.0	22.0	22.0	22.0		48.0	86.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		4.0	6.0			6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
Act Effct Green (s)		22.0	22.0		22.0		88.0	86.0			62.0	62.0
Actuated g/C Ratio		0.18	0.18		0.18		0.73	0.72			0.52	0.52
v/c Ratio		1.12	0.71		0.43		0.61	0.30			0.41	0.12
Control Delay		137.7	10.1		45.3		9.6	6.7			21.0	4.0
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		137.7	10.1		45.3		9.6	6.7			21.0	4.0
LOS		F	B		D		A	A			C	A
Approach Delay		54.6			45.3			8.3			17.3	
Approach LOS		D			D			A			B	
Queue Length 50th (m)		~73.0	0.0		18.1		33.9	29.6			51.3	0.0
Queue Length 95th (m)		#125.0	31.6		35.1		48.1	42.3			94.7	10.5
Internal Link Dist (m)		342.6			31.6			58.0			128.8	
Turn Bay Length (m)							200.0					
Base Capacity (vph)		242	705		224		980	1340			953	880
Starvation Cap Reductn		0	0		0		0	0			0	0
Spillback Cap Reductn		0	0		0		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		1.12	0.71		0.43		0.47	0.30			0.41	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.12			
Intersection Signal Delay: 28.0		Intersection LOS: C	
Intersection Capacity Utilization 77.4%		ICU Level of Service D	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Ward St & Bridge Rd/Commercial Entrance



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	54	7	9	52	3	3	743	0	2	787	0
Future Volume (vph)	8	54	7	9	52	3	3	743	0	2	787	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.994							
Flt Protected		0.994			0.993							
Satd. Flow (prot)	0	1846	0	0	1859	0	0	1883	0	0	1883	0
Flt Permitted		0.946			0.934			0.998			0.999	
Satd. Flow (perm)	0	1757	0	0	1749	0	0	1880	0	0	1882	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			3							
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		99.6			119.0			56.1			227.2	
Travel Time (s)		7.5			8.9			4.2			17.0	
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
Adj. Flow (vph)	9	59	8	10	57	3	3	808	0	2	855	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	70	0	0	811	0	0	857	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		55.0	55.0		55.0	55.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		68.8%	68.8%		68.8%	68.8%	
Maximum Green (s)	19.0	19.0		19.0	19.0		49.0	49.0		49.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.0			8.0			36.8			36.8	
Actuated g/C Ratio		0.15			0.15			0.71			0.71	
v/c Ratio		0.27			0.26			0.61			0.64	
Control Delay		23.4			24.0			8.6			9.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		23.4			24.0			8.6			9.3	
LOS		C			C			A			A	
Approach Delay		23.4			24.0			8.6			9.3	
Approach LOS		C			C			A			A	
Queue Length 50th (m)		5.8			5.6			41.4			45.7	
Queue Length 95th (m)		18.3			17.7			83.3			92.3	
Internal Link Dist (m)		75.6			95.0			32.1			203.2	
Turn Bay Length (m)												
Base Capacity (vph)		692			687			1682			1684	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.10			0.48			0.51	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 51.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 10.2 — Intersection LOS: B
Intersection Capacity Utilization 57.7% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 8: Ward St & Wilcox Street

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	15	10	772	780	44
Future Vol, veh/h	19	15	10	772	780	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	16	11	839	848	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1733	872	896	0	-	0
Stage 1	872	-	-	-	-	-
Stage 2	861	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	97	350	757	-	-	-
Stage 1	409	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	96	350	757	-	-	-
Mov Cap-2 Maneuver	96	-	-	-	-	-
Stage 1	403	-	-	-	-	-
Stage 2	414	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	39.4	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	757	-	141	-	-
HCM Lane V/C Ratio	0.014	-	0.262	-	-
HCM Control Delay (s)	9.8	-	39.4	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	1	2	0	2	3	752	3	0	786	1
Future Vol, veh/h	5	0	1	2	0	2	3	752	3	0	786	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	2	0	2	3	817	3	0	854	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1681	1681	855	1680	1680	819	855	0	0	820	0	0
Stage 1	855	855	-	825	825	-	-	-	-	-	-	-
Stage 2	826	826	-	855	855	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	75	95	358	75	95	375	785	-	-	809	-	-
Stage 1	353	375	-	367	387	-	-	-	-	-	-	-
Stage 2	366	387	-	353	375	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	74	94	358	74	94	375	785	-	-	809	-	-
Mov Cap-2 Maneuver	74	94	-	74	94	-	-	-	-	-	-	-
Stage 1	351	375	-	364	384	-	-	-	-	-	-	-
Stage 2	361	384	-	352	375	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	50.8	35.1	0	0
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	785	-	-	85	124	809	-	-
HCM Lane V/C Ratio	0.004	-	-	0.077	0.035	-	-	-
HCM Control Delay (s)	9.6	0	-	50.8	35.1	0	-	-
HCM Lane LOS	A	A	-	F	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	740	19	2	787
Future Vol, veh/h	0	0	740	19	2	787
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	804	21	2	855

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1674	815	0	0	825	0
Stage 1	815	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	105	377	-	-	805	-
Stage 1	435	-	-	-	-	-
Stage 2	415	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	104	377	-	-	805	-
Mov Cap-2 Maneuver	104	-	-	-	-	-
Stage 1	435	-	-	-	-	-
Stage 2	413	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	805	-
HCM Lane V/C Ratio	-	-	-	0.003	-
HCM Control Delay (s)	-	-	0	9.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	2	6	14	1	19	4	747	3	19	769	5
Future Vol, veh/h	7	2	6	14	1	19	4	747	3	19	769	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	40	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	2	7	15	1	21	4	812	3	21	836	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1714	1704	839	1707	1705	814	841	0	0	815	0	0
Stage 1	881	881	-	822	822	-	-	-	-	-	-	-
Stage 2	833	823	-	885	883	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	71	91	366	72	91	378	794	-	-	812	-	-
Stage 1	341	365	-	368	388	-	-	-	-	-	-	-
Stage 2	363	388	-	340	364	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	65	88	366	68	88	378	794	-	-	812	-	-
Mov Cap-2 Maneuver	65	88	-	68	88	-	-	-	-	-	-	-
Stage 1	338	356	-	365	385	-	-	-	-	-	-	-
Stage 2	339	385	-	323	355	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	46.9	44.6	0.1	0.2
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	794	-	-	102	127	812	-	-
HCM Lane V/C Ratio	0.005	-	-	0.16	0.291	0.025	-	-
HCM Control Delay (s)	9.6	0	-	46.9	44.6	9.5	-	-
HCM Lane LOS	A	A	-	E	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	1.1	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	2	0	740	787	16
Future Vol, veh/h	6	2	0	740	787	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	0	804	855	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1668	864	872	0	-	0
Stage 1	864	-	-	-	-	-
Stage 2	804	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	106	354	773	-	-	-
Stage 1	413	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	106	354	773	-	-	-
Mov Cap-2 Maneuver	106	-	-	-	-	-
Stage 1	413	-	-	-	-	-
Stage 2	440	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.9	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	773	-	129	-	-
HCM Lane V/C Ratio	-	-	0.067	-	-
HCM Control Delay (s)	0	-	34.9	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	22	32	706	707	82
Future Vol, veh/h	52	22	32	706	707	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	35	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	24	35	767	768	89

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1650	813	857	0	-	0
Stage 1	813	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	109	378	783	-	-	-
Stage 1	436	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	104	378	783	-	-	-
Mov Cap-2 Maneuver	104	-	-	-	-	-
Stage 1	416	-	-	-	-	-
Stage 2	425	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	57.1	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	783	-	104	378	-	-
HCM Lane V/C Ratio	0.044	-	0.543	0.063	-	-
HCM Control Delay (s)	9.8	-	74.8	15.2	-	-
HCM Lane LOS	A	-	F	C	-	-
HCM 95th %tile Q(veh)	0.1	-	2.5	0.2	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	0	10	11	0	12	3	712	6	6	705	18
Future Vol, veh/h	14	0	10	11	0	12	3	712	6	6	705	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	35	-	-	-	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	11	12	0	13	3	774	7	7	766	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1580	1577	776	1580	1584	778	786	0	0	781	0	0
Stage 1	790	790	-	784	784	-	-	-	-	-	-	-
Stage 2	790	787	-	796	800	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	88	110	397	88	108	396	833	-	-	837	-	-
Stage 1	383	402	-	386	404	-	-	-	-	-	-	-
Stage 2	383	403	-	380	397	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	84	108	397	84	106	396	833	-	-	837	-	-
Mov Cap-2 Maneuver	84	108	-	84	106	-	-	-	-	-	-	-
Stage 1	381	396	-	384	402	-	-	-	-	-	-	-
Stage 2	369	401	-	364	391	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	41.2	35.4	0	0.1
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	833	-	-	125	143	837	-	-
HCM Lane V/C Ratio	0.004	-	-	0.209	0.175	0.008	-	-
HCM Control Delay (s)	9.3	-	-	41.2	35.4	9.3	0	-
HCM Lane LOS	A	-	-	E	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.6	0	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	1	20	3	91	4	685	32	61	736	21
Future Vol, veh/h	10	0	1	20	3	91	4	685	32	61	736	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	70	-	-	70	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	1	22	3	99	4	745	35	66	800	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1766	1732	812	1715	1726	763	823	0	0	780	0	0
Stage 1	944	944	-	771	771	-	-	-	-	-	-	-
Stage 2	822	788	-	944	955	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	65	88	379	71	89	404	807	-	-	837	-	-
Stage 1	315	341	-	393	410	-	-	-	-	-	-	-
Stage 2	368	402	-	315	337	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	45	81	379	66	82	404	807	-	-	837	-	-
Mov Cap-2 Maneuver	45	81	-	66	82	-	-	-	-	-	-	-
Stage 1	313	314	-	391	408	-	-	-	-	-	-	-
Stage 2	274	400	-	289	310	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	100.7	47.6	0.1	0.7
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	807	-	-	49	202	837	-	-
HCM Lane V/C Ratio	0.005	-	-	0.244	0.613	0.079	-	-
HCM Control Delay (s)	9.5	-	-	100.7	47.6	9.7	-	-
HCM Lane LOS	A	-	-	F	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.8	3.5	0.3	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	30	23	764	792	3
Future Vol, veh/h	18	30	23	764	792	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	33	25	830	861	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1743	863	864	0	-	0
Stage 1	863	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	95	354	779	-	-	-
Stage 1	413	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	92	354	779	-	-	-
Mov Cap-2 Maneuver	226	-	-	-	-	-
Stage 1	400	-	-	-	-	-
Stage 2	406	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	779	-	292	-	-
HCM Lane V/C Ratio	0.032	-	0.179	-	-
HCM Control Delay (s)	9.8	-	20	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	4	782	813	9
Future Vol, veh/h	5	5	4	782	813	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	4	850	884	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1747	889	894	0	-	0
Stage 1	889	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	95	342	759	-	-	-
Stage 1	402	-	-	-	-	-
Stage 2	415	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	95	342	759	-	-	-
Mov Cap-2 Maneuver	229	-	-	-	-	-
Stage 1	400	-	-	-	-	-
Stage 2	415	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	759	-	274	-	-
HCM Lane V/C Ratio	0.006	-	0.04	-	-
HCM Control Delay (s)	9.8	-	18.7	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.9

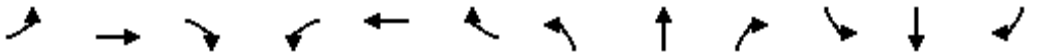
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	17	28	0	24	11	682	80	6	748	3
Future Vol, veh/h	15	0	17	28	0	24	11	682	80	6	748	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	15	-	-	15	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	18	30	0	26	12	741	87	7	813	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1651	1681	815	1647	1639	785	816	0	0	828	0	0
Stage 1	829	829	-	809	809	-	-	-	-	-	-	-
Stage 2	822	852	-	838	830	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	79	95	377	79	100	393	812	-	-	803	-	-
Stage 1	365	385	-	374	394	-	-	-	-	-	-	-
Stage 2	368	376	-	361	385	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	72	93	377	74	98	393	812	-	-	803	-	-
Mov Cap-2 Maneuver	72	93	-	74	98	-	-	-	-	-	-	-
Stage 1	360	382	-	368	388	-	-	-	-	-	-	-
Stage 2	338	370	-	340	382	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	44.1	60.8	0.1	0.1
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	812	-	-	126	118	803	-	-
HCM Lane V/C Ratio	0.015	-	-	0.276	0.479	0.008	-	-
HCM Control Delay (s)	9.5	-	-	44.1	60.8	9.5	-	-
HCM Lane LOS	A	-	-	E	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1	2.2	0	-	-

2041 “Do Nothing” Scenario

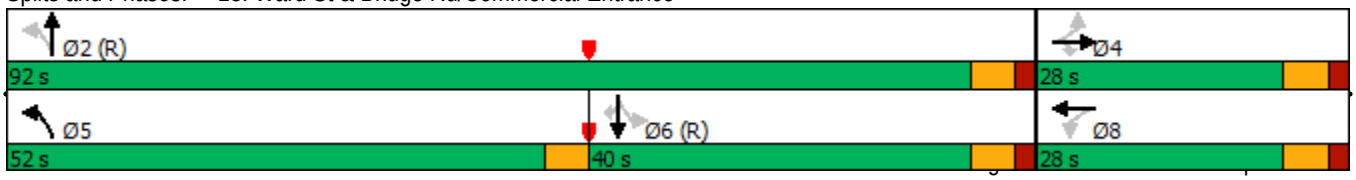


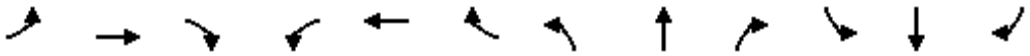
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	13	447	17	43	33	638	494	6	10	353	229
Future Volume (vph)	170	13	447	17	43	33	638	494	6	10	353	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	200.0		0.0	0.0		0.0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.952			0.998				0.850
Flt Protected		0.956			0.991		0.950				0.999	
Satd. Flow (prot)	0	1801	1601	0	1777	0	1789	1880	0	0	1882	1601
Flt Permitted		0.646			0.879		0.318				0.981	
Satd. Flow (perm)	0	1217	1601	0	1576	0	599	1880	0	0	1848	1601
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			486		20			1				249
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		366.6			55.6			82.0			152.8	
Travel Time (s)		27.5			4.2			6.2			11.5	
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
Adj. Flow (vph)	185	14	486	18	47	36	693	537	7	11	384	249
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	199	486	0	101	0	693	544	0	0	395	249
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		8.5	24.0		24.0	24.0	24.0
Total Split (s)	28.0	28.0	28.0	28.0	28.0		52.0	92.0		40.0	40.0	40.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		43.3%	76.7%		33.3%	33.3%	33.3%
Maximum Green (s)	22.0	22.0	22.0	22.0	22.0		48.0	86.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		4.0	6.0			6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
Act Effct Green (s)		21.2	21.2		21.2		88.8	86.8			44.3	44.3
Actuated g/C Ratio		0.18	0.18		0.18		0.74	0.72			0.37	0.37
v/c Ratio		0.93	0.71		0.34		0.84	0.40			0.58	0.33
Control Delay		93.5	10.3		37.8		21.9	7.6			37.5	5.3
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		93.5	10.3		37.8		21.9	7.6			37.5	5.3
LOS		F	B		D		C	A			D	A
Approach Delay		34.5			37.8			15.6			25.0	
Approach LOS		C			D			B			C	
Queue Length 50th (m)		46.2	0.0		16.6		77.5	45.2			77.1	0.0
Queue Length 95th (m)		#88.9	31.5		33.1		124.1	62.8			121.3	18.6
Internal Link Dist (m)		342.6			31.6			58.0			128.8	
Turn Bay Length (m)							200.0					
Base Capacity (vph)		223	690		305		919	1359			682	748
Starvation Cap Reductn		0	0		0		0	0			0	0
Spillback Cap Reductn		0	0		0		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		0.89	0.70		0.33		0.75	0.40			0.58	0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 23.6		Intersection LOS: C	
Intersection Capacity Utilization 86.2%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 13: Ward St & Bridge Rd/Commercial Entrance





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	0	26	0	20	2	1098	2	0	743	4
Future Volume (vph)	7	0	0	26	0	20	2	1098	2	0	743	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.941						0.999	
Flt Protected		0.950			0.973							
Satd. Flow (prot)	0	1789	0	0	1724	0	0	1883	0	0	1882	0
Flt Permitted		0.952			0.822			0.999				
Satd. Flow (perm)	0	1793	0	0	1457	0	0	1882	0	0	1882	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					41						1	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		99.6			119.0			56.1			227.2	
Travel Time (s)		7.5			8.9			4.2			17.0	
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
Adj. Flow (vph)	8	0	0	28	0	22	2	1193	2	0	808	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	50	0	0	1197	0	0	812	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		55.0	55.0		55.0	55.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		68.8%	68.8%		68.8%	68.8%	
Maximum Green (s)	19.0	19.0		19.0	19.0		49.0	49.0		49.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.6			6.6			65.2			65.2	
Actuated g/C Ratio		0.09			0.09			0.86			0.86	
v/c Ratio		0.05			0.30			0.74			0.50	
Control Delay		33.0			19.1			9.7			4.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		33.0			19.1			9.7			4.5	
LOS		C			B			A			A	
Approach Delay		33.0			19.1			9.7			4.5	
Approach LOS		C			B			A			A	
Queue Length 50th (m)		1.2			1.4			82.8			35.9	
Queue Length 95th (m)		4.8			10.4			#227.4			70.3	
Internal Link Dist (m)		75.6			95.0			32.1			203.2	
Turn Bay Length (m)												
Base Capacity (vph)		449			396			1609			1609	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.13			0.74			0.50	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 76.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 8.0		Intersection LOS: A	
Intersection Capacity Utilization 72.8%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 8: Ward St & Wilcox Street

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	43	13	13	1095	753	64
Future Vol, veh/h	43	13	13	1095	753	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	14	14	1190	818	70

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2071	853	888	0	-	0
Stage 1	853	-	-	-	-	-
Stage 2	1218	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	59	359	763	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	58	359	763	-	-	-
Mov Cap-2 Maneuver	58	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	280	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	162.5	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	763	-	72	-	-
HCM Lane V/C Ratio	0.019	-	0.845	-	-
HCM Control Delay (s)	9.8	-	162.5	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	4.1	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	1	2	0	2	3	1108	3	0	752	1
Future Vol, veh/h	5	0	1	2	0	2	3	1108	3	0	752	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	2	0	2	3	1204	3	0	817	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2031	2031	818	2030	2030	1206	818	0	0	1207	0	0
Stage 1	818	818	-	1212	1212	-	-	-	-	-	-	-
Stage 2	1213	1213	-	818	818	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	57	376	42	57	224	810	-	-	578	-	-
Stage 1	370	390	-	222	255	-	-	-	-	-	-	-
Stage 2	222	255	-	370	390	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	41	56	376	42	56	224	810	-	-	578	-	-
Mov Cap-2 Maneuver	41	56	-	42	56	-	-	-	-	-	-	-
Stage 1	366	390	-	220	252	-	-	-	-	-	-	-
Stage 2	217	252	-	369	390	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	91.5	59	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	810	-	-	48	71	578	-	-
HCM Lane V/C Ratio	0.004	-	-	0.136	0.061	-	-	-
HCM Control Delay (s)	9.5	0	-	91.5	59	0	-	-
HCM Lane LOS	A	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1096	19	2	753
Future Vol, veh/h	0	0	1096	19	2	753
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1191	21	2	818

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2024	1202	0	0	1212	0
Stage 1	1202	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	64	225	-	-	576	-
Stage 1	285	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	64	225	-	-	576	-
Mov Cap-2 Maneuver	64	-	-	-	-	-
Stage 1	285	-	-	-	-	-
Stage 2	429	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	576	-
HCM Lane V/C Ratio	-	-	-	0.004	-
HCM Control Delay (s)	-	-	0	11.3	0
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	9	0	8	0	1121	4	5	737	1
Future Vol, veh/h	1	0	1	9	0	8	0	1121	4	5	737	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	40	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	10	0	9	0	1218	4	5	801	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2037	2034	802	2032	2032	1220	802	0	0	1222	0	0
Stage 1	812	812	-	1220	1220	-	-	-	-	-	-	-
Stage 2	1225	1222	-	812	812	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	57	384	42	57	220	822	-	-	570	-	-
Stage 1	373	392	-	220	253	-	-	-	-	-	-	-
Stage 2	219	252	-	373	392	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	40	56	384	42	56	220	822	-	-	570	-	-
Mov Cap-2 Maneuver	40	56	-	42	56	-	-	-	-	-	-	-
Stage 1	373	388	-	220	253	-	-	-	-	-	-	-
Stage 2	210	252	-	369	388	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	56.6	76.6	0	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	822	-	-	72	68	570	-	-
HCM Lane V/C Ratio	-	-	-	0.03	0.272	0.01	-	-
HCM Control Delay (s)	0	-	-	56.6	76.6	11.4	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	2	0	911	620	16
Future Vol, veh/h	6	2	0	911	620	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	0	990	674	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1673	683	691	0	-	0
Stage 1	683	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	105	449	904	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	105	449	904	-	-	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	360	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	904	-	130	-	-
HCM Lane V/C Ratio	-	-	0.067	-	-
HCM Control Delay (s)	0	-	34.7	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	26	47	1068	724	31
Future Vol, veh/h	46	26	47	1068	724	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	35	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	28	51	1161	787	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2067	804	821	0	-	0
Stage 1	804	-	-	-	-	-
Stage 2	1263	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	60	383	808	-	-	-
Stage 1	440	-	-	-	-	-
Stage 2	266	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	383	808	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	266	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	138.2	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	808	-	56	383	-	-
HCM Lane V/C Ratio	0.063	-	0.893	0.074	-	-
HCM Control Delay (s)	9.8	-	207.7	15.1	-	-
HCM Lane LOS	A	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	4	0.2	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	6	9	0	7	3	1093	6	6	722	22
Future Vol, veh/h	15	0	6	9	0	7	3	1093	6	6	722	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	35	-	-	-	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	7	10	0	8	3	1188	7	7	785	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2013	2012	797	2013	2021	1192	809	0	0	1195	0	0
Stage 1	811	811	-	1198	1198	-	-	-	-	-	-	-
Stage 2	1202	1201	-	815	823	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	44	59	387	44	58	228	817	-	-	584	-	-
Stage 1	373	393	-	227	259	-	-	-	-	-	-	-
Stage 2	225	258	-	371	388	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	42	57	387	42	56	228	817	-	-	584	-	-
Mov Cap-2 Maneuver	42	57	-	42	56	-	-	-	-	-	-	-
Stage 1	372	384	-	226	258	-	-	-	-	-	-	-
Stage 2	217	257	-	357	379	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	107.9	79.5	0	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	817	-	-	56	65	584	-	-
HCM Lane V/C Ratio	0.004	-	-	0.408	0.268	0.011	-	-
HCM Control Delay (s)	9.4	-	-	107.9	79.5	11.2	0	-
HCM Lane LOS	A	-	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	0.9	0	-	-

Intersection	
Int Delay, s/veh	17.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	2	21	4	108	8	1016	49	71	699	23
Future Vol, veh/h	11	0	2	21	4	108	8	1016	49	71	699	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	70	-	-	70	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	2	23	4	117	9	1104	53	77	760	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2136	2102	773	2077	2088	1131	785	0	0	1157	0	0
Stage 1	927	927	-	1149	1149	-	-	-	-	-	-	-
Stage 2	1209	1175	-	928	939	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	36	52	399	39	53	248	834	-	-	604	-	-
Stage 1	322	347	-	242	273	-	-	-	-	-	-	-
Stage 2	223	265	-	321	343	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	16	45	399	35	46	248	834	-	-	604	-	-
Mov Cap-2 Maneuver	16	45	-	35	46	-	-	-	-	-	-	-
Stage 1	318	303	-	239	270	-	-	-	-	-	-	-
Stage 2	114	262	-	279	299	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 395.1	225.4	0.1	1.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	834	-	-	19	118	604	-	-
HCM Lane V/C Ratio	0.01	-	-	0.744	1.225	0.128	-	-
HCM Control Delay (s)	9.4	-	-	$ 395.1	225.4	11.8	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	2	9.2	0.4	-	-

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

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	46	73	1062	748	18
Future Vol, veh/h	46	46	73	1062	748	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	50	79	1154	813	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2135	823	833	0	-	0
Stage 1	823	-	-	-	-	-
Stage 2	1312	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	54	373	800	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	252	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 49	373	800	-	-	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	388	-	-	-	-	-
Stage 2	252	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.2	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	800	-	225	-	-
HCM Lane V/C Ratio	0.099	-	0.444	-	-
HCM Control Delay (s)	10	-	33.2	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	2.1	-	-

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	3	6	1129	790	4
Future Vol, veh/h	6	3	6	1129	790	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	3	7	1227	859	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2102	861	863	0	-	0
Stage 1	861	-	-	-	-	-
Stage 2	1241	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	57	355	779	-	-	-
Stage 1	414	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	355	779	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	273	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	779	-	210	-	-
HCM Lane V/C Ratio	0.008	-	0.047	-	-
HCM Control Delay (s)	9.7	-	23	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

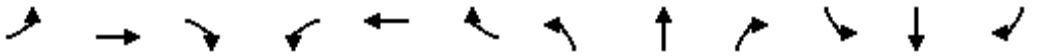
Intersection	
Int Delay, s/veh	9.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	21	27	0	60	16	1016	113	22	699	5
Future Vol, veh/h	12	0	21	27	0	60	16	1016	113	22	699	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	15	-	-	15	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	23	29	0	65	17	1104	123	24	760	5

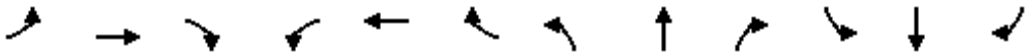
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2043	2072	763	2022	2013	1166	765	0	0	1227	0	0
Stage 1	811	811	-	1200	1200	-	-	-	-	-	-	-
Stage 2	1232	1261	-	822	813	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	54	404	43	59	236	848	-	-	568	-	-
Stage 1	373	393	-	226	258	-	-	-	-	-	-	-
Stage 2	217	241	-	368	392	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	51	404	39	55	236	848	-	-	568	-	-
Mov Cap-2 Maneuver	29	51	-	39	55	-	-	-	-	-	-	-
Stage 1	366	376	-	221	253	-	-	-	-	-	-	-
Stage 2	154	236	-	333	376	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	99	185.1	0.1	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	848	-	-	71	92	568	-	-
HCM Lane V/C Ratio	0.021	-	-	0.505	1.028	0.042	-	-
HCM Control Delay (s)	9.3	-	-	99	185.1	11.6	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.1	6.1	0.1	-	-



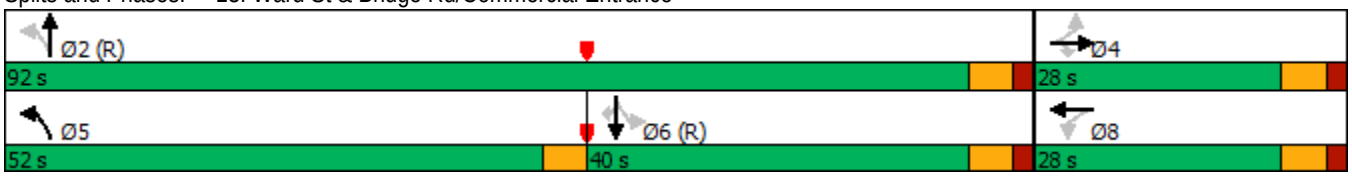
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	234	69	566	23	61	24	516	427	21	17	416	121
Future Volume (vph)	234	69	566	23	61	24	516	427	21	17	416	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	200.0		0.0	0.0		0.0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.970			0.993				0.850
Flt Protected		0.963			0.989		0.950				0.998	
Satd. Flow (prot)	0	1814	1601	0	1807	0	1789	1870	0	0	1880	1601
Flt Permitted		0.657			0.422		0.258				0.972	
Satd. Flow (perm)	0	1237	1601	0	771	0	486	1870	0	0	1831	1601
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			615		10			5				129
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		366.6			55.6			82.0			152.8	
Travel Time (s)		27.5			4.2			6.2			11.5	
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
Adj. Flow (vph)	254	75	615	25	66	26	561	464	23	18	452	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	329	615	0	117	0	561	487	0	0	470	132
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		8.5	24.0		24.0	24.0	24.0
Total Split (s)	28.0	28.0	28.0	28.0	28.0		52.0	92.0		40.0	40.0	40.0

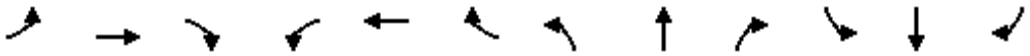


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		43.3%	76.7%		33.3%	33.3%	33.3%
Maximum Green (s)	22.0	22.0	22.0	22.0	22.0		48.0	86.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		4.0	6.0			6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
Act Effct Green (s)		22.0	22.0		22.0		88.0	86.0			46.3	46.3
Actuated g/C Ratio		0.18	0.18		0.18		0.73	0.72			0.39	0.39
v/c Ratio		1.46	0.77		0.79		0.75	0.36			0.67	0.19
Control Delay		264.0	11.0		77.1		18.1	7.3			38.4	6.3
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		264.0	11.0		77.1		18.1	7.3			38.4	6.3
LOS		F	B		E		B	A			D	A
Approach Delay		99.2			77.1			13.1			31.4	
Approach LOS		F			E			B			C	
Queue Length 50th (m)		~105.7	0.0		24.4		57.0	38.5			90.6	0.4
Queue Length 95th (m)		#161.5	36.3		#56.2		91.9	54.0			#166.4	14.8
Internal Link Dist (m)		342.6			31.6			58.0			128.8	
Turn Bay Length (m)							200.0					
Base Capacity (vph)		226	795		149		877	1341			706	696
Starvation Cap Reductn		0	0		0		0	0			0	0
Spillback Cap Reductn		0	0		0		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		1.46	0.77		0.79		0.64	0.36			0.67	0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.46			
Intersection Signal Delay: 49.9		Intersection LOS: D	
Intersection Capacity Utilization 89.7%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 13: Ward St & Bridge Rd/Commercial Entrance





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	54	7	9	52	3	3	916	0	2	967	0
Future Volume (vph)	8	54	7	9	52	3	3	916	0	2	967	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.994							
Flt Protected		0.994			0.993							
Satd. Flow (prot)	0	1846	0	0	1859	0	0	1883	0	0	1883	0
Flt Permitted		0.946			0.934			0.998			0.999	
Satd. Flow (perm)	0	1757	0	0	1749	0	0	1880	0	0	1882	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			3							
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		99.6			119.0			56.1			227.2	
Travel Time (s)		7.5			8.9			4.2			17.0	
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
Adj. Flow (vph)	9	59	8	10	57	3	3	996	0	2	1051	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	70	0	0	999	0	0	1053	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		55.0	55.0		55.0	55.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		68.8%	68.8%		68.8%	68.8%	
Maximum Green (s)	19.0	19.0		19.0	19.0		49.0	49.0		49.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.3			8.3			48.7			48.7	
Actuated g/C Ratio		0.13			0.13			0.76			0.76	
v/c Ratio		0.33			0.31			0.70			0.73	
Control Delay		29.9			30.7			9.9			11.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		29.9			30.7			9.9			11.2	
LOS		C			C			A			B	
Approach Delay		29.9			30.7			9.9			11.2	
Approach LOS		C			C			A			B	
Queue Length 50th (m)		8.4			8.1			64.2			71.9	
Queue Length 95th (m)		19.3			18.7			127.9			#148.9	
Internal Link Dist (m)		75.6			95.0			32.1			203.2	
Turn Bay Length (m)												
Base Capacity (vph)		557			552			1432			1434	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.14			0.13			0.70			0.73	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 63.9
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 11.9 Intersection LOS: B
Intersection Capacity Utilization 67.2% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Ward St & Wilcox Street

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	15	10	945	960	44
Future Vol, veh/h	19	15	10	945	960	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	16	11	1027	1043	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2116	1067	1091	0	-	0
Stage 1	1067	-	-	-	-	-
Stage 2	1049	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	56	270	640	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	55	270	640	-	-	-
Mov Cap-2 Maneuver	55	-	-	-	-	-
Stage 1	325	-	-	-	-	-
Stage 2	337	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	76.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	640	-	85	-	-
HCM Lane V/C Ratio	0.017	-	0.435	-	-
HCM Control Delay (s)	10.7	-	76.6	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.8	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	0	1	2	0	2	3	925	3	0	966	1
Future Vol, veh/h	5	0	1	2	0	2	3	925	3	0	966	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	2	0	2	3	1005	3	0	1050	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2065	2065	1051	2064	2064	1007	1051	0	0	1008	0	0
Stage 1	1051	1051	-	1013	1013	-	-	-	-	-	-	-
Stage 2	1014	1014	-	1051	1051	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	40	54	276	40	55	292	662	-	-	687	-	-
Stage 1	274	304	-	288	316	-	-	-	-	-	-	-
Stage 2	288	316	-	274	304	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	39	53	276	40	54	292	662	-	-	687	-	-
Mov Cap-2 Maneuver	39	53	-	40	54	-	-	-	-	-	-	-
Stage 1	271	304	-	285	313	-	-	-	-	-	-	-
Stage 2	283	313	-	273	304	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	95.8	59.8	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	662	-	-	46	70	687	-	-
HCM Lane V/C Ratio	0.005	-	-	0.142	0.062	-	-	-
HCM Control Delay (s)	10.5	0	-	95.8	59.8	0	-	-
HCM Lane LOS	B	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	913	19	2	967
Future Vol, veh/h	0	0	913	19	2	967
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	992	21	2	1051

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2058	1003	0	0	1013	0
Stage 1	1003	-	-	-	-	-
Stage 2	1055	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	61	294	-	-	684	-
Stage 1	355	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	61	294	-	-	684	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	333	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	684	-
HCM Lane V/C Ratio	-	-	-	0.003	-
HCM Control Delay (s)	-	-	0	10.3	0
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	2	6	14	1	19	4	920	3	19	949	5
Future Vol, veh/h	7	2	6	14	1	19	4	920	3	19	949	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	40	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	2	7	15	1	21	4	1000	3	21	1032	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2098	2088	1035	2091	2089	1002	1037	0	0	1003	0	0
Stage 1	1077	1077	-	1010	1010	-	-	-	-	-	-	-
Stage 2	1021	1011	-	1081	1079	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	38	53	282	38	53	294	670	-	-	690	-	-
Stage 1	265	295	-	289	317	-	-	-	-	-	-	-
Stage 2	285	317	-	264	295	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	34	51	282	35	51	294	670	-	-	690	-	-
Mov Cap-2 Maneuver	34	51	-	35	51	-	-	-	-	-	-	-
Stage 1	262	286	-	285	313	-	-	-	-	-	-	-
Stage 2	261	313	-	248	286	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	93.8	103.5	0	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	670	-	-	56	70	690	-	-
HCM Lane V/C Ratio	0.006	-	-	0.291	0.528	0.03	-	-
HCM Control Delay (s)	10.4	0	-	93.8	103.5	10.4	-	-
HCM Lane LOS	B	A	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1	2.2	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	2	0	913	967	16
Future Vol, veh/h	6	2	0	913	967	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	0	992	1051	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2052	1060	1068	0	-	0
Stage 1	1060	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	61	272	653	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	359	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	61	272	653	-	-	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	359	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	58.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	653	-	76	-	-
HCM Lane V/C Ratio	-	-	0.114	-	-
HCM Control Delay (s)	0	-	58.4	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	22	32	879	887	82
Future Vol, veh/h	52	22	32	879	887	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	35	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	24	35	955	964	89

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2034	1009	1053	0	-	0
Stage 1	1009	-	-	-	-	-
Stage 2	1025	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	63	292	661	-	-	-
Stage 1	352	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	60	292	661	-	-	-
Mov Cap-2 Maneuver	60	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	346	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	154.4	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	661	-	60	292	-	-
HCM Lane V/C Ratio	0.053	-	0.942	0.082	-	-
HCM Control Delay (s)	10.7	-	212	18.4	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	4.4	0.3	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	0	10	11	0	12	3	885	6	6	885	18
Future Vol, veh/h	14	0	10	11	0	12	3	885	6	6	885	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	35	-	-	-	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	11	12	0	13	3	962	7	7	962	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1964	1961	972	1964	1968	966	982	0	0	969	0	0
Stage 1	986	986	-	972	972	-	-	-	-	-	-	-
Stage 2	978	975	-	992	996	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	47	63	306	47	63	309	703	-	-	711	-	-
Stage 1	298	326	-	304	331	-	-	-	-	-	-	-
Stage 2	301	330	-	296	322	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	44	61	306	44	61	309	703	-	-	711	-	-
Mov Cap-2 Maneuver	44	61	-	44	61	-	-	-	-	-	-	-
Stage 1	297	319	-	303	330	-	-	-	-	-	-	-
Stage 2	287	329	-	279	315	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	87.7	69.3	0	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	703	-	-	68	80	711	-	-
HCM Lane V/C Ratio	0.005	-	-	0.384	0.313	0.009	-	-
HCM Control Delay (s)	10.1	-	-	87.7	69.3	10.1	0	-
HCM Lane LOS	B	-	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	1.2	0	-	-

Intersection	
Int Delay, s/veh	10.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	1	20	3	91	4	858	32	61	916	21
Future Vol, veh/h	10	0	1	20	3	91	4	858	32	61	916	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	70	-	-	70	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	1	22	3	99	4	933	35	66	996	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2150	2116	1008	2099	2110	951	1019	0	0	968	0	0
Stage 1	1140	1140	-	959	959	-	-	-	-	-	-	-
Stage 2	1010	976	-	1140	1151	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	35	51	292	38	51	315	681	-	-	712	-	-
Stage 1	244	276	-	309	335	-	-	-	-	-	-	-
Stage 2	289	329	-	244	272	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	21	46	292	35	46	315	681	-	-	712	-	-
Mov Cap-2 Maneuver	21	46	-	35	46	-	-	-	-	-	-	-
Stage 1	243	250	-	307	333	-	-	-	-	-	-	-
Stage 2	195	327	-	221	247	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	273.2	151.1	0	0.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	681	-	-	23	123	712	-	-
HCM Lane V/C Ratio	0.006	-	-	0.52	1.007	0.093	-	-
HCM Control Delay (s)	10.3	-	-	273.2	151.1	10.6	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1.5	6.9	0.3	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	30	23	937	972	3
Future Vol, veh/h	18	30	23	937	972	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	33	25	1018	1057	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2127	1059	1060	0	-	0
Stage 1	1059	-	-	-	-	-
Stage 2	1068	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	55	273	657	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	330	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	53	273	657	-	-	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	330	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.9	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	657	-	224	-	-
HCM Lane V/C Ratio	0.038	-	0.233	-	-
HCM Control Delay (s)	10.7	-	25.9	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	4	955	993	9
Future Vol, veh/h	5	5	4	955	993	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	4	1038	1079	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2130	1084	1089	0	-	0
Stage 1	1084	-	-	-	-	-
Stage 2	1046	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	55	264	641	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	55	264	641	-	-	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	322	-	-	-	-	-
Stage 2	338	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	641	-	211	-	-
HCM Lane V/C Ratio	0.007	-	0.052	-	-
HCM Control Delay (s)	10.7	-	23	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	17	28	0	24	11	855	80	6	928	3
Future Vol, veh/h	15	0	17	28	0	24	11	855	80	6	928	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	15	-	-	15	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	18	30	0	26	12	929	87	7	1009	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2035	2065	1011	2031	2023	973	1012	0	0	1016	0	0
Stage 1	1025	1025	-	997	997	-	-	-	-	-	-	-
Stage 2	1010	1040	-	1034	1026	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	54	291	42	58	306	685	-	-	683	-	-
Stage 1	284	312	-	294	322	-	-	-	-	-	-	-
Stage 2	289	307	-	280	312	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	38	52	291	39	56	306	685	-	-	683	-	-
Mov Cap-2 Maneuver	38	52	-	39	56	-	-	-	-	-	-	-
Stage 1	279	309	-	289	316	-	-	-	-	-	-	-
Stage 2	260	301	-	260	309	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	97	181.1	0.1	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	685	-	-	71	65	683	-	-
HCM Lane V/C Ratio	0.017	-	-	0.49	0.87	0.01	-	-
HCM Control Delay (s)	10.3	-	-	97	181.1	10.3	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2	4.1	0	-	-

Appendix C: Options Testing Synchro Worksheets

LANE SUMMARY

Site: 101 [2041 PM Total (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Ward Street															
Lane 1[d]	672	2.0	672	2.0	1355	0.496	100	10.2	LOS B	3.5	25.0	Full	500	0.0	0.0
Lane 2	526	2.0	526	2.0	1182	0.445	90[5]	4.7	LOS A	2.9	20.6	Full	500	0.0	0.0
Approach	1198	2.0	1198	2.0		0.496		7.8	LOS A	3.5	25.0				
East: Commercial Driveway															
Lane 1[d]	98	2.0	98	2.0	595	0.164	100	9.1	LOS A	0.7	5.3	Full	500	0.0	0.0
Approach	98	2.0	98	2.0		0.164		9.1	LOS A	0.7	5.3				
North: Ward Street															
Lane 1	284	2.0	284	2.0	744	0.382	100	8.3	LOS A	2.4	17.3	Full	500	0.0	0.0
Lane 2[d]	339	2.0	339	2.0	886	0.382	100	7.5	LOS A	2.6	18.6	Full	500	0.0	0.0
Approach	623	2.0	623	2.0		0.382		7.9	LOS A	2.6	18.6				
West: Bridge Street															
Lane 1	193	2.0	193	2.0	859	0.224	55[5]	10.6	LOS B	1.1	7.6	Full	500	0.0	0.0
Lane 2[d]	471	2.0	471	2.0	1152	0.408	100	5.1	LOS A	2.4	17.3	Full	500	0.0	0.0
Approach	663	2.0	663	2.0		0.408		6.7	LOS A	2.4	17.3				
All Vehicles	2582	2.0	2582	2.0		0.496		7.6	LOS A	3.5	25.0				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

5 Lane under-utilisation found by the program
d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Ward Street

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	672	-	-	672	2.0	1355	0.496	100	NA	NA
Lane 2	-	520	6	526	2.0	1182	0.445	90[5]	NA	NA

Approach	672	520	6	1198	2.0		0.496			
East: Commercial Driveway										
Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	18	45	35	98	2.0	595	0.164	100	NA	NA
Approach	18	45	35	98	2.0		0.164			
North: Ward Street										
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	11	274	-	284	2.0	744	0.382	100	NA	NA
Lane 2	-	98	241	339	2.0	886	0.382	100	NA	NA
Approach	11	372	241	623	2.0		0.382			
West: Bridge Street										
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	179	14	-	193	2.0	859	0.224	55[5]	NA	NA
Lane 2	-	-	471	471	2.0	1152	0.408	100	NA	NA
Approach	179	14	471	663	2.0		0.408			
	Total	%HV	Deg.Satn (v/c)							
All Vehicles	2582	2.0		0.496						

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

5 Lane under-utilisation found by the program

Merge Analysis

	Exit Lane Number	Short Lane Length m	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Ward Street				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Commercial Driveway				
Lane 1	0.0	0.0	0.0	0.0
North: Ward Street				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Bridge Street				
Lane 1	0.0	0.0	0.0	0.0

Lane 2	0.0	0.0	0.0	0.0

MOVEMENT SUMMARY

Site: 101 [2041 PM Total (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ward Street															
1	L2	All MCs	672	2.0	672	2.0	0.496	10.2	LOS B	3.5	25.0	0.47	0.61	0.47	49.5
2	T1	All MCs	520	2.0	520	2.0	0.445	4.7	LOS A	2.9	20.6	0.47	0.46	0.47	53.6
3	R2	All MCs	6	2.0	6	2.0	0.445	4.8	LOS A	2.9	20.6	0.47	0.46	0.47	53.2
Approach			1198	2.0	1198	2.0	0.496	7.8	LOS A	3.5	25.0	0.47	0.55	0.47	51.2
East: Commercial Driveway															
4	L2	All MCs	18	2.0	18	2.0	0.164	13.8	LOS B	0.7	5.3	0.72	0.80	0.72	50.8
5	T1	All MCs	45	2.0	45	2.0	0.164	8.1	LOS A	0.7	5.3	0.72	0.80	0.72	51.7
6	R2	All MCs	35	2.0	35	2.0	0.164	8.0	LOS A	0.7	5.3	0.72	0.80	0.72	51.4
Approach			98	2.0	98	2.0	0.164	9.1	LOS A	0.7	5.3	0.72	0.80	0.72	51.4
North: Ward Street															
7	L2	All MCs	11	2.0	11	2.0	0.382	13.8	LOS B	2.4	17.3	0.77	0.70	0.77	51.1
8	T1	All MCs	372	2.0	372	2.0	0.382	7.9	LOS A	2.6	18.6	0.77	0.70	0.77	52.1
9	R2	All MCs	241	2.0	241	2.0	0.382	7.6	LOS A	2.6	18.6	0.78	0.69	0.78	52.1
Approach			623	2.0	623	2.0	0.382	7.9	LOS A	2.6	18.6	0.78	0.70	0.78	52.1
West: Bridge Street															
10	L2	All MCs	179	2.0	179	2.0	0.224	11.0	LOS B	1.1	7.6	0.52	0.69	0.52	49.7
11	T1	All MCs	14	2.0	14	2.0	0.224	5.4	LOS A	1.1	7.6	0.52	0.69	0.52	50.5
12	R2	All MCs	471	2.0	471	2.0	0.408	5.1	LOS A	2.4	17.3	0.57	0.59	0.57	53.3
Approach			663	2.0	663	2.0	0.408	6.7	LOS A	2.4	17.3	0.56	0.62	0.56	52.2
All Vehicles			2582	2.0	2582	2.0	0.496	7.6	LOS A	3.5	25.0	0.58	0.61	0.58	51.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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LANE SUMMARY

Site: 101 [2041 Sat Total (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh	Dist] m	Lane Config	Lane Length m	Cap. Adj. %	Prob. Block. %
South: Ward Street															
Lane 1[d]	543	2.0	543	2.0	1199	0.453	100	10.8	LOS B	3.1	21.8	Full	500	0.0	0.0
Lane 2	472	2.0	472	2.0	1060	0.445	98[5]	5.4	LOS A	2.9	20.5	Full	500	0.0	0.0
Approach	1015	2.0	1015	2.0		0.453		8.3	LOS A	3.1	21.8				
East: Commercial Driveway															
Lane 1[d]	114	2.0	114	2.0	616	0.185	100	8.9	LOS A	0.9	6.1	Full	500	0.0	0.0
Approach	114	2.0	114	2.0		0.185		8.9	LOS A	0.9	6.1				
North: Ward Street															
Lane 1	269	2.0	269	2.0	817	0.329	100	7.4	LOS A	2.0	14.3	Full	500	0.0	0.0
Lane 2[d]	315	2.0	315	2.0	957	0.329	100	6.6	LOS A	2.1	15.2	Full	500	0.0	0.0
Approach	583	2.0	583	2.0		0.329		7.0	LOS A	2.1	15.2				
West: Bridge Street															
Lane 1	319	2.0	319	2.0	887	0.360	68[5]	10.0	LOS B	1.8	13.0	Full	500	0.0	0.0
Lane 2[d]	596	2.0	596	2.0	1118	0.533	100	5.8	LOS A	3.6	25.6	Full	500	0.0	0.0
Approach	915	2.0	915	2.0		0.533		7.3	LOS A	3.6	25.6				
All Vehicles	2626	2.0	2626	2.0		0.533		7.7	LOS A	3.6	25.6				

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Lane LOS values are based on average delay per lane.
Intersection and Approach LOS values are based on average delay for all lanes.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

5 Lane under-utilisation found by the program
d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Ward Street

Mov. From S To Exit:	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	543	-	-	543	2.0	1199	0.453	100	NA	NA
Lane 2	-	449	22	472	2.0	1060	0.445	98[5]	NA	NA

Approach	543	449	22	1015	2.0		0.453			
East: Commercial Driveway										
Mov. From E To Exit:	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	24	64	25	114	2.0	616	0.185	100	NA	NA
Approach	24	64	25	114	2.0		0.185			
North: Ward Street										
Mov. From N To Exit:	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	18	251	-	269	2.0	817	0.329	100	NA	NA
Lane 2	-	187	127	315	2.0	957	0.329	100	NA	NA
Approach	18	438	127	583	2.0		0.329			
West: Bridge Street										
Mov. From W To Exit:	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	246	73	-	319	2.0	887	0.360	68[5]	NA	NA
Lane 2	-	-	596	596	2.0	1118	0.533	100	NA	NA
Approach	246	73	596	915	2.0		0.533			
	Total	%HV	Deg.Satn (v/c)							
All Vehicles	2626	2.0	0.533							

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

5 Lane under-utilisation found by the program

Merge Analysis

	Exit Lane Number	Short Lane Length m	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Ward Street				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: Commercial Driveway				
Lane 1	0.0	0.0	0.0	0.0
North: Ward Street				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: Bridge Street				
Lane 1	0.0	0.0	0.0	0.0

Lane 2	0.0	0.0	0.0	0.0

MOVEMENT SUMMARY

Site: 101 [2041 Sat Total (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ward Street															
1	L2	All MCs	543	2.0	543	2.0	0.453	10.8	LOS B	3.1	21.8	0.58	0.66	0.58	49.2
2	T1	All MCs	449	2.0	449	2.0	0.445	5.4	LOS A	2.9	20.5	0.59	0.53	0.59	53.1
3	R2	All MCs	22	2.0	22	2.0	0.445	5.5	LOS A	2.9	20.5	0.59	0.53	0.59	52.6
Approach			1015	2.0	1015	2.0	0.453	8.3	LOS A	3.1	21.8	0.58	0.60	0.58	50.9
East: Commercial Driveway															
4	L2	All MCs	24	2.0	24	2.0	0.185	13.4	LOS B	0.9	6.1	0.72	0.78	0.72	50.8
5	T1	All MCs	64	2.0	64	2.0	0.185	7.7	LOS A	0.9	6.1	0.72	0.78	0.72	51.7
6	R2	All MCs	25	2.0	25	2.0	0.185	7.6	LOS A	0.9	6.1	0.72	0.78	0.72	51.4
Approach			114	2.0	114	2.0	0.185	8.9	LOS A	0.9	6.1	0.72	0.78	0.72	51.5
North: Ward Street															
7	L2	All MCs	18	2.0	18	2.0	0.329	12.7	LOS B	2.0	14.3	0.71	0.66	0.71	51.3
8	T1	All MCs	438	2.0	438	2.0	0.329	6.8	LOS A	2.1	15.2	0.71	0.65	0.71	52.4
9	R2	All MCs	127	2.0	127	2.0	0.329	6.6	LOS A	2.1	15.2	0.71	0.64	0.71	52.3
Approach			583	2.0	583	2.0	0.329	7.0	LOS A	2.1	15.2	0.71	0.65	0.71	52.4
West: Bridge Street															
10	L2	All MCs	246	2.0	246	2.0	0.360	11.3	LOS B	1.8	13.0	0.59	0.70	0.59	50.0
11	T1	All MCs	73	2.0	73	2.0	0.360	5.6	LOS A	1.8	13.0	0.59	0.70	0.59	50.9
12	R2	All MCs	596	2.0	596	2.0	0.533	5.8	LOS A	3.6	25.6	0.65	0.67	0.70	53.0
Approach			915	2.0	915	2.0	0.533	7.3	LOS A	3.6	25.6	0.63	0.68	0.66	52.0
All Vehicles			2626	2.0	2626	2.0	0.533	7.7	LOS A	3.6	25.6	0.63	0.65	0.64	51.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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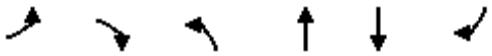
Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	685	101	1237	644
Demand Flow Rate, veh/h	699	103	1262	657
Vehicles Circulating, veh/h	421	1444	214	773
Vehicles Exiting, veh/h	755	32	410	774
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	1.9	18.7	9.7	11.6
Approach LOS	A	C	A	B

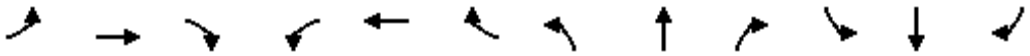
Lane	Left	Bypass	Left	Left	Right	Left	Bypass
Designated Moves	LT	R	LTR	L	TR	LT	R
Assumed Moves	LT	R	LTR	L	TR	LT	R
RT Channelized		Free					Free
Lane Util	1.000		1.000	0.560	0.440	1.000	
Follow-Up Headway, s	2.609		2.609	2.535	2.535	2.609	
Critical Headway, s	4.976	496	4.976	4.544	4.544	4.976	254
Entry Flow, veh/h	203	1938	103	707	555	403	1938
Cap Entry Lane, veh/h	898	0.980	316	1169	1169	627	0.980
Entry HV Adj Factor	0.979	486	0.981	0.980	0.981	0.981	249
Flow Entry, veh/h	199	1900	101	693	544	395	1900
Cap Entry, veh/h	879	0.256	310	1146	1146	615	0.131
V/C Ratio	0.226	0.0	0.326	0.605	0.475	0.642	0.0
Control Delay, s/veh	6.4	A	18.7	10.9	8.3	19.0	A
LOS	A	1	C	B	A	C	0
95th %tile Queue, veh	1		1	4	3	5	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	43	13	13	1095	753	64
Future Volume (Veh/h)	43	13	13	1095	753	64
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	47	14	14	1190	818	70
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	None	
Median storage veh)				2		
Upstream signal (m)					82	
pX, platoon unblocked	0.81	0.81	0.81			
vC, conflicting volume	2071	853	888			
vC1, stage 1 conf vol	853					
vC2, stage 2 conf vol	1218					
vCu, unblocked vol	2205	701	745			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	79	96	98			
cM capacity (veh/h)	220	355	699			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	61	14	1190	888
Volume Left	47	14	0	0
Volume Right	14	0	0	70
cSH	241	699	1700	1700
Volume to Capacity	0.25	0.02	0.70	0.52
Queue Length 95th (m)	7.4	0.5	0.0	0.0
Control Delay (s)	24.9	10.3	0.0	0.0
Lane LOS	C	B		
Approach Delay (s)	24.9	0.1		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	1	2	0	2	3	1108	3	0	752	1
Future Volume (Veh/h)	5	0	1	2	0	2	3	1108	3	0	752	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	5	0	1	2	0	2	3	1204	3	0	817	1
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											240	
pX, platoon unblocked	0.87	0.87	0.87	0.87	0.87		0.87					
vC, conflicting volume	2031	2030	818	2030	2030	1206	818			1207		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2108	2107	719	2107	2106	1206	719			1207		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	85	100	100	94	100	99	100			100		
cM capacity (veh/h)	32	45	374	33	45	224	771			578		

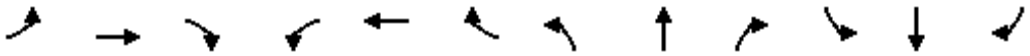
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	6	4	1210	818
Volume Left	5	2	3	0
Volume Right	1	2	3	1
cSH	38	57	771	578
Volume to Capacity	0.16	0.07	0.00	0.00
Queue Length 95th (m)	3.8	1.7	0.1	0.0
Control Delay (s)	116.5	73.1	0.2	0.0
Lane LOS	F	F	A	
Approach Delay (s)	116.5	73.1	0.2	0.0
Approach LOS	F	F		

Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	70.9%	ICU Level of Service	C	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	1096	19	2	753
Future Volume (Veh/h)	0	0	1096	19	2	753
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	1191	21	2	818
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						221
pX, platoon unblocked	0.87					
vC, conflicting volume	2024	1202			1212	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2103	1202			1212	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	49	225			576	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	1212	820
Volume Left	0	0	2
Volume Right	0	21	0
cSH	1700	1700	576
Volume to Capacity	0.00	0.71	0.00
Queue Length 95th (m)	0.0	0.0	0.1
Control Delay (s)	0.0	0.0	0.1
Lane LOS	A		A
Approach Delay (s)	0.0	0.0	0.1
Approach LOS	A		

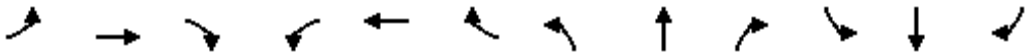
Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	0	26	0	20	2	1098	2	0	743	4
Future Volume (vph)	7	0	0	26	0	20	2	1098	2	0	743	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			0.94			1.00			1.00	
Flt Protected		0.95			0.97			1.00			1.00	
Satd. Flow (prot)		1789			1723			1883			1882	
Flt Permitted		0.95			0.82			1.00			1.00	
Satd. Flow (perm)		1794			1456			1882			1882	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	0	0	28	0	22	2	1193	2	0	808	4
RTOR Reduction (vph)	0	0	0	0	39	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	8	0	0	11	0	0	1197	0	0	812	0
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		4.2			4.2			62.5			62.5	
Effective Green, g (s)		4.2			4.2			62.5			62.5	
Actuated g/C Ratio		0.05			0.05			0.79			0.79	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		95			77			1494			1494	
v/s Ratio Prot											0.43	
v/s Ratio Perm		0.00			c0.01			c0.64				
v/c Ratio		0.08			0.15			0.80			0.54	
Uniform Delay, d1		35.4			35.5			4.6			2.9	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.4			0.9			3.2			0.4	
Delay (s)		35.8			36.4			7.8			3.3	
Level of Service		D			D			A			A	
Approach Delay (s)		35.8			36.4			7.8			3.3	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	78.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		

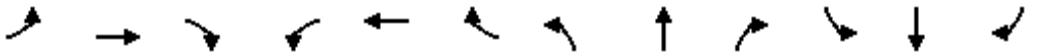
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	1	9	0	8	0	1121	4	5	737	1
Future Volume (Veh/h)	1	0	1	9	0	8	0	1121	4	5	737	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	1	0	1	10	0	9	0	1218	4	5	801	1
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			TWLTL	
Median storage veh)											2	
Upstream signal (m)								227			381	
pX, platoon unblocked	0.26	0.26	0.98	0.26	0.26	0.25	0.98			0.25		
vC, conflicting volume	2040	2034	802	2032	2032	1220	802			1222		
vC1, stage 1 conf vol	812	812		1220	1220							
vC2, stage 2 conf vol	1229	1222		812	812							
vCu, unblocked vol	3411	3384	786	3378	3378	360	786			368		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	100	93	100	95	100			98		
cM capacity (veh/h)	125	131	384	139	135	168	814			292		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	2	19	1222	5	802
Volume Left	1	10	0	5	0
Volume Right	1	9	4	0	1
cSH	188	152	814	292	1700
Volume to Capacity	0.01	0.13	0.00	0.02	0.47
Queue Length 95th (m)	0.2	3.2	0.0	0.4	0.0
Control Delay (s)	24.3	32.1	0.0	17.5	0.0
Lane LOS	C	D		C	
Approach Delay (s)	24.3	32.1	0.0	0.1	
Approach LOS	C	D			

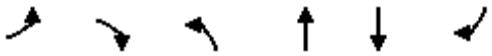
Intersection Summary				
Average Delay	0.4			
Intersection Capacity Utilization	69.2%	ICU Level of Service	C	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	13	447	17	43	33	638	494	6	10	353	229
Future Volume (vph)	170	13	447	17	43	33	638	494	6	10	353	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0			4.0	4.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Frt		1.00	0.85		0.95		1.00	1.00			1.00	0.85
Flt Protected		0.96	1.00		0.99		0.95	1.00			1.00	1.00
Satd. Flow (prot)		1800	1601		1777		1789	1880			1881	1601
Flt Permitted		0.71	1.00		0.93		0.23	1.00			0.98	1.00
Satd. Flow (perm)		1346	1601		1666		436	1880			1850	1601
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	185	14	486	18	47	36	693	537	7	11	384	249
RTOR Reduction (vph)	0	0	384	0	28	0	0	1	0	0	0	176
Lane Group Flow (vph)	0	199	102	0	73	0	693	543	0	0	395	73
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		13.6	13.6		13.6		43.4	43.4			19.0	19.0
Effective Green, g (s)		13.6	13.6		13.6		43.4	43.4			19.0	19.0
Actuated g/C Ratio		0.21	0.21		0.21		0.67	0.67			0.29	0.29
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0			4.0	4.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		281	334		348		715	1255			540	467
v/s Ratio Prot							c0.30	0.29				
v/s Ratio Perm		c0.15	0.06		0.04		c0.34				0.21	0.05
v/c Ratio		0.71	0.30		0.21		0.97	0.43			0.73	0.16
Uniform Delay, d1		23.9	21.7		21.2		13.8	5.0			20.7	17.1
Progression Factor		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2		7.9	0.5		0.3		25.9	1.1			8.5	0.7
Delay (s)		31.8	22.2		21.5		39.7	6.1			29.2	17.8
Level of Service		C	C		C		D	A			C	B
Approach Delay (s)		25.0			21.5			24.9			24.8	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	24.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		

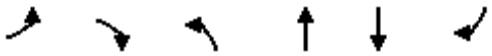
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	2	0	911	620	16
Future Volume (Veh/h)	6	2	0	911	620	16
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	2	0	990	674	17
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)					56	
pX, platoon unblocked	0.85	0.85	0.85			
vC, conflicting volume	1672	682	691			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1704	533	543			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	100	100			
cM capacity (veh/h)	85	462	867			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	9	990	691
Volume Left	7	0	0
Volume Right	2	0	17
cSH	104	867	1700
Volume to Capacity	0.09	0.00	0.41
Queue Length 95th (m)	2.1	0.0	0.0
Control Delay (s)	42.9	0.0	0.0
Lane LOS	E		
Approach Delay (s)	42.9	0.0	0.0
Approach LOS	E		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	46	26	47	1068	724	31
Future Volume (Veh/h)	46	26	47	1068	724	31
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	50	28	51	1161	787	34
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	2067	804	821			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2067	804	821			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	11	93	94			
cM capacity (veh/h)	56	383	808			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1
Volume Total	50	28	51	1161	821
Volume Left	50	0	51	0	0
Volume Right	0	28	0	0	34
cSH	56	383	808	1700	1700
Volume to Capacity	0.89	0.07	0.06	0.68	0.48
Queue Length 95th (m)	30.2	1.8	1.5	0.0	0.0
Control Delay (s)	207.9	15.1	9.8	0.0	0.0
Lane LOS	F	C	A		
Approach Delay (s)	138.7		0.4		0.0
Approach LOS	F				

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	0	6	9	0	7	3	1093	6	6	722	22
Future Volume (Veh/h)	15	0	6	9	0	7	3	1093	6	6	722	22
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	16	0	7	10	0	8	3	1188	7	7	785	24
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	2013	2012	797	2016	2020	1192	809			1195		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2013	2012	797	2016	2020	1192	809			1195		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	62	100	98	76	100	96	100			99		
cM capacity (veh/h)	42	58	387	42	57	228	817			584		

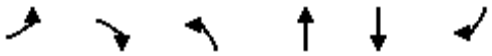
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total	23	18	3	1195	816
Volume Left	16	10	3	0	7
Volume Right	7	8	0	7	24
cSH	57	66	817	1700	584
Volume to Capacity	0.40	0.27	0.00	0.70	0.01
Queue Length 95th (m)	11.4	7.3	0.1	0.0	0.3
Control Delay (s)	105.2	78.6	9.4	0.0	0.4
Lane LOS	F	F	A		A
Approach Delay (s)	105.2	78.6	0.0		0.4
Approach LOS	F	F			

Intersection Summary				
Average Delay	2.0			
Intersection Capacity Utilization	67.9%	ICU Level of Service	C	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	0	2	21	4	108	8	1016	49	71	699	23
Future Volume (Veh/h)	11	0	2	21	4	108	8	1016	49	71	699	23
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	12	0	2	23	4	117	9	1104	53	77	760	25
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (m)								338			270	
pX, platoon unblocked	0.35	0.35	0.89	0.35	0.35	0.30	0.89			0.30		
vC, conflicting volume	2168	2102	772	2064	2088	1130	785			1157		
vC1, stage 1 conf vol	926	926		1148	1148							
vC2, stage 2 conf vol	1241	1175		916	939							
vCu, unblocked vol	2670	2483	679	2378	2443	250	694			340		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	100	100	84	97	50	99			79		
cM capacity (veh/h)	2	89	400	146	143	233	800			360		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	14	144	9	1157	77	785
Volume Left	12	23	9	0	77	0
Volume Right	2	117	0	53	0	25
cSH	2	209	800	1700	360	1700
Volume to Capacity	5.75	0.69	0.01	0.68	0.21	0.46
Queue Length 95th (m)	Err	32.8	0.3	0.0	6.1	0.0
Control Delay (s)	Err	53.2	9.6	0.0	17.7	0.0
Lane LOS	F	F	A		C	
Approach Delay (s)	Err	53.2	0.1		1.6	
Approach LOS	F	F				

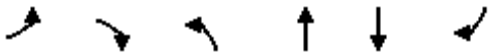
Intersection Summary				
Average Delay	68.2			
Intersection Capacity Utilization	73.3%	ICU Level of Service	D	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	46	46	73	1062	748	18
Future Volume (Veh/h)	46	46	73	1062	748	18
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	50	50	79	1154	813	20
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (m)					152	
pX, platoon unblocked	0.83	0.83	0.83			
vC, conflicting volume	2135	823	833			
vC1, stage 1 conf vol	823					
vC2, stage 2 conf vol	1312					
vCu, unblocked vol	2270	679	692			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	74	87	89			
cM capacity (veh/h)	193	372	745			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	100	79	1154	833
Volume Left	50	79	0	0
Volume Right	50	0	0	20
cSH	254	745	1700	1700
Volume to Capacity	0.39	0.11	0.68	0.49
Queue Length 95th (m)	13.5	2.7	0.0	0.0
Control Delay (s)	28.1	10.4	0.0	0.0
Lane LOS	D	B		
Approach Delay (s)	28.1	0.7		0.0
Approach LOS	D			

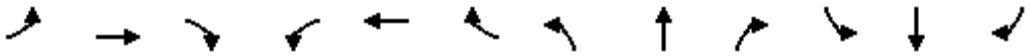
Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	3	6	1129	790	4
Future Volume (Veh/h)	6	3	6	1129	790	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	3	7	1227	859	4
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (m)					206	
pX, platoon unblocked	0.84	0.84	0.84			
vC, conflicting volume	2102	861	863			
vC1, stage 1 conf vol	861					
vC2, stage 2 conf vol	1241					
vCu, unblocked vol	2217	738	741			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	99	99			
cM capacity (veh/h)	218	350	727			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	10	7	1227	863
Volume Left	7	7	0	0
Volume Right	3	0	0	4
cSH	246	727	1700	1700
Volume to Capacity	0.04	0.01	0.72	0.51
Queue Length 95th (m)	1.0	0.2	0.0	0.0
Control Delay (s)	20.2	10.0	0.0	0.0
Lane LOS	C	B		
Approach Delay (s)	20.2	0.1		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		

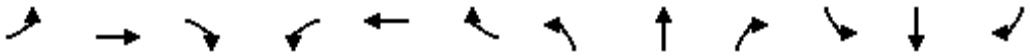


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	0	21	27	0	60	16	1016	113	22	699	5
Future Volume (Veh/h)	12	0	21	27	0	60	16	1016	113	22	699	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	0	23	29	0	65	17	1104	123	24	760	5
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (m)								287			322	
pX, platoon unblocked	0.29	0.29	0.93	0.29	0.29	0.26	0.93			0.26		
vC, conflicting volume	2014	2072	762	2030	2012	1166	765			1227		
vC1, stage 1 conf vol	810	810		1200	1200							
vC2, stage 2 conf vol	1203	1261		831	813							
vCu, unblocked vol	2762	2961	711	2820	2758	203	714			441		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	85	100	94	79	100	70	98			92		
cM capacity (veh/h)	87	95	405	139	138	216	828			288		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	36	94	17	1227	24	765
Volume Left	13	29	17	0	24	0
Volume Right	23	65	0	123	0	5
cSH	174	184	828	1700	288	1700
Volume to Capacity	0.21	0.51	0.02	0.72	0.08	0.45
Queue Length 95th (m)	5.7	19.4	0.5	0.0	2.1	0.0
Control Delay (s)	31.0	43.2	9.4	0.0	18.6	0.0
Lane LOS	D	E	A		C	
Approach Delay (s)	31.0	43.2	0.1		0.6	
Approach LOS	D	E				

Intersection Summary				
Average Delay	2.7			
Intersection Capacity Utilization	73.4%	ICU Level of Service	D	
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	234	69	566	23	61	24	516	427	21	17	416	121
Future Volume (vph)	234	69	566	23	61	24	516	427	21	17	416	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	200.0		0.0	0.0		0.0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.970			0.993				0.850
Flt Protected		0.963			0.989		0.950				0.998	
Satd. Flow (prot)	0	1814	1601	0	1807	0	1789	1870	0	0	1880	1601
Flt Permitted		0.716			0.857		0.190				0.975	
Satd. Flow (perm)	0	1349	1601	0	1566	0	358	1870	0	0	1836	1601
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			553		20			7				132
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		366.6			55.6			82.0			152.8	
Travel Time (s)		27.5			4.2			6.2			11.5	
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
Adj. Flow (vph)	254	75	615	25	66	26	561	464	23	18	452	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	329	615	0	117	0	561	487	0	0	470	132
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0		8.0	20.0		20.0	20.0	20.0
Total Split (s)	23.0	23.0	23.0	23.0	23.0		20.0	47.0		27.0	27.0	27.0



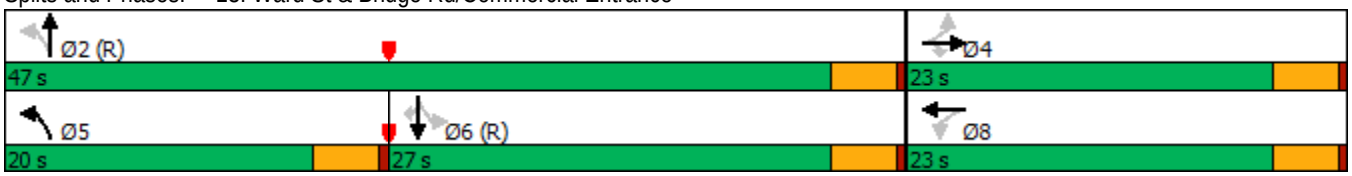
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	32.9%	32.9%	32.9%	32.9%	32.9%		28.6%	67.1%		38.6%	38.6%	38.6%
Maximum Green (s)	19.0	19.0	19.0	19.0	19.0		16.0	43.0		23.0	23.0	23.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		4.0	4.0		4.0		4.0	4.0			4.0	4.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
Act Effct Green (s)		18.5	18.5		18.5		43.5	43.5			23.0	23.0
Actuated g/C Ratio		0.26	0.26		0.26		0.62	0.62			0.33	0.33
v/c Ratio		0.92	0.74		0.27		1.00	0.42			0.78	0.21
Control Delay		59.4	9.9		18.6		57.8	8.2			32.3	4.6
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		59.4	9.9		18.6		57.8	8.2			32.3	4.6
LOS		E	A		B		E	A			C	A
Approach Delay		27.1			18.6			34.7			26.2	
Approach LOS		C			B			C			C	
Queue Length 50th (m)		41.4	6.1		9.8		~56.2	28.6			54.7	0.0
Queue Length 95th (m)		#85.3	37.1		22.0		#115.9	45.9			#98.0	10.1
Internal Link Dist (m)		342.6			31.6			58.0			128.8	
Turn Bay Length (m)							200.0					
Base Capacity (vph)		366	837		439		559	1163			603	614
Starvation Cap Reductn		0	0		0		0	0			0	0
Spillback Cap Reductn		0	0		0		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		0.90	0.73		0.27		1.00	0.42			0.78	0.21

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 29.5		Intersection LOS: C	
Intersection Capacity Utilization 84.7%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

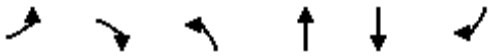
Splits and Phases: 13: Ward St & Bridge Rd/Commercial Entrance



Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	685	101	1237	644
Demand Flow Rate, veh/h	699	103	1262	657
Vehicles Circulating, veh/h	421	1444	214	773
Vehicles Exiting, veh/h	755	32	410	774
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	1.9	18.7	9.7	11.6
Approach LOS	A	C	A	B

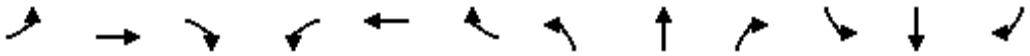
Lane	Left	Bypass	Left	Left	Right	Left	Bypass
Designated Moves	LT	R	LTR	L	TR	LT	R
Assumed Moves	LT	R	LTR	L	TR	LT	R
RT Channelized		Free					Free
Lane Util	1.000		1.000	0.560	0.440	1.000	
Follow-Up Headway, s	2.609		2.609	2.535	2.535	2.609	
Critical Headway, s	4.976	496	4.976	4.544	4.544	4.976	254
Entry Flow, veh/h	203	1938	103	707	555	403	1938
Cap Entry Lane, veh/h	898	0.980	316	1169	1169	627	0.980
Entry HV Adj Factor	0.979	486	0.981	0.980	0.981	0.981	249
Flow Entry, veh/h	199	1900	101	693	544	395	1900
Cap Entry, veh/h	879	0.256	310	1146	1146	615	0.131
V/C Ratio	0.226	0.0	0.326	0.605	0.475	0.642	0.0
Control Delay, s/veh	6.4	A	18.7	10.9	8.3	19.0	A
LOS	A	1	C	B	A	C	0
95th %tile Queue, veh	1		1	4	3	5	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	19	15	10	945	960	44
Future Volume (Veh/h)	19	15	10	945	960	44
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	21	16	11	1027	1043	48
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	None	
Median storage veh)				2		
Upstream signal (m)					82	
pX, platoon unblocked	0.77	0.77	0.77			
vC, conflicting volume	2116	1067	1091			
vC1, stage 1 conf vol	1067					
vC2, stage 2 conf vol	1049					
vCu, unblocked vol	2297	940	971			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	90	94	98			
cM capacity (veh/h)	213	247	549			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	37	11	1027	1091
Volume Left	21	11	0	0
Volume Right	16	0	0	48
cSH	226	549	1700	1700
Volume to Capacity	0.16	0.02	0.60	0.64
Queue Length 95th (m)	4.4	0.5	0.0	0.0
Control Delay (s)	24.0	11.7	0.0	0.0
Lane LOS	C	B		
Approach Delay (s)	24.0	0.1		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	1	2	0	2	3	925	3	0	966	1
Future Volume (Veh/h)	5	0	1	2	0	2	3	925	3	0	966	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	5	0	1	2	0	2	3	1005	3	0	1050	1
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)											240	
pX, platoon unblocked	0.35	0.35	0.35	0.35	0.35		0.35					
vC, conflicting volume	2065	2064	1050	2064	2064	1006	1051			1008		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	3128	3127	204	3126	3124	1006	206			1008		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	100	100	14	100	99	99			100		
cM capacity (veh/h)	2	4	290	2	4	293	474			687		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	6	4	1011	1051
Volume Left	5	2	3	0
Volume Right	1	2	3	1
cSH	3	5	474	687
Volume to Capacity	2.16	0.86	0.01	0.00
Queue Length 95th (m)	13.0	9.0	0.1	0.0
Control Delay (s)	2720.5	1302.8	0.2	0.0
Lane LOS	F	F	A	
Approach Delay (s)	2720.5	1302.8	0.2	0.0
Approach LOS	F	F		

Intersection Summary				
Average Delay	10.5			
Intersection Capacity Utilization	61.2%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	913	19	2	967
Future Volume (Veh/h)	0	0	913	19	2	967
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	992	21	2	1051
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						221
pX, platoon unblocked	0.34					
vC, conflicting volume	2058	1002			1013	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3128	1002			1013	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	4	294			684	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	1013	1053
Volume Left	0	0	2
Volume Right	0	21	0
cSH	1700	1700	684
Volume to Capacity	0.00	0.60	0.00
Queue Length 95th (m)	0.0	0.0	0.1
Control Delay (s)	0.0	0.0	0.1
Lane LOS	A		A
Approach Delay (s)	0.0	0.0	0.1
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	54	7	9	52	3	3	916	0	2	967	0
Future Volume (vph)	8	54	7	9	52	3	3	916	0	2	967	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.99			0.99			1.00			1.00	
Flt Protected		0.99			0.99			1.00			1.00	
Satd. Flow (prot)		1846			1859			1883			1883	
Flt Permitted		0.95			0.93			1.00			1.00	
Satd. Flow (perm)		1756			1750			1879			1881	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	59	8	10	57	3	3	996	0	2	1051	0
RTOR Reduction (vph)	0	6	0	0	3	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	70	0	0	67	0	0	999	0	0	1053	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		6.5			6.5			46.8			46.8	
Effective Green, g (s)		6.5			6.5			46.8			46.8	
Actuated g/C Ratio		0.10			0.10			0.72			0.72	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		174			174			1346			1348	
v/s Ratio Prot												
v/s Ratio Perm		c0.04			0.04			0.53			c0.56	
v/c Ratio		0.40			0.39			0.74			0.78	
Uniform Delay, d1		27.6			27.5			5.6			6.0	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		1.5			1.4			2.3			3.0	
Delay (s)		29.1			29.0			7.8			9.0	
Level of Service		C			C			A			A	
Approach Delay (s)		29.1			29.0			7.8			9.0	
Approach LOS		C			C			A			A	

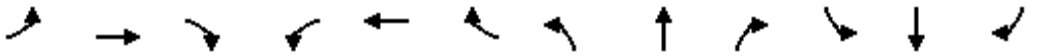
Intersection Summary			
HCM 2000 Control Delay	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	65.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	2	6	14	1	19	4	920	3	19	949	5
Future Volume (Veh/h)	7	2	6	14	1	19	4	920	3	19	949	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	8	2	7	15	1	21	4	1000	3	21	1032	5
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			TWLTL	
Median storage veh)											2	
Upstream signal (m)								227			381	
pX, platoon unblocked	0.41	0.41	0.86	0.41	0.41	0.35	0.86			0.35		
vC, conflicting volume	2108	2088	1034	2092	2088	1002	1037			1003		
vC1, stage 1 conf vol	1076	1076		1010	1010							
vC2, stage 2 conf vol	1031	1011		1082	1079							
vCu, unblocked vol	2229	2181	961	2190	2183	57	964			61		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	99	97	91	99	94	99			96		
cM capacity (veh/h)	165	177	268	174	182	349	617			533		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	17	37	1007	21	1037
Volume Left	8	15	4	21	0
Volume Right	7	21	3	0	5
cSH	198	244	617	533	1700
Volume to Capacity	0.09	0.15	0.01	0.04	0.61
Queue Length 95th (m)	2.1	4.0	0.1	0.9	0.0
Control Delay (s)	24.9	22.4	0.2	12.0	0.0
Lane LOS	C	C	A	B	
Approach Delay (s)	24.9	22.4	0.2	0.2	
Approach LOS	C	C			

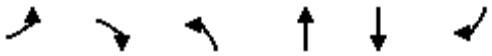
Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	61.8%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	234	69	566	23	61	24	516	427	21	17	416	121
Future Volume (vph)	234	69	566	23	61	24	516	427	21	17	416	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0			4.0	4.0
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Frt		1.00	0.85		0.97		1.00	0.99			1.00	0.85
Flt Protected		0.96	1.00		0.99		0.95	1.00			1.00	1.00
Satd. Flow (prot)		1813	1601		1808		1789	1870			1880	1601
Flt Permitted		0.72	1.00		0.86		0.19	1.00			0.98	1.00
Satd. Flow (perm)		1349	1601		1566		358	1870			1837	1601
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	254	75	615	25	66	26	561	464	23	18	452	132
RTOR Reduction (vph)	0	0	407	0	15	0	0	3	0	0	0	89
Lane Group Flow (vph)	0	329	208	0	102	0	561	484	0	0	470	43
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)		18.5	18.5		18.5		43.5	43.5			23.0	23.0
Effective Green, g (s)		18.5	18.5		18.5		43.5	43.5			23.0	23.0
Actuated g/C Ratio		0.26	0.26		0.26		0.62	0.62			0.33	0.33
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0			4.0	4.0
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		356	423		413		559	1162			603	526
v/s Ratio Prot							c0.24	0.26				
v/s Ratio Perm		c0.24	0.13		0.07		c0.39				0.26	0.03
v/c Ratio		0.92	0.49		0.25		1.00	0.42			0.78	0.08
Uniform Delay, d1		25.1	21.8		20.3		16.9	6.8			21.2	16.2
Progression Factor		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2		29.0	0.9		0.3		38.9	1.1			9.6	0.3
Delay (s)		54.1	22.7		20.6		55.8	7.9			30.8	16.5
Level of Service		D	C		C		E	A			C	B
Approach Delay (s)		33.6			20.6			33.5			27.7	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	31.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		

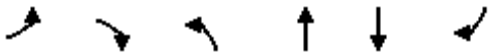
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	2	0	913	967	16
Future Volume (Veh/h)	6	2	0	913	967	16
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	2	0	992	1051	17
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)					56	
pX, platoon unblocked	0.30	0.30	0.30			
vC, conflicting volume	2052	1060	1068			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3330	38	66			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	99	100			
cM capacity (veh/h)	3	312	463			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	9	992	1068
Volume Left	7	0	0
Volume Right	2	0	17
cSH	4	463	1700
Volume to Capacity	2.55	0.00	0.63
Queue Length 95th (m)	16.8	0.0	0.0
Control Delay (s)	2513.7	0.0	0.0
Lane LOS	F		
Approach Delay (s)	2513.7	0.0	0.0
Approach LOS	F		

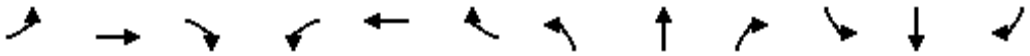
Intersection Summary			
Average Delay	10.9		
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	52	22	32	879	887	82
Future Volume (Veh/h)	52	22	32	879	887	82
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	57	24	35	955	964	89
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	2034	1008	1053			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2034	1008	1053			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	4	92	95			
cM capacity (veh/h)	59	292	661			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1
Volume Total	57	24	35	955	1053
Volume Left	57	0	35	0	0
Volume Right	0	24	0	0	89
cSH	59	292	661	1700	1700
Volume to Capacity	0.96	0.08	0.05	0.56	0.62
Queue Length 95th (m)	34.0	2.0	1.3	0.0	0.0
Control Delay (s)	218.6	18.4	10.7	0.0	0.0
Lane LOS	F	C	B		
Approach Delay (s)	159.3		0.4		0.0
Approach LOS	F				

Intersection Summary			
Average Delay	6.3		
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	0	10	11	0	12	3	885	6	6	885	18
Future Volume (Veh/h)	14	0	10	11	0	12	3	885	6	6	885	18
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	15	0	11	12	0	13	3	962	7	7	962	20
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	1967	1961	972	1968	1968	966	982			969		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1967	1961	972	1968	1968	966	982			969		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	66	100	96	73	100	96	100			99		
cM capacity (veh/h)	45	62	306	45	62	309	703			711		

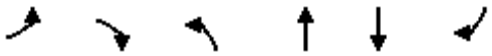
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total	26	25	3	969	989
Volume Left	15	12	3	0	7
Volume Right	11	13	0	7	20
cSH	70	81	703	1700	711
Volume to Capacity	0.37	0.31	0.00	0.57	0.01
Queue Length 95th (m)	10.7	8.8	0.1	0.0	0.2
Control Delay (s)	84.3	68.5	10.1	0.0	0.3
Lane LOS	F	F	B		A
Approach Delay (s)	84.3	68.5	0.0		0.3
Approach LOS	F	F			

Intersection Summary				
Average Delay	2.1			
Intersection Capacity Utilization	62.5%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	1	20	3	91	4	858	32	61	916	21
Future Volume (Veh/h)	10	0	1	20	3	91	4	858	32	61	916	21
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	11	0	1	22	3	99	4	933	35	66	996	23
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (m)								338			270	
pX, platoon unblocked	0.67	0.67	0.81	0.67	0.67	0.57	0.81			0.57		
vC, conflicting volume	2181	2116	1008	2088	2110	950	1019			968		
vC1, stage 1 conf vol	1140	1140		958	958							
vC2, stage 2 conf vol	1042	976		1129	1151							
vCu, unblocked vol	1887	1789	894	1747	1780	544	908			574		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	87	100	100	86	98	68	99			89		
cM capacity (veh/h)	87	157	276	162	172	310	609			574		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	12	124	4	968	66	1019
Volume Left	11	22	4	0	66	0
Volume Right	1	99	0	35	0	23
cSH	93	262	609	1700	574	1700
Volume to Capacity	0.13	0.47	0.01	0.57	0.11	0.60
Queue Length 95th (m)	3.2	18.0	0.2	0.0	2.9	0.0
Control Delay (s)	49.5	30.5	10.9	0.0	12.1	0.0
Lane LOS	E	D	B		B	
Approach Delay (s)	49.5	30.5	0.0		0.7	
Approach LOS	E	D				

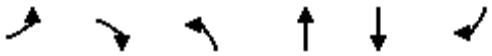
Intersection Summary				
Average Delay	2.4			
Intersection Capacity Utilization	63.8%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	30	23	937	972	3
Future Volume (Veh/h)	18	30	23	937	972	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	33	25	1018	1057	3
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (m)					152	
pX, platoon unblocked	0.78	0.78	0.78			
vC, conflicting volume	2126	1058	1060			
vC1, stage 1 conf vol	1058					
vC2, stage 2 conf vol	1068					
vCu, unblocked vol	2304	934	936			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	90	87	96			
cM capacity (veh/h)	210	251	571			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	53	25	1018	1060
Volume Left	20	25	0	0
Volume Right	33	0	0	3
cSH	234	571	1700	1700
Volume to Capacity	0.23	0.04	0.60	0.62
Queue Length 95th (m)	6.4	1.0	0.0	0.0
Control Delay (s)	24.8	11.6	0.0	0.0
Lane LOS	C	B		
Approach Delay (s)	24.8	0.3		0.0
Approach LOS	C			

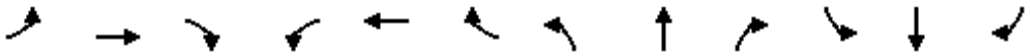
Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	5	4	955	993	9
Future Volume (Veh/h)	5	5	4	955	993	9
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	5	4	1038	1079	10
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (m)					206	
pX, platoon unblocked	0.78	0.78	0.78			
vC, conflicting volume	2130	1084	1089			
vC1, stage 1 conf vol	1084					
vC2, stage 2 conf vol	1046					
vCu, unblocked vol	2304	969	976			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	98	99			
cM capacity (veh/h)	212	241	554			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	10	4	1038	1089
Volume Left	5	4	0	0
Volume Right	5	0	0	10
cSH	226	554	1700	1700
Volume to Capacity	0.04	0.01	0.61	0.64
Queue Length 95th (m)	1.1	0.2	0.0	0.0
Control Delay (s)	21.7	11.5	0.0	0.0
Lane LOS	C	B		
Approach Delay (s)	21.7	0.0		0.0
Approach LOS	C			

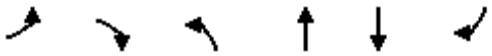
Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	62.8%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	0	17	28	0	24	11	855	80	6	928	3
Future Volume (Veh/h)	15	0	17	28	0	24	11	855	80	6	928	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	16	0	18	30	0	26	12	929	87	7	1009	3
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (m)								287			322	
pX, platoon unblocked	0.49	0.49	0.84	0.49	0.49	0.41	0.84			0.41		
vC, conflicting volume	2004	2064	1010	2038	2022	972	1012			1016		
vC1, stage 1 conf vol	1024	1024		996	996							
vC2, stage 2 conf vol	979	1040		1041	1026							
vCu, unblocked vol	1770	1895	914	1840	1809	208	916			315		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	91	100	93	83	100	92	98			99		
cM capacity (veh/h)	186	180	276	175	190	340	622			509		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	34	56	12	1016	7	1012
Volume Left	16	30	12	0	7	0
Volume Right	18	26	0	87	0	3
cSH	225	226	622	1700	509	1700
Volume to Capacity	0.15	0.25	0.02	0.60	0.01	0.60
Queue Length 95th (m)	4.0	7.2	0.4	0.0	0.3	0.0
Control Delay (s)	23.8	26.1	10.9	0.0	12.2	0.0
Lane LOS	C	D	B		B	
Approach Delay (s)	23.8	26.1	0.1		0.1	
Approach LOS	C	D				

Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	60.6%	ICU Level of Service		B
Analysis Period (min)	15			



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	43	13	13	1095	753	64
Future Volume (vph)	43	13	13	1095	753	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.969				0.989	
Flt Protected	0.963		0.950			
Satd. Flow (prot)	1758	0	1789	1883	1863	0
Flt Permitted	0.963		0.950			
Satd. Flow (perm)	1758	0	1789	1883	1863	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	37.7			69.8	82.0	
Travel Time (s)	2.8			5.2	6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	47	14	14	1190	818	70
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	14	1190	888	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes		
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			

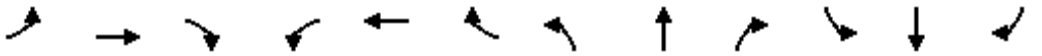
Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	43	13	13	1095	753	64
Future Vol, veh/h	43	13	13	1095	753	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	14	14	1190	818	70

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2071	853	888	0	-	0
Stage 1	853	-	-	-	-	-
Stage 2	1218	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	59	359	763	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	58	359	763	-	-	-
Mov Cap-2 Maneuver	58	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	280	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	162.5	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	763	-	72	-	-
HCM Lane V/C Ratio	0.019	-	0.845	-	-
HCM Control Delay (s)	9.8	-	162.5	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	4.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	1	2	0	2	3	1108	3	0	752	1
Future Volume (vph)	5	0	1	2	0	2	3	1108	3	0	752	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.932							
Flt Protected		0.960			0.976		0.950					
Satd. Flow (prot)	0	1767	0	0	1713	0	1789	1883	0	0	1883	0
Flt Permitted		0.960			0.976		0.950					
Satd. Flow (perm)	0	1767	0	0	1713	0	1789	1883	0	0	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		165.7			49.0			225.9			19.1	
Travel Time (s)		12.4			3.7			16.9			1.4	
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
Adj. Flow (vph)	5	0	1	2	0	2	3	1204	3	0	817	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	4	0	3	1207	0	0	818	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 68.5%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	1	2	0	2	3	1108	3	0	752	1
Future Vol, veh/h	5	0	1	2	0	2	3	1108	3	0	752	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	15	-	-	-	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	2	0	2	3	1204	3	0	817	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2031	2031	818	2030	2030	1206	818	0	0	1207	0	0
Stage 1	818	818	-	1212	1212	-	-	-	-	-	-	-
Stage 2	1213	1213	-	818	818	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	57	376	42	57	224	810	-	-	578	-	-
Stage 1	370	390	-	222	255	-	-	-	-	-	-	-
Stage 2	222	255	-	370	390	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	41	57	376	42	57	224	810	-	-	578	-	-
Mov Cap-2 Maneuver	41	57	-	42	57	-	-	-	-	-	-	-
Stage 1	369	390	-	221	254	-	-	-	-	-	-	-
Stage 2	219	254	-	369	390	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	91.5	59	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	810	-	-	48	71	578	-	-
HCM Lane V/C Ratio	0.004	-	-	0.136	0.061	-	-	-
HCM Control Delay (s)	9.5	-	-	91.5	59	0	-	-
HCM Lane LOS	A	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1096	19	2	753
Future Volume (vph)	0	0	1096	19	2	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0		0.0	15.0	
Storage Lanes	1	0		0	1	
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			
Flt Protected					0.950	
Satd. Flow (prot)	1883	0	1880	0	1789	1883
Flt Permitted					0.950	
Satd. Flow (perm)	1883	0	1880	0	1789	1883
Link Speed (k/h)	48		48			48
Link Distance (m)	206.9		19.1			165.1
Travel Time (s)	15.5		1.4			12.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1191	21	2	818
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1212	0	2	818
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		3.7			3.7
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane			Yes			Yes
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.2%		ICU Level of Service B	
Analysis Period (min) 15			

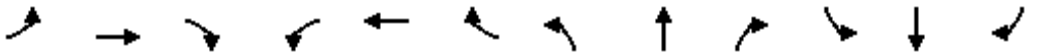
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1096	19	2	753
Future Vol, veh/h	0	0	1096	19	2	753
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	15	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1191	21	2	818

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2024	1202	0	0	1212	0
Stage 1	1202	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	64	225	-	-	576	-
Stage 1	285	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	64	225	-	-	576	-
Mov Cap-2 Maneuver	184	-	-	-	-	-
Stage 1	285	-	-	-	-	-
Stage 2	431	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	576	-
HCM Lane V/C Ratio	-	-	-	0.004	-
HCM Control Delay (s)	-	-	0	11.3	-
HCM Lane LOS	-	-	A	B	-
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	0	26	0	20	2	1098	2	0	743	4
Future Volume (vph)	7	0	0	26	0	20	2	1098	2	0	743	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	15.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.941						0.999	
Flt Protected		0.950			0.973		0.950					
Satd. Flow (prot)	0	1789	0	0	1724	0	1789	1883	0	1883	1882	0
Flt Permitted		0.952			0.822		0.317					
Satd. Flow (perm)	0	1793	0	0	1457	0	597	1883	0	1883	1882	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					41						1	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		99.6			119.0			56.1			227.2	
Travel Time (s)		7.5			8.9			4.2			17.0	
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
Adj. Flow (vph)	8	0	0	28	0	22	2	1193	2	0	808	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	50	0	2	1195	0	0	812	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		55.0	55.0		55.0	55.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	31.3%	31.3%		31.3%	31.3%		68.8%	68.8%		68.8%	68.8%	
Maximum Green (s)	19.0	19.0		19.0	19.0		49.0	49.0		49.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.6			6.6		65.0	65.0			65.0	
Actuated g/C Ratio		0.09			0.09		0.86	0.86			0.86	
v/c Ratio		0.05			0.30		0.00	0.74			0.50	
Control Delay		33.0			19.0		2.5	9.6			4.5	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		33.0			19.0		2.5	9.6			4.5	
LOS		C			B		A	A			A	
Approach Delay		33.0			19.0			9.6			4.5	
Approach LOS		C			B			A			A	
Queue Length 50th (m)		1.2			1.4		0.1	82.4			35.9	
Queue Length 95th (m)		4.8			10.4		0.5	#226.7			70.3	
Internal Link Dist (m)		75.6			95.0			32.1			203.2	
Turn Bay Length (m)							15.0					
Base Capacity (vph)		450			396		510	1610			1609	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.02			0.13		0.00	0.74			0.50	

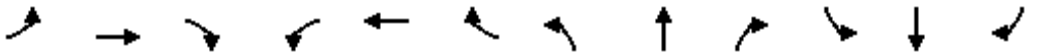
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 76			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 7.9		Intersection LOS: A	
Intersection Capacity Utilization 71.2%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 8: Ward St & Wilcox Street

Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	8	50	2	1195	812
v/c Ratio	0.05	0.30	0.00	0.74	0.50
Control Delay	33.0	19.0	2.5	9.6	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.0	19.0	2.5	9.6	4.5
Queue Length 50th (m)	1.2	1.4	0.1	82.4	35.9
Queue Length 95th (m)	4.8	10.4	0.5	#226.7	70.3
Internal Link Dist (m)	75.6	95.0		32.1	203.2
Turn Bay Length (m)			15.0		
Base Capacity (vph)	450	396	510	1610	1609
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.02	0.13	0.00	0.74	0.50

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	1	9	0	8	0	1121	4	5	737	1
Future Volume (vph)	1	0	1	9	0	8	0	1121	4	5	737	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	40.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.936							
Flt Protected		0.976			0.974					0.950		
Satd. Flow (prot)	0	1713	0	0	1717	0	1883	1883	0	1789	1883	0
Flt Permitted		0.976			0.974					0.950		
Satd. Flow (perm)	0	1713	0	0	1717	0	1883	1883	0	1789	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		136.4			134.8			227.2			59.2	
Travel Time (s)		10.2			10.1			17.0			4.4	
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
Adj. Flow (vph)	1	0	1	10	0	9	0	1218	4	5	801	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	19	0	0	1222	0	5	802	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane		Yes			Yes						Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	9	0	8	0	1121	4	5	737	1
Future Vol, veh/h	1	0	1	9	0	8	0	1121	4	5	737	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	15	-	-	40	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	10	0	9	0	1218	4	5	801	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2037	2034	802	2032	2032	1220	802	0	0	1222	0	0
Stage 1	812	812	-	1220	1220	-	-	-	-	-	-	-
Stage 2	1225	1222	-	812	812	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	57	384	42	57	220	822	-	-	570	-	-
Stage 1	373	392	-	220	253	-	-	-	-	-	-	-
Stage 2	219	252	-	373	392	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	40	56	384	42	56	220	822	-	-	570	-	-
Mov Cap-2 Maneuver	40	56	-	42	56	-	-	-	-	-	-	-
Stage 1	373	388	-	220	253	-	-	-	-	-	-	-
Stage 2	210	252	-	369	388	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	56.6	76.6	0	0.1
HCM LOS	F	F		

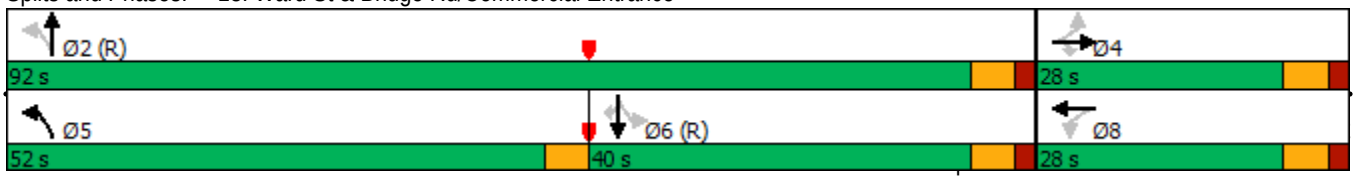
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	822	-	-	72	68	570	-	-
HCM Lane V/C Ratio	-	-	-	0.03	0.272	0.01	-	-
HCM Control Delay (s)	0	-	-	56.6	76.6	11.4	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	13	447	17	43	33	638	494	6	10	353	229
Future Volume (vph)	170	13	447	17	43	33	638	494	6	10	353	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	200.0		0.0	0.0		0.0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.952			0.998				0.850
Flt Protected		0.956			0.991		0.950				0.999	
Satd. Flow (prot)	0	1801	1601	0	1777	0	1789	1880	0	0	1882	1601
Flt Permitted		0.646			0.879		0.318				0.981	
Satd. Flow (perm)	0	1217	1601	0	1576	0	599	1880	0	0	1848	1601
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			486		20			1				249
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		366.6			55.6			82.0			152.8	
Travel Time (s)		27.5			4.2			6.2			11.5	
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
Adj. Flow (vph)	185	14	486	18	47	36	693	537	7	11	384	249
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	199	486	0	101	0	693	544	0	0	395	249
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		8.5	24.0		24.0	24.0	24.0
Total Split (s)	28.0	28.0	28.0	28.0	28.0		52.0	92.0		40.0	40.0	40.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		43.3%	76.7%		33.3%	33.3%	33.3%
Maximum Green (s)	22.0	22.0	22.0	22.0	22.0		48.0	86.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		4.0	6.0			6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
Act Effct Green (s)		21.2	21.2		21.2		88.8	86.8			44.3	44.3
Actuated g/C Ratio		0.18	0.18		0.18		0.74	0.72			0.37	0.37
v/c Ratio		0.93	0.71		0.34		0.84	0.40			0.58	0.33
Control Delay		93.5	10.3		37.8		21.9	7.6			37.5	5.3
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		93.5	10.3		37.8		21.9	7.6			37.5	5.3
LOS		F	B		D		C	A			D	A
Approach Delay		34.5			37.8			15.6			25.0	
Approach LOS		C			D			B			C	
Queue Length 50th (m)		46.2	0.0		16.6		77.5	45.2			77.1	0.0
Queue Length 95th (m)		#88.9	31.5		33.1		124.1	62.8			121.3	18.6
Internal Link Dist (m)		342.6			31.6			58.0			128.8	
Turn Bay Length (m)							200.0					
Base Capacity (vph)		223	690		305		919	1359			682	748
Starvation Cap Reductn		0	0		0		0	0			0	0
Spillback Cap Reductn		0	0		0		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		0.89	0.70		0.33		0.75	0.40			0.58	0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 23.6		Intersection LOS: C	
Intersection Capacity Utilization 86.2%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

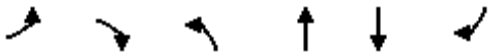
Splits and Phases: 13: Ward St & Bridge Rd/Commercial Entrance



Lane Group	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	199	486	101	693	544	395	249
v/c Ratio	0.93	0.71	0.34	0.84	0.40	0.58	0.33
Control Delay	93.5	10.3	37.8	21.9	7.6	37.5	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.5	10.3	37.8	21.9	7.6	37.5	5.3
Queue Length 50th (m)	46.2	0.0	16.6	77.5	45.2	77.1	0.0
Queue Length 95th (m)	#88.9	31.5	33.1	124.1	62.8	121.3	18.6
Internal Link Dist (m)	342.6		31.6		58.0	128.8	
Turn Bay Length (m)				200.0			
Base Capacity (vph)	223	690	305	919	1359	682	748
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.70	0.33	0.75	0.40	0.58	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	2	0	911	620	16
Future Volume (vph)	6	2	0	911	620	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.970				0.997	
Flt Protected	0.963					
Satd. Flow (prot)	1759	0	0	1883	1878	0
Flt Permitted	0.963					
Satd. Flow (perm)	1759	0	0	1883	1878	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	137.7			165.1	56.1	
Travel Time (s)	10.3			12.4	4.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	2	0	990	674	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	0	990	691	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes		
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

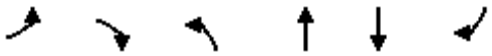
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	2	0	911	620	16
Future Vol, veh/h	6	2	0	911	620	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	0	990	674	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1673	683	691	0	-	0
Stage 1	683	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	105	449	904	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	105	449	904	-	-	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	360	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	904	-	130	-	-
HCM Lane V/C Ratio	-	-	0.067	-	-
HCM Control Delay (s)	0	-	34.7	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	46	26	47	1068	724	31
Future Volume (vph)	46	26	47	1068	724	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	35.0			0.0
Storage Lanes	1	1	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.994	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1789	1601	1789	1883	1872	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1789	1601	1789	1883	1872	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	45.3			43.4	225.9	
Travel Time (s)	3.4			3.3	16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	28	51	1161	787	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	28	51	1161	821	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.2%		ICU Level of Service C	
Analysis Period (min) 15			

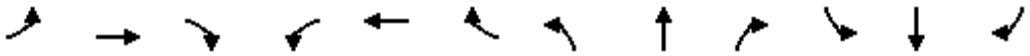
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	26	47	1068	724	31
Future Vol, veh/h	46	26	47	1068	724	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	35	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	28	51	1161	787	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2067	804	821	0	-	0
Stage 1	804	-	-	-	-	-
Stage 2	1263	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	60	383	808	-	-	-
Stage 1	440	-	-	-	-	-
Stage 2	266	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	383	808	-	-	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	266	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.4	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	808	-	172	383	-	-
HCM Lane V/C Ratio	0.063	-	0.291	0.074	-	-
HCM Control Delay (s)	9.8	-	34.3	15.1	-	-
HCM Lane LOS	A	-	D	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.1	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	6	9	0	7	3	1093	6	6	722	22
Future Volume (vph)	15	0	6	9	0	7	3	1093	6	6	722	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	35.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959			0.940			0.999			0.996	
Flt Protected		0.966			0.973		0.950					
Satd. Flow (prot)	0	1745	0	0	1723	0	1789	1882	0	0	1876	0
Flt Permitted		0.966			0.973		0.950					
Satd. Flow (perm)	0	1745	0	0	1723	0	1789	1882	0	0	1876	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		35.8			31.4			91.2			43.4	
Travel Time (s)		2.7			2.4			6.8			3.3	
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
Adj. Flow (vph)	16	0	7	10	0	8	3	1188	7	7	785	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	18	0	3	1195	0	0	816	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane											Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
Analysis Period (min) 15			

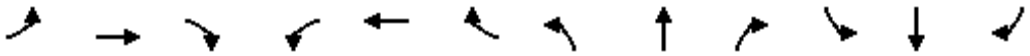
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	6	9	0	7	3	1093	6	6	722	22
Future Vol, veh/h	15	0	6	9	0	7	3	1093	6	6	722	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	35	-	-	-	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	7	10	0	8	3	1188	7	7	785	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2013	2012	797	2013	2021	1192	809	0	0	1195	0	0
Stage 1	811	811	-	1198	1198	-	-	-	-	-	-	-
Stage 2	1202	1201	-	815	823	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	44	59	387	44	58	228	817	-	-	584	-	-
Stage 1	373	393	-	227	259	-	-	-	-	-	-	-
Stage 2	225	258	-	371	388	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	42	57	387	42	56	228	817	-	-	584	-	-
Mov Cap-2 Maneuver	42	57	-	42	56	-	-	-	-	-	-	-
Stage 1	372	384	-	226	258	-	-	-	-	-	-	-
Stage 2	217	257	-	357	379	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	107.9	79.5	0	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	817	-	-	56	65	584	-	-
HCM Lane V/C Ratio	0.004	-	-	0.408	0.268	0.011	-	-
HCM Control Delay (s)	9.4	-	-	107.9	79.5	11.2	0	-
HCM Lane LOS	A	-	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	0.9	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	2	21	4	108	8	1016	49	71	699	23
Future Volume (vph)	11	0	2	21	4	108	8	1016	49	71	699	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	70.0		0.0	70.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.890			0.993			0.995	
Flt Protected		0.959			0.992		0.950			0.950		
Satd. Flow (prot)	0	1772	0	0	1663	0	1789	1870	0	1789	1874	0
Flt Permitted		0.959			0.992		0.950			0.950		
Satd. Flow (perm)	0	1772	0	0	1663	0	1789	1870	0	1789	1874	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		39.8			31.2			51.3			64.7	
Travel Time (s)		3.0			2.3			3.8			4.9	
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
Adj. Flow (vph)	12	0	2	23	4	117	9	1104	53	77	760	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	144	0	9	1157	0	77	785	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.3%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	17.9

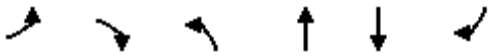
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	2	21	4	108	8	1016	49	71	699	23
Future Vol, veh/h	11	0	2	21	4	108	8	1016	49	71	699	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	70	-	-	70	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	2	23	4	117	9	1104	53	77	760	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2136	2102	773	2077	2088	1131	785	0	0	1157	0	0
Stage 1	927	927	-	1149	1149	-	-	-	-	-	-	-
Stage 2	1209	1175	-	928	939	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	36	52	399	39	53	248	834	-	-	604	-	-
Stage 1	322	347	-	242	273	-	-	-	-	-	-	-
Stage 2	223	265	-	321	343	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	16	45	399	35	46	248	834	-	-	604	-	-
Mov Cap-2 Maneuver	16	45	-	35	46	-	-	-	-	-	-	-
Stage 1	318	303	-	239	270	-	-	-	-	-	-	-
Stage 2	114	262	-	279	299	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 395.1	225.4	0.1	1.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	834	-	-	19	118	604	-	-
HCM Lane V/C Ratio	0.01	-	-	0.744	1.225	0.128	-	-
HCM Control Delay (s)	9.4	-	-	$ 395.1	225.4	11.8	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	2	9.2	0.4	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	46	46	73	1062	748	18
Future Volume (vph)	46	46	73	1062	748	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.997	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1713	0	1789	1883	1878	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1713	0	1789	1883	1878	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	19.7			53.8	69.8	
Travel Time (s)	1.5			4.0	5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	50	79	1154	813	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	0	79	1154	833	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

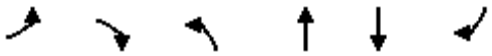
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	46	73	1062	748	18
Future Vol, veh/h	46	46	73	1062	748	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	50	79	1154	813	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2135	823	833	0	-	0
Stage 1	823	-	-	-	-	-
Stage 2	1312	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	54	373	800	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	252	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 49	373	800	-	-	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	388	-	-	-	-	-
Stage 2	252	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.2	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	800	-	225	-	-
HCM Lane V/C Ratio	0.099	-	0.444	-	-
HCM Control Delay (s)	10	-	33.2	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	2.1	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	3	6	1129	790	4
Future Volume (vph)	6	3	6	1129	790	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.959				0.999	
Flt Protected	0.966		0.950			
Satd. Flow (prot)	1745	0	1789	1883	1882	0
Flt Permitted	0.966		0.950			
Satd. Flow (perm)	1745	0	1789	1883	1882	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	18.9			64.7	53.8	
Travel Time (s)	1.4			4.9	4.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	3	7	1227	859	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	7	1227	863	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

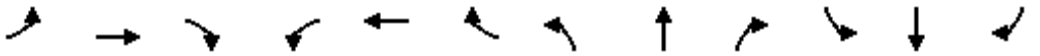
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	3	6	1129	790	4
Future Vol, veh/h	6	3	6	1129	790	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	3	7	1227	859	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2102	861	863	0	-	0
Stage 1	861	-	-	-	-	-
Stage 2	1241	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	57	355	779	-	-	-
Stage 1	414	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	355	779	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	273	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	779	-	210	-	-
HCM Lane V/C Ratio	0.008	-	0.047	-	-
HCM Control Delay (s)	9.7	-	23	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	0	21	27	0	60	16	1016	113	22	699	5
Future Volume (vph)	12	0	21	27	0	60	16	1016	113	22	699	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	15.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.914			0.907			0.985			0.999	
Flt Protected		0.982			0.985		0.950			0.950		
Satd. Flow (prot)	0	1690	0	0	1683	0	1789	1855	0	1789	1882	0
Flt Permitted		0.982			0.985		0.950			0.950		
Satd. Flow (perm)	0	1690	0	0	1683	0	1789	1855	0	1789	1882	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		27.4			28.6			59.2			51.3	
Travel Time (s)		2.1			2.1			4.4			3.8	
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
Adj. Flow (vph)	13	0	23	29	0	65	17	1104	123	24	760	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	94	0	17	1227	0	24	765	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97		97	97		97	97		97	97		97
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.4%		ICU Level of Service D	
Analysis Period (min) 15			

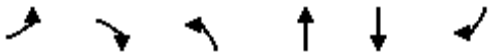
Intersection	
Int Delay, s/veh	9.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	21	27	0	60	16	1016	113	22	699	5
Future Vol, veh/h	12	0	21	27	0	60	16	1016	113	22	699	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	15	-	-	15	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	23	29	0	65	17	1104	123	24	760	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2043	2072	763	2022	2013	1166	765	0	0	1227	0	0
Stage 1	811	811	-	1200	1200	-	-	-	-	-	-	-
Stage 2	1232	1261	-	822	813	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	54	404	43	59	236	848	-	-	568	-	-
Stage 1	373	393	-	226	258	-	-	-	-	-	-	-
Stage 2	217	241	-	368	392	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	51	404	39	55	236	848	-	-	568	-	-
Mov Cap-2 Maneuver	29	51	-	39	55	-	-	-	-	-	-	-
Stage 1	366	376	-	221	253	-	-	-	-	-	-	-
Stage 2	154	236	-	333	376	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	99	185.1	0.1	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	848	-	-	71	92	568	-	-
HCM Lane V/C Ratio	0.021	-	-	0.505	1.028	0.042	-	-
HCM Control Delay (s)	9.3	-	-	99	185.1	11.6	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.1	6.1	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	15	10	945	960	44
Future Volume (vph)	19	15	10	945	960	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.942				0.994	
Flt Protected	0.972		0.950			
Satd. Flow (prot)	1725	0	1789	1883	1872	0
Flt Permitted	0.972		0.950			
Satd. Flow (perm)	1725	0	1789	1883	1872	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	37.7			69.8	82.0	
Travel Time (s)	2.8			5.2	6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	16	11	1027	1043	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	11	1027	1091	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes		
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

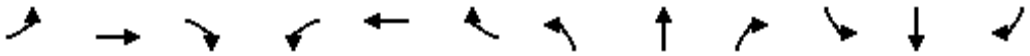
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	15	10	945	960	44
Future Vol, veh/h	19	15	10	945	960	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	16	11	1027	1043	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2116	1067	1091	0	-	0
Stage 1	1067	-	-	-	-	-
Stage 2	1049	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	56	270	640	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	55	270	640	-	-	-
Mov Cap-2 Maneuver	55	-	-	-	-	-
Stage 1	325	-	-	-	-	-
Stage 2	337	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	76.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	640	-	85	-	-
HCM Lane V/C Ratio	0.017	-	0.435	-	-
HCM Control Delay (s)	10.7	-	76.6	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.8	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	1	2	0	2	3	925	3	0	966	1
Future Volume (vph)	5	0	1	2	0	2	3	925	3	0	966	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.932							
Flt Protected		0.960			0.976		0.950					
Satd. Flow (prot)	0	1767	0	0	1713	0	1789	1883	0	0	1883	0
Flt Permitted		0.960			0.976		0.950					
Satd. Flow (perm)	0	1767	0	0	1713	0	1789	1883	0	0	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		165.7			49.0			225.9			19.1	
Travel Time (s)		12.4			3.7			16.9			1.4	
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
Adj. Flow (vph)	5	0	1	2	0	2	3	1005	3	0	1050	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	4	0	3	1008	0	0	1051	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	1	2	0	2	3	925	3	0	966	1
Future Vol, veh/h	5	0	1	2	0	2	3	925	3	0	966	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	15	-	-	-	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	2	0	2	3	1005	3	0	1050	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2065	2065	1051	2064	2064	1007	1051	0	0	1008	0	0
Stage 1	1051	1051	-	1013	1013	-	-	-	-	-	-	-
Stage 2	1014	1014	-	1051	1051	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	40	54	276	40	55	292	662	-	-	687	-	-
Stage 1	274	304	-	288	316	-	-	-	-	-	-	-
Stage 2	288	316	-	274	304	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	40	54	276	40	55	292	662	-	-	687	-	-
Mov Cap-2 Maneuver	40	54	-	40	55	-	-	-	-	-	-	-
Stage 1	273	304	-	287	314	-	-	-	-	-	-	-
Stage 2	285	314	-	273	304	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	93.6	59.8	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	662	-	-	47	70	687	-	-
HCM Lane V/C Ratio	0.005	-	-	0.139	0.062	-	-	-
HCM Control Delay (s)	10.5	-	-	93.6	59.8	0	-	-
HCM Lane LOS	B	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	913	19	2	967
Future Volume (vph)	0	0	913	19	2	967
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0		0.0	15.0	
Storage Lanes	1	0		0	1	
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997			
Flt Protected					0.950	
Satd. Flow (prot)	1883	0	1878	0	1789	1883
Flt Permitted					0.950	
Satd. Flow (perm)	1883	0	1878	0	1789	1883
Link Speed (k/h)	48		48			48
Link Distance (m)	206.9		19.1			165.1
Travel Time (s)	15.5		1.4			12.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	992	21	2	1051
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1013	0	2	1051
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		3.7			3.7
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane			Yes			Yes
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	54.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	913	19	2	967
Future Vol, veh/h	0	0	913	19	2	967
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	15	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	992	21	2	1051

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2058	1003	0	0	1013	0
Stage 1	1003	-	-	-	-	-
Stage 2	1055	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	61	294	-	-	684	-
Stage 1	355	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	61	294	-	-	684	-
Mov Cap-2 Maneuver	185	-	-	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	334	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	684	-
HCM Lane V/C Ratio	-	-	-	0.003	-
HCM Control Delay (s)	-	-	0	10.3	-
HCM Lane LOS	-	-	A	B	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	54	7	9	52	3	3	916	0	2	967	0
Future Volume (vph)	8	54	7	9	52	3	3	916	0	2	967	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	15.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.994							
Flt Protected		0.994			0.993		0.950			0.950		
Satd. Flow (prot)	0	1846	0	0	1859	0	1789	1883	0	1789	1883	0
Flt Permitted		0.946			0.934		0.164			0.193		
Satd. Flow (perm)	0	1757	0	0	1749	0	309	1883	0	364	1883	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			3							
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		99.6			119.0			56.1			227.2	
Travel Time (s)		7.5			8.9			4.2			17.0	
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
Adj. Flow (vph)	9	59	8	10	57	3	3	996	0	2	1051	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	70	0	3	996	0	2	1051	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		55.0	55.0		55.0	55.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	31.3%	31.3%		31.3%	31.3%		68.8%	68.8%		68.8%	68.8%	
Maximum Green (s)	19.0	19.0		19.0	19.0		49.0	49.0		49.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.3			8.3		48.6	48.6		48.6	48.6	
Actuated g/C Ratio		0.13			0.13		0.76	0.76		0.76	0.76	
v/c Ratio		0.32			0.31		0.01	0.69		0.01	0.73	
Control Delay		29.8			30.6		3.7	9.8		3.5	11.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		29.8			30.6		3.7	9.8		3.5	11.2	
LOS		C			C		A	A		A	B	
Approach Delay		29.8			30.6			9.8			11.2	
Approach LOS		C			C			A			B	
Queue Length 50th (m)		8.3			8.1		0.1	63.6		0.1	71.6	
Queue Length 95th (m)		19.3			18.7		0.8	127.1		0.6	#147.3	
Internal Link Dist (m)		75.6			95.0			32.1			203.2	
Turn Bay Length (m)							15.0			15.0		
Base Capacity (vph)		558			553		235	1435		277	1435	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.14			0.13		0.01	0.69		0.01	0.73	

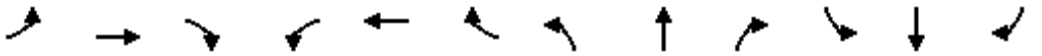
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 63.8			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 11.8		Intersection LOS: B	
Intersection Capacity Utilization 65.7%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 8: Ward St & Wilcox Street

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	76	70	3	996	2	1051
v/c Ratio	0.32	0.31	0.01	0.69	0.01	0.73
Control Delay	29.8	30.6	3.7	9.8	3.5	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	30.6	3.7	9.8	3.5	11.2
Queue Length 50th (m)	8.3	8.1	0.1	63.6	0.1	71.6
Queue Length 95th (m)	19.3	18.7	0.8	127.1	0.6	#147.3
Internal Link Dist (m)	75.6	95.0		32.1		203.2
Turn Bay Length (m)			15.0		15.0	
Base Capacity (vph)	558	553	235	1435	277	1435
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.13	0.01	0.69	0.01	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	2	6	14	1	19	4	920	3	19	949	5
Future Volume (vph)	7	2	6	14	1	19	4	920	3	19	949	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	40.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.944			0.923						0.999	
Flt Protected		0.977			0.980		0.950			0.950		
Satd. Flow (prot)	0	1737	0	0	1704	0	1789	1883	0	1789	1882	0
Flt Permitted		0.977			0.980		0.950			0.950		
Satd. Flow (perm)	0	1737	0	0	1704	0	1789	1883	0	1789	1882	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		136.4			134.8			227.2			59.2	
Travel Time (s)		10.2			10.1			17.0			4.4	
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
Adj. Flow (vph)	8	2	7	15	1	21	4	1000	3	21	1032	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	37	0	4	1003	0	21	1037	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane		Yes			Yes						Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.3%		ICU Level of Service B	
Analysis Period (min) 15			

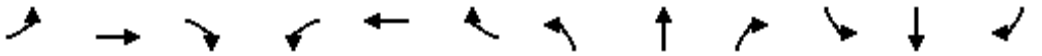
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	2	6	14	1	19	4	920	3	19	949	5
Future Vol, veh/h	7	2	6	14	1	19	4	920	3	19	949	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	15	-	-	40	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	2	7	15	1	21	4	1000	3	21	1032	5

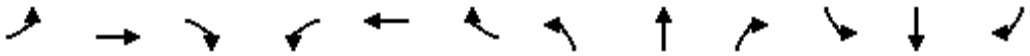
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2098	2088	1035	2091	2089	1002	1037	0	0	1003	0	0
Stage 1	1077	1077	-	1010	1010	-	-	-	-	-	-	-
Stage 2	1021	1011	-	1081	1079	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	38	53	282	38	53	294	670	-	-	690	-	-
Stage 1	265	295	-	289	317	-	-	-	-	-	-	-
Stage 2	285	317	-	264	295	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	34	51	282	35	51	294	670	-	-	690	-	-
Mov Cap-2 Maneuver	34	51	-	35	51	-	-	-	-	-	-	-
Stage 1	263	286	-	287	315	-	-	-	-	-	-	-
Stage 2	262	315	-	248	286	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	93.8	103.5	0	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	670	-	-	56	70	690	-	-
HCM Lane V/C Ratio	0.006	-	-	0.291	0.528	0.03	-	-
HCM Control Delay (s)	10.4	-	-	93.8	103.5	10.4	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1	2.2	0.1	-	-



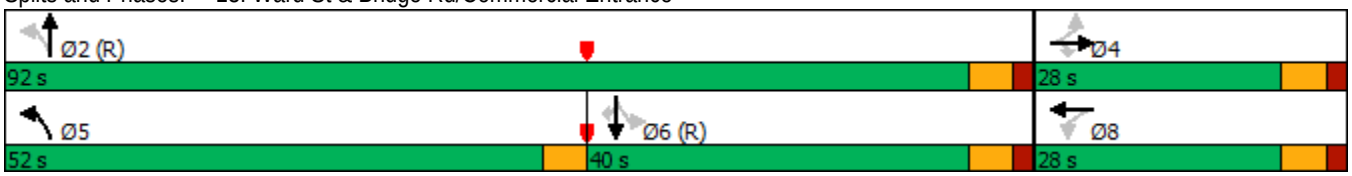
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	234	69	566	23	61	24	516	427	21	17	416	121
Future Volume (vph)	234	69	566	23	61	24	516	427	21	17	416	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	200.0		0.0	0.0		0.0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.970			0.993				0.850
Flt Protected		0.963			0.989		0.950				0.998	
Satd. Flow (prot)	0	1814	1601	0	1807	0	1789	1870	0	0	1880	1601
Flt Permitted		0.657			0.422		0.258				0.972	
Satd. Flow (perm)	0	1237	1601	0	771	0	486	1870	0	0	1831	1601
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			615		10			5				129
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		366.6			55.6			82.0			152.8	
Travel Time (s)		27.5			4.2			6.2			11.5	
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
Adj. Flow (vph)	254	75	615	25	66	26	561	464	23	18	452	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	329	615	0	117	0	561	487	0	0	470	132
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		8.5	24.0		24.0	24.0	24.0
Total Split (s)	28.0	28.0	28.0	28.0	28.0		52.0	92.0		40.0	40.0	40.0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		43.3%	76.7%		33.3%	33.3%	33.3%
Maximum Green (s)	22.0	22.0	22.0	22.0	22.0		48.0	86.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		4.0	6.0			6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
Act Effct Green (s)		22.0	22.0		22.0		88.0	86.0			46.3	46.3
Actuated g/C Ratio		0.18	0.18		0.18		0.73	0.72			0.39	0.39
v/c Ratio		1.46	0.77		0.79		0.75	0.36			0.67	0.19
Control Delay		264.0	11.0		77.1		18.1	7.3			38.4	6.3
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		264.0	11.0		77.1		18.1	7.3			38.4	6.3
LOS		F	B		E		B	A			D	A
Approach Delay		99.2			77.1			13.1			31.4	
Approach LOS		F			E			B			C	
Queue Length 50th (m)		~105.7	0.0		24.4		57.0	38.5			90.6	0.4
Queue Length 95th (m)		#161.5	36.3		#56.2		91.9	54.0			#166.4	14.8
Internal Link Dist (m)		342.6			31.6			58.0			128.8	
Turn Bay Length (m)							200.0					
Base Capacity (vph)		226	795		149		877	1341			706	696
Starvation Cap Reductn		0	0		0		0	0			0	0
Spillback Cap Reductn		0	0		0		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		1.46	0.77		0.79		0.64	0.36			0.67	0.19

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.46			
Intersection Signal Delay: 49.9		Intersection LOS: D	
Intersection Capacity Utilization 89.7%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 13: Ward St & Bridge Rd/Commercial Entrance

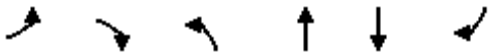


Lane Group	EBT	EBR	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	329	615	117	561	487	470	132
v/c Ratio	1.46	0.77	0.79	0.75	0.36	0.67	0.19
Control Delay	264.0	11.0	77.1	18.1	7.3	38.4	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	264.0	11.0	77.1	18.1	7.3	38.4	6.3
Queue Length 50th (m)	~105.7	0.0	24.4	57.0	38.5	90.6	0.4
Queue Length 95th (m)	#161.5	36.3	#56.2	91.9	54.0	#166.4	14.8
Internal Link Dist (m)	342.6		31.6		58.0	128.8	
Turn Bay Length (m)				200.0			
Base Capacity (vph)	226	795	149	877	1341	706	696
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.46	0.77	0.79	0.64	0.36	0.67	0.19

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	2	0	913	967	16
Future Volume (vph)	6	2	0	913	967	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.970				0.998	
Flt Protected	0.963					
Satd. Flow (prot)	1759	0	0	1883	1880	0
Flt Permitted	0.963					
Satd. Flow (perm)	1759	0	0	1883	1880	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	137.7			165.1	56.1	
Travel Time (s)	10.3			12.4	4.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	2	0	992	1051	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	0	992	1068	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes		
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.9%		ICU Level of Service B	
Analysis Period (min) 15			

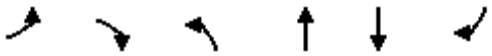
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	2	0	913	967	16
Future Vol, veh/h	6	2	0	913	967	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	0	992	1051	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2052	1060	1068	0	-	0
Stage 1	1060	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	61	272	653	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	359	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	61	272	653	-	-	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	359	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	58.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	653	-	76	-	-
HCM Lane V/C Ratio	-	-	0.114	-	-
HCM Control Delay (s)	0	-	58.4	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	52	22	32	879	887	82
Future Volume (vph)	52	22	32	879	887	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	35.0			0.0
Storage Lanes	1	1	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.989	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1789	1601	1789	1883	1863	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1789	1601	1789	1883	1863	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	45.3			43.4	225.9	
Travel Time (s)	3.4			3.3	16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	57	24	35	955	964	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	24	35	955	1053	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			

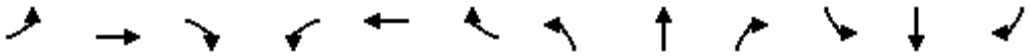
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	22	32	879	887	82
Future Vol, veh/h	52	22	32	879	887	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	35	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	24	35	955	964	89

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2034	1009	1053	0	-	0
Stage 1	1009	-	-	-	-	-
Stage 2	1025	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	63	292	661	-	-	-
Stage 1	352	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	60	292	661	-	-	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	346	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.9	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	661	-	182	292	-	-
HCM Lane V/C Ratio	0.053	-	0.311	0.082	-	-
HCM Control Delay (s)	10.7	-	33.4	18.4	-	-
HCM Lane LOS	B	-	D	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.3	0.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	0	10	11	0	12	3	885	6	6	885	18
Future Volume (vph)	14	0	10	11	0	12	3	885	6	6	885	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	35.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.943			0.930			0.999			0.997	
Flt Protected		0.972			0.977		0.950					
Satd. Flow (prot)	0	1726	0	0	1711	0	1789	1882	0	0	1878	0
Flt Permitted		0.972			0.977		0.950					
Satd. Flow (perm)	0	1726	0	0	1711	0	1789	1882	0	0	1878	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		35.8			31.4			91.2			43.4	
Travel Time (s)		2.7			2.4			6.8			3.3	
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
Adj. Flow (vph)	15	0	11	12	0	13	3	962	7	7	962	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	25	0	3	969	0	0	989	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane											Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.5%		ICU Level of Service B	
Analysis Period (min) 15			

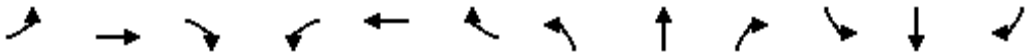
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	0	10	11	0	12	3	885	6	6	885	18
Future Vol, veh/h	14	0	10	11	0	12	3	885	6	6	885	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	35	-	-	-	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	11	12	0	13	3	962	7	7	962	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1964	1961	972	1964	1968	966	982	0	0	969	0	0
Stage 1	986	986	-	972	972	-	-	-	-	-	-	-
Stage 2	978	975	-	992	996	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	47	63	306	47	63	309	703	-	-	711	-	-
Stage 1	298	326	-	304	331	-	-	-	-	-	-	-
Stage 2	301	330	-	296	322	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	44	61	306	44	61	309	703	-	-	711	-	-
Mov Cap-2 Maneuver	44	61	-	44	61	-	-	-	-	-	-	-
Stage 1	297	319	-	303	330	-	-	-	-	-	-	-
Stage 2	287	329	-	279	315	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	87.7	69.3	0	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	703	-	-	68	80	711	-	-
HCM Lane V/C Ratio	0.005	-	-	0.384	0.313	0.009	-	-
HCM Control Delay (s)	10.1	-	-	87.7	69.3	10.1	0	-
HCM Lane LOS	B	-	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	1.2	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	1	20	3	91	4	858	32	61	916	21
Future Volume (vph)	10	0	1	20	3	91	4	858	32	61	916	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	70.0		0.0	70.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.892			0.995			0.997	
Flt Protected		0.956			0.991		0.950			0.950		
Satd. Flow (prot)	0	1781	0	0	1665	0	1789	1874	0	1789	1878	0
Flt Permitted		0.956			0.991		0.950			0.950		
Satd. Flow (perm)	0	1781	0	0	1665	0	1789	1874	0	1789	1878	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		39.8			31.2			51.3			64.7	
Travel Time (s)		3.0			2.3			3.8			4.9	
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
Adj. Flow (vph)	11	0	1	22	3	99	4	933	35	66	996	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	124	0	4	968	0	66	1019	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

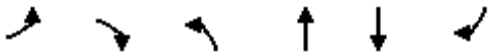
Intersection	
Int Delay, s/veh	10.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	1	20	3	91	4	858	32	61	916	21
Future Vol, veh/h	10	0	1	20	3	91	4	858	32	61	916	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	70	-	-	70	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	1	22	3	99	4	933	35	66	996	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2150	2116	1008	2099	2110	951	1019	0	0	968	0	0
Stage 1	1140	1140	-	959	959	-	-	-	-	-	-	-
Stage 2	1010	976	-	1140	1151	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	35	51	292	38	51	315	681	-	-	712	-	-
Stage 1	244	276	-	309	335	-	-	-	-	-	-	-
Stage 2	289	329	-	244	272	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	21	46	292	35	46	315	681	-	-	712	-	-
Mov Cap-2 Maneuver	21	46	-	35	46	-	-	-	-	-	-	-
Stage 1	243	250	-	307	333	-	-	-	-	-	-	-
Stage 2	195	327	-	221	247	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	273.2	151.1	0	0.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	681	-	-	23	123	712	-	-
HCM Lane V/C Ratio	0.006	-	-	0.52	1.007	0.093	-	-
HCM Control Delay (s)	10.3	-	-	273.2	151.1	10.6	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1.5	6.9	0.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	18	30	23	937	972	3
Future Volume (vph)	18	30	23	937	972	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916					
Flt Protected	0.981		0.950			
Satd. Flow (prot)	1692	0	1789	1883	1883	0
Flt Permitted	0.981		0.950			
Satd. Flow (perm)	1692	0	1789	1883	1883	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	19.7			53.8	69.8	
Travel Time (s)	1.5			4.0	5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	33	25	1018	1057	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	25	1018	1060	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.3%		ICU Level of Service B	
Analysis Period (min) 15			

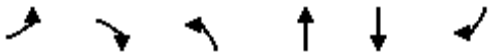
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	30	23	937	972	3
Future Vol, veh/h	18	30	23	937	972	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	33	25	1018	1057	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2127	1059	1060	0	-	0
Stage 1	1059	-	-	-	-	-
Stage 2	1068	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	55	273	657	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	330	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	53	273	657	-	-	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	330	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.9	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	657	-	224	-	-
HCM Lane V/C Ratio	0.038	-	0.233	-	-
HCM Control Delay (s)	10.7	-	25.9	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	4	955	993	9
Future Volume (vph)	5	5	4	955	993	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1713	0	1789	1883	1882	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1713	0	1789	1883	1882	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	18.9			64.7	53.8	
Travel Time (s)	1.4			4.9	4.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	5	4	1038	1079	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	4	1038	1089	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			

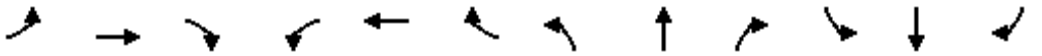
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	4	955	993	9
Future Vol, veh/h	5	5	4	955	993	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	4	1038	1079	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2130	1084	1089	0	-	0
Stage 1	1084	-	-	-	-	-
Stage 2	1046	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	55	264	641	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	55	264	641	-	-	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	322	-	-	-	-	-
Stage 2	338	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	641	-	211	-	-
HCM Lane V/C Ratio	0.007	-	0.052	-	-
HCM Control Delay (s)	10.7	-	23	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	17	28	0	24	11	855	80	6	928	3
Future Volume (vph)	15	0	17	28	0	24	11	855	80	6	928	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	15.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.929			0.937			0.987				
Flt Protected		0.977			0.974		0.950			0.950		
Satd. Flow (prot)	0	1709	0	0	1719	0	1789	1859	0	1789	1883	0
Flt Permitted		0.977			0.974		0.950			0.950		
Satd. Flow (perm)	0	1709	0	0	1719	0	1789	1859	0	1789	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		27.4			28.6			59.2			51.3	
Travel Time (s)		2.1			2.1			4.4			3.8	
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
Adj. Flow (vph)	16	0	18	30	0	26	12	929	87	7	1009	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	0	0	56	0	12	1016	0	7	1012	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97		97	97		97	97		97	97		97
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.6%		ICU Level of Service B	
Analysis Period (min) 15			

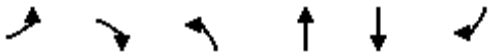
Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	17	28	0	24	11	855	80	6	928	3
Future Vol, veh/h	15	0	17	28	0	24	11	855	80	6	928	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	15	-	-	15	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	18	30	0	26	12	929	87	7	1009	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2035	2065	1011	2031	2023	973	1012	0	0	1016	0	0
Stage 1	1025	1025	-	997	997	-	-	-	-	-	-	-
Stage 2	1010	1040	-	1034	1026	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	54	291	42	58	306	685	-	-	683	-	-
Stage 1	284	312	-	294	322	-	-	-	-	-	-	-
Stage 2	289	307	-	280	312	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	38	52	291	39	56	306	685	-	-	683	-	-
Mov Cap-2 Maneuver	38	52	-	39	56	-	-	-	-	-	-	-
Stage 1	279	309	-	289	316	-	-	-	-	-	-	-
Stage 2	260	301	-	260	309	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	97	181.1	0.1	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	685	-	-	71	65	683	-	-
HCM Lane V/C Ratio	0.017	-	-	0.49	0.87	0.01	-	-
HCM Control Delay (s)	10.3	-	-	97	181.1	10.3	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2	4.1	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	43	13	13	1095	753	64
Future Volume (vph)	43	13	13	1095	753	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.969				0.989	
Flt Protected	0.963		0.950			
Satd. Flow (prot)	1758	0	1789	1883	1863	0
Flt Permitted	0.963		0.950			
Satd. Flow (perm)	1758	0	1789	1883	1863	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	37.7			69.8	82.0	
Travel Time (s)	2.8			5.2	6.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	47	14	14	1190	818	70
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	14	1190	888	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes		
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			

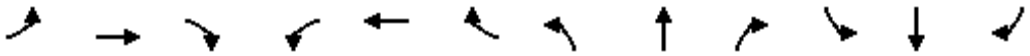
Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	43	13	13	1095	753	64
Future Vol, veh/h	43	13	13	1095	753	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	14	14	1190	818	70

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2071	853	888	0	-	0
Stage 1	853	-	-	-	-	-
Stage 2	1218	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	59	359	763	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	58	359	763	-	-	-
Mov Cap-2 Maneuver	58	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	280	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	162.5	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	763	-	72	-	-
HCM Lane V/C Ratio	0.019	-	0.845	-	-
HCM Control Delay (s)	9.8	-	162.5	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	4.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	1	2	0	2	3	1108	3	0	752	1
Future Volume (vph)	5	0	1	2	0	2	3	1108	3	0	752	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.977			0.932							
Flt Protected		0.960			0.976							
Satd. Flow (prot)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Flt Permitted		0.960			0.976							
Satd. Flow (perm)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		165.7			49.0			225.9			19.1	
Travel Time (s)		12.4			3.7			16.9			1.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	0	1	2	0	2	3	1204	3	0	817	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	4	0	0	1210	0	0	818	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	1	2	0	2	3	1108	3	0	752	1
Future Vol, veh/h	5	0	1	2	0	2	3	1108	3	0	752	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	2	0	2	3	1204	3	0	817	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2031	2031	818	2030	2030	1206	818	0	0	1207	0	0
Stage 1	818	818	-	1212	1212	-	-	-	-	-	-	-
Stage 2	1213	1213	-	818	818	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	57	376	42	57	224	810	-	-	578	-	-
Stage 1	370	390	-	222	255	-	-	-	-	-	-	-
Stage 2	222	255	-	370	390	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	41	56	376	42	56	224	810	-	-	578	-	-
Mov Cap-2 Maneuver	41	56	-	42	56	-	-	-	-	-	-	-
Stage 1	366	390	-	220	252	-	-	-	-	-	-	-
Stage 2	217	252	-	369	390	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	91.5	59	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	810	-	-	48	71	578	-	-
HCM Lane V/C Ratio	0.004	-	-	0.136	0.061	-	-	-
HCM Control Delay (s)	9.5	0	-	91.5	59	0	-	-
HCM Lane LOS	A	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1096	19	2	753
Future Volume (vph)	0	0	1096	19	2	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%		0%			0%
Storage Length (m)	0.0	0.0		0.0	0.0	
Storage Lanes	1	0		0	0	
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.998			
Flt Protected						
Satd. Flow (prot)	1883	0	1880	0	0	1883
Flt Permitted						
Satd. Flow (perm)	1883	0	1880	0	0	1883
Link Speed (k/h)	48		48			48
Link Distance (m)	206.9		19.1			165.1
Travel Time (s)	15.5		1.4			12.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	0	1191	21	2	818
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1212	0	0	820
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.2%		ICU Level of Service B	
Analysis Period (min) 15			

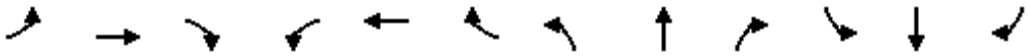
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1096	19	2	753
Future Vol, veh/h	0	0	1096	19	2	753
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1191	21	2	818

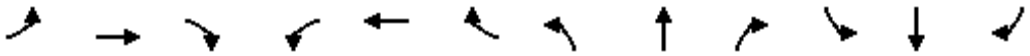
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2024	1202	0	0	1212	0
Stage 1	1202	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	64	225	-	-	576	-
Stage 1	285	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	64	225	-	-	576	-
Mov Cap-2 Maneuver	64	-	-	-	-	-
Stage 1	285	-	-	-	-	-
Stage 2	429	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	576	-
HCM Lane V/C Ratio	-	-	-	0.004	-
HCM Control Delay (s)	-	-	0	11.3	0
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	0	26	0	20	2	1098	2	0	743	4
Future Volume (vph)	7	0	0	26	0	20	2	1098	2	0	743	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.941						0.999	
Flt Protected		0.950			0.973							
Satd. Flow (prot)	0	1789	0	0	1724	0	0	1883	0	0	1882	0
Flt Permitted		0.952			0.822			0.999				
Satd. Flow (perm)	0	1793	0	0	1457	0	0	1882	0	0	1882	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					41						1	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		99.6			119.0			56.1			227.2	
Travel Time (s)		7.5			8.9			4.2			17.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	0	0	28	0	22	2	1193	2	0	808	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	50	0	0	1197	0	0	812	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												



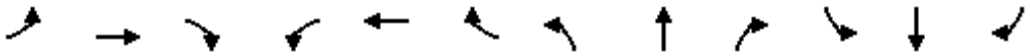
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		55.0	55.0		55.0	55.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		68.8%	68.8%		68.8%	68.8%	
Maximum Green (s)	19.0	19.0		19.0	19.0		49.0	49.0		49.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.6			6.6			65.2			65.2	
Actuated g/C Ratio		0.09			0.09			0.86			0.86	
v/c Ratio		0.05			0.30			0.74			0.50	
Control Delay		33.0			19.1			9.7			4.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		33.0			19.1			9.7			4.5	
LOS		C			B			A			A	
Approach Delay		33.0			19.1			9.7			4.5	
Approach LOS		C			B			A			A	
Queue Length 50th (m)		1.2			1.4			82.8			35.9	
Queue Length 95th (m)		4.8			10.4			#227.4			70.3	
Internal Link Dist (m)		75.6			95.0			32.1			203.2	
Turn Bay Length (m)												
Base Capacity (vph)		449			396			1609			1609	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.13			0.74			0.50	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 76.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 8.0		Intersection LOS: A	
Intersection Capacity Utilization 72.8%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: Ward St & Wilcox Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	1	9	0	8	0	1121	4	5	737	1
Future Volume (vph)	1	0	1	9	0	8	0	1121	4	5	737	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	40.0		0.0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.932			0.936							
Flt Protected		0.976			0.974					0.950		
Satd. Flow (prot)	0	1713	0	0	1717	0	0	1883	0	1789	1883	0
Flt Permitted		0.976			0.974					0.950		
Satd. Flow (perm)	0	1713	0	0	1717	0	0	1883	0	1789	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		136.4			134.8			227.2			59.2	
Travel Time (s)		10.2			10.1			17.0			4.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	0	1	10	0	9	0	1218	4	5	801	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	19	0	0	1222	0	5	802	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane											Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			

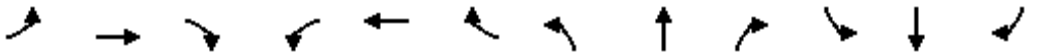
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	9	0	8	0	1121	4	5	737	1
Future Vol, veh/h	1	0	1	9	0	8	0	1121	4	5	737	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	40	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	10	0	9	0	1218	4	5	801	1

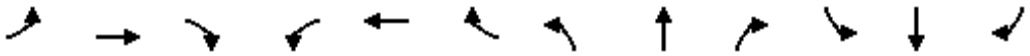
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2037	2034	802	2032	2032	1220	802	0	0	1222	0	0
Stage 1	812	812	-	1220	1220	-	-	-	-	-	-	-
Stage 2	1225	1222	-	812	812	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	57	384	42	57	220	822	-	-	570	-	-
Stage 1	373	392	-	220	253	-	-	-	-	-	-	-
Stage 2	219	252	-	373	392	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	40	56	384	42	56	220	822	-	-	570	-	-
Mov Cap-2 Maneuver	40	56	-	42	56	-	-	-	-	-	-	-
Stage 1	373	388	-	220	253	-	-	-	-	-	-	-
Stage 2	210	252	-	369	388	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	56.6	76.6	0	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	822	-	-	72	68	570	-	-
HCM Lane V/C Ratio	-	-	-	0.03	0.272	0.01	-	-
HCM Control Delay (s)	0	-	-	56.6	76.6	11.4	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	13	447	17	43	33	638	494	6	10	353	229
Future Volume (vph)	170	13	447	17	43	33	638	494	6	10	353	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	200.0		0.0	0.0		0.0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.952			0.998				0.850
Flt Protected		0.956			0.991		0.950				0.999	
Satd. Flow (prot)	0	1801	1601	0	1777	0	1789	1880	0	0	1882	1601
Flt Permitted		0.646			0.879		0.318				0.981	
Satd. Flow (perm)	0	1217	1601	0	1576	0	599	1880	0	0	1848	1601
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			486		20			1				249
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		366.6			55.6			82.0			152.8	
Travel Time (s)		27.5			4.2			6.2			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	185	14	486	18	47	36	693	537	7	11	384	249
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	199	486	0	101	0	693	544	0	0	395	249
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												

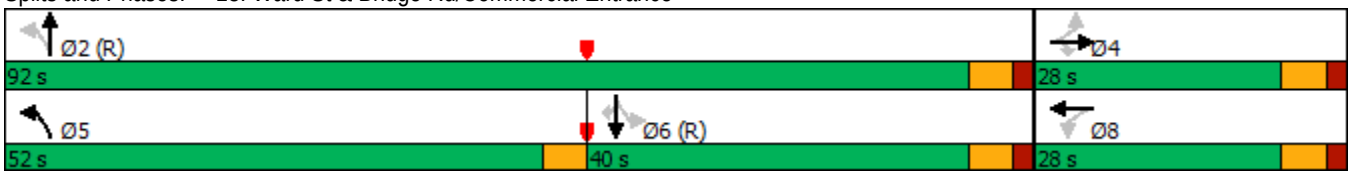


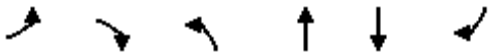
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		8.5	24.0		24.0	24.0	24.0
Total Split (s)	28.0	28.0	28.0	28.0	28.0		52.0	92.0		40.0	40.0	40.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		43.3%	76.7%		33.3%	33.3%	33.3%
Maximum Green (s)	22.0	22.0	22.0	22.0	22.0		48.0	86.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		4.0	6.0			6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
Act Effct Green (s)		21.2	21.2		21.2		88.8	86.8			44.3	44.3
Actuated g/C Ratio		0.18	0.18		0.18		0.74	0.72			0.37	0.37
v/c Ratio		0.93	0.71		0.34		0.84	0.40			0.58	0.33
Control Delay		93.5	10.3		37.8		21.9	7.6			37.5	5.3
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		93.5	10.3		37.8		21.9	7.6			37.5	5.3
LOS		F	B		D		C	A			D	A
Approach Delay		34.5			37.8			15.6			25.0	
Approach LOS		C			D			B			C	
Queue Length 50th (m)		46.2	0.0		16.6		77.5	45.2			77.1	0.0
Queue Length 95th (m)		#88.9	31.5		33.1		124.1	62.8			121.3	18.6
Internal Link Dist (m)		342.6			31.6			58.0			128.8	
Turn Bay Length (m)							200.0					
Base Capacity (vph)		223	690		305		919	1359			682	748
Starvation Cap Reductn		0	0		0		0	0			0	0
Spillback Cap Reductn		0	0		0		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		0.89	0.70		0.33		0.75	0.40			0.58	0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 23.6		Intersection LOS: C	
Intersection Capacity Utilization 86.2%		ICU Level of Service E	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Ward St & Bridge Rd/Commercial Entrance





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	2	0	1096	753	16
Future Volume (vph)	6	2	0	1096	753	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	0.0			0.0
Storage Lanes	1	0	0			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.970				0.997	
Flt Protected	0.963					
Satd. Flow (prot)	1759	0	0	1883	1878	0
Flt Permitted	0.963					
Satd. Flow (perm)	1759	0	0	1883	1878	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	137.7			165.1	56.1	
Travel Time (s)	10.3			12.4	4.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	7	2	0	1191	818	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	0	1191	835	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.7%		ICU Level of Service C	
Analysis Period (min) 15			

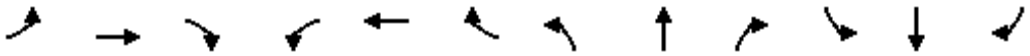
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	2	0	1096	753	16
Future Vol, veh/h	6	2	0	1096	753	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	0	1191	818	17

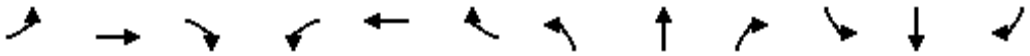
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2018	827	835	0	-	0
Stage 1	827	-	-	-	-	-
Stage 2	1191	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	64	371	798	-	-	-
Stage 1	430	-	-	-	-	-
Stage 2	288	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	64	371	798	-	-	-
Mov Cap-2 Maneuver	64	-	-	-	-	-
Stage 1	430	-	-	-	-	-
Stage 2	288	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	54.7	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	798	-	81	-	-
HCM Lane V/C Ratio	-	-	0.107	-	-
HCM Control Delay (s)	0	-	54.7	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	1	26	9	1	7	47	1068	6	6	724	31
Future Volume (vph)	46	1	26	9	1	7	47	1068	6	6	724	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	35.0		0.0	15.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.855			0.867			0.999			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1789	1610	0	1789	1633	0	1789	1882	0	1789	1872	0
Flt Permitted	0.752			0.738			0.297			0.132		
Satd. Flow (perm)	1416	1610	0	1390	1633	0	559	1882	0	249	1872	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			8			1			6	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		45.3			33.2			43.4			225.9	
Travel Time (s)		3.4			2.5			3.3			16.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	50	1	28	10	1	8	51	1161	7	7	787	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	29	0	10	9	0	51	1168	0	7	821	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	97		97	24		97	97		14
Number of Detectors	1	2		1	2		1	1		1	1	
Detector Template		Thru		Left	Thru					Left		
Leading Detector (m)	15.2	10.0		2.0	10.0		15.2	15.2		2.0	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

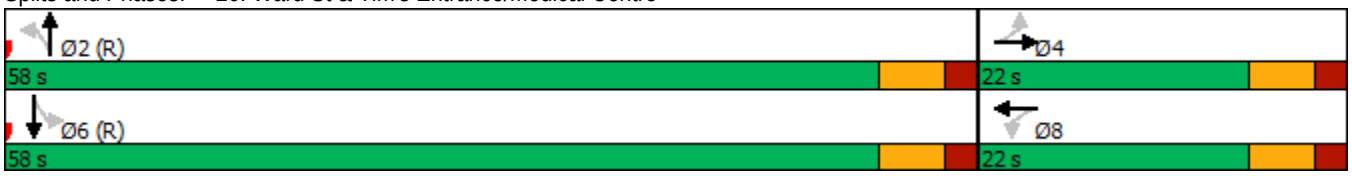


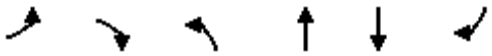
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	22.0	22.0		22.0	22.0		58.0	58.0		58.0	58.0	
Total Split (%)	27.5%	27.5%		27.5%	27.5%		72.5%	72.5%		72.5%	72.5%	
Maximum Green (s)	16.0	16.0		16.0	16.0		52.0	52.0		52.0	52.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	8.3	8.3		8.3	8.3		63.2	63.2		63.2	63.2	
Actuated g/C Ratio	0.10	0.10		0.10	0.10		0.79	0.79		0.79	0.79	
v/c Ratio	0.34	0.15		0.07	0.05		0.12	0.79		0.04	0.55	
Control Delay	38.8	14.5		31.8	19.5		4.1	12.5		3.8	6.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	38.8	14.5		31.8	19.5		4.1	12.5		3.8	6.4	
LOS	D	B		C	B		A	B		A	A	
Approach Delay		29.9			26.0			12.2			6.3	
Approach LOS		C			C			B			A	
Queue Length 50th (m)	7.2	0.1		1.4	0.1		1.7	92.6		0.2	43.5	
Queue Length 95th (m)	16.5	7.0		5.6	4.0		5.5	#233.7		1.4	82.7	
Internal Link Dist (m)		21.3			9.2			19.4			201.9	
Turn Bay Length (m)							35.0			15.0		
Base Capacity (vph)	283	344		278	333		441	1487		196	1480	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.18	0.08		0.04	0.03		0.12	0.79		0.04	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 75.8%		ICU Level of Service D	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 20: Ward St & Tim's Entrance/Medical Centre





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	6	3	1093	722	22
Future Volume (vph)	15	6	3	1093	722	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	35.0			0.0
Storage Lanes	1	0	0			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.959				0.996	
Flt Protected	0.966					
Satd. Flow (prot)	1745	0	0	1883	1876	0
Flt Permitted	0.966					
Satd. Flow (perm)	1745	0	0	1883	1876	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	35.8			91.2	43.4	
Travel Time (s)	2.7			6.8	3.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	16	7	3	1188	785	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	0	1191	809	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.9%		ICU Level of Service C	
Analysis Period (min) 15			

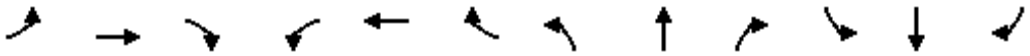
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	6	3	1093	722	22
Future Vol, veh/h	15	6	3	1093	722	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	7	3	1188	785	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1991	797	809	0	-	0
Stage 1	797	-	-	-	-	-
Stage 2	1194	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	67	387	817	-	-	-
Stage 1	444	-	-	-	-	-
Stage 2	287	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	66	387	817	-	-	-
Mov Cap-2 Maneuver	66	-	-	-	-	-
Stage 1	439	-	-	-	-	-
Stage 2	287	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	61.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	817	-	86	-	-
HCM Lane V/C Ratio	0.004	-	0.265	-	-
HCM Control Delay (s)	9.4	0	61.4	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	2	21	4	108	8	1016	49	71	699	23
Future Volume (vph)	11	0	2	21	4	108	8	1016	49	71	699	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	70.0		0.0	70.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.981			0.890			0.993			0.995	
Flt Protected		0.959			0.992		0.950			0.950		
Satd. Flow (prot)	0	1772	0	0	1663	0	1789	1870	0	1789	1874	0
Flt Permitted		0.959			0.992		0.950			0.950		
Satd. Flow (perm)	0	1772	0	0	1663	0	1789	1870	0	1789	1874	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		39.8			31.2			51.3			64.7	
Travel Time (s)		3.0			2.3			3.8			4.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	12	0	2	23	4	117	9	1104	53	77	760	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	144	0	9	1157	0	77	785	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.3%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	17.9

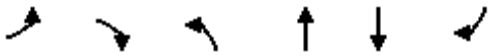
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	2	21	4	108	8	1016	49	71	699	23
Future Vol, veh/h	11	0	2	21	4	108	8	1016	49	71	699	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	70	-	-	70	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	2	23	4	117	9	1104	53	77	760	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2136	2102	773	2077	2088	1131	785	0	0	1157	0	0
Stage 1	927	927	-	1149	1149	-	-	-	-	-	-	-
Stage 2	1209	1175	-	928	939	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	36	52	399	39	53	248	834	-	-	604	-	-
Stage 1	322	347	-	242	273	-	-	-	-	-	-	-
Stage 2	223	265	-	321	343	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	16	45	399	35	46	248	834	-	-	604	-	-
Mov Cap-2 Maneuver	16	45	-	35	46	-	-	-	-	-	-	-
Stage 1	318	303	-	239	270	-	-	-	-	-	-	-
Stage 2	114	262	-	279	299	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 395.1	225.4	0.1	1.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	834	-	-	19	118	604	-	-
HCM Lane V/C Ratio	0.01	-	-	0.744	1.225	0.128	-	-
HCM Control Delay (s)	9.4	-	-	$ 395.1	225.4	11.8	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	2	9.2	0.4	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	46	46	73	1062	748	18
Future Volume (vph)	46	46	73	1062	748	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.997	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1713	0	1789	1883	1878	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1713	0	1789	1883	1878	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	19.7			53.8	69.8	
Travel Time (s)	1.5			4.0	5.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	50	50	79	1154	813	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	0	79	1154	833	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

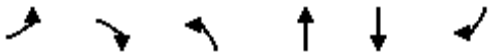
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	46	73	1062	748	18
Future Vol, veh/h	46	46	73	1062	748	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	50	79	1154	813	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2135	823	833	0	-	0
Stage 1	823	-	-	-	-	-
Stage 2	1312	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	54	373	800	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	252	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 49	373	800	-	-	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	388	-	-	-	-	-
Stage 2	252	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.2	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	800	-	225	-	-
HCM Lane V/C Ratio	0.099	-	0.444	-	-
HCM Control Delay (s)	10	-	33.2	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	2.1	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	3	6	1129	790	4
Future Volume (vph)	6	3	6	1129	790	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.959				0.999	
Flt Protected	0.966		0.950			
Satd. Flow (prot)	1745	0	1789	1883	1882	0
Flt Permitted	0.966		0.950			
Satd. Flow (perm)	1745	0	1789	1883	1882	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	18.9			64.7	53.8	
Travel Time (s)	1.4			4.9	4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	7	3	7	1227	859	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	7	1227	863	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

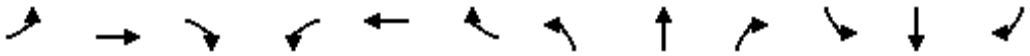
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	3	6	1129	790	4
Future Vol, veh/h	6	3	6	1129	790	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	3	7	1227	859	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2102	861	863	0	-	0
Stage 1	861	-	-	-	-	-
Stage 2	1241	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	57	355	779	-	-	-
Stage 1	414	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	355	779	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	273	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	779	-	210	-	-
HCM Lane V/C Ratio	0.008	-	0.047	-	-
HCM Control Delay (s)	9.7	-	23	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	0	21	27	0	60	16	1016	113	22	699	5
Future Volume (vph)	12	0	21	27	0	60	16	1016	113	22	699	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	15.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.914			0.907			0.985			0.999	
Flt Protected		0.982			0.985		0.950			0.950		
Satd. Flow (prot)	0	1690	0	0	1683	0	1789	1855	0	1789	1882	0
Flt Permitted		0.982			0.985		0.950			0.950		
Satd. Flow (perm)	0	1690	0	0	1683	0	1789	1855	0	1789	1882	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		27.4			28.6			59.2			51.3	
Travel Time (s)		2.1			2.1			4.4			3.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	13	0	23	29	0	65	17	1104	123	24	760	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	94	0	17	1227	0	24	765	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97		97	97		97	97		97	97		97
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.4%		ICU Level of Service D	
Analysis Period (min) 15			

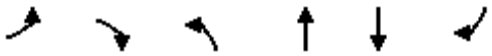
Intersection	
Int Delay, s/veh	9.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	21	27	0	60	16	1016	113	22	699	5
Future Vol, veh/h	12	0	21	27	0	60	16	1016	113	22	699	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	15	-	-	15	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	23	29	0	65	17	1104	123	24	760	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2043	2072	763	2022	2013	1166	765	0	0	1227	0	0
Stage 1	811	811	-	1200	1200	-	-	-	-	-	-	-
Stage 2	1232	1261	-	822	813	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	54	404	43	59	236	848	-	-	568	-	-
Stage 1	373	393	-	226	258	-	-	-	-	-	-	-
Stage 2	217	241	-	368	392	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	51	404	39	55	236	848	-	-	568	-	-
Mov Cap-2 Maneuver	29	51	-	39	55	-	-	-	-	-	-	-
Stage 1	366	376	-	221	253	-	-	-	-	-	-	-
Stage 2	154	236	-	333	376	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	99	185.1	0.1	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	848	-	-	71	92	568	-	-
HCM Lane V/C Ratio	0.021	-	-	0.505	1.028	0.042	-	-
HCM Control Delay (s)	9.3	-	-	99	185.1	11.6	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.1	6.1	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	15	10	945	960	44
Future Volume (vph)	19	15	10	945	960	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.942				0.994	
Flt Protected	0.972		0.950			
Satd. Flow (prot)	1725	0	1789	1883	1872	0
Flt Permitted	0.972		0.950			
Satd. Flow (perm)	1725	0	1789	1883	1872	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	37.7			69.8	82.0	
Travel Time (s)	2.8			5.2	6.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	21	16	11	1027	1043	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	11	1027	1091	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes		
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

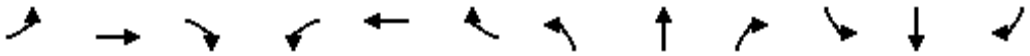
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	15	10	945	960	44
Future Vol, veh/h	19	15	10	945	960	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	16	11	1027	1043	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2116	1067	1091	0	-	0
Stage 1	1067	-	-	-	-	-
Stage 2	1049	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	56	270	640	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	55	270	640	-	-	-
Mov Cap-2 Maneuver	55	-	-	-	-	-
Stage 1	325	-	-	-	-	-
Stage 2	337	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	76.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	640	-	85	-	-
HCM Lane V/C Ratio	0.017	-	0.435	-	-
HCM Control Delay (s)	10.7	-	76.6	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.8	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	1	2	0	2	3	925	3	0	966	1
Future Volume (vph)	5	0	1	2	0	2	3	925	3	0	966	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.977			0.932							
Flt Protected		0.960			0.976							
Satd. Flow (prot)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Flt Permitted		0.960			0.976							
Satd. Flow (perm)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		165.7			49.0			225.9			19.1	
Travel Time (s)		12.4			3.7			16.9			1.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	0	1	2	0	2	3	1005	3	0	1050	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	4	0	0	1011	0	0	1051	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	0	1	2	0	2	3	925	3	0	966	1
Future Vol, veh/h	5	0	1	2	0	2	3	925	3	0	966	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	2	0	2	3	1005	3	0	1050	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2065	2065	1051	2064	2064	1007	1051	0	0	1008	0	0
Stage 1	1051	1051	-	1013	1013	-	-	-	-	-	-	-
Stage 2	1014	1014	-	1051	1051	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	40	54	276	40	55	292	662	-	-	687	-	-
Stage 1	274	304	-	288	316	-	-	-	-	-	-	-
Stage 2	288	316	-	274	304	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	39	53	276	40	54	292	662	-	-	687	-	-
Mov Cap-2 Maneuver	39	53	-	40	54	-	-	-	-	-	-	-
Stage 1	271	304	-	285	313	-	-	-	-	-	-	-
Stage 2	283	313	-	273	304	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	95.8	59.8	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	662	-	-	46	70	687	-	-
HCM Lane V/C Ratio	0.005	-	-	0.142	0.062	-	-	-
HCM Control Delay (s)	10.5	0	-	95.8	59.8	0	-	-
HCM Lane LOS	B	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	913	19	2	967
Future Volume (vph)	0	0	913	19	2	967
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%		0%			0%
Storage Length (m)	0.0	0.0		0.0	0.0	
Storage Lanes	1	0		0	0	
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.997			
Flt Protected						
Satd. Flow (prot)	1883	0	1878	0	0	1883
Flt Permitted						
Satd. Flow (perm)	1883	0	1878	0	0	1883
Link Speed (k/h)	48		48			48
Link Distance (m)	206.9		19.1			165.1
Travel Time (s)	15.5		1.4			12.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	0	992	21	2	1051
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1013	0	0	1053
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

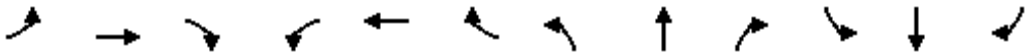
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	913	19	2	967
Future Vol, veh/h	0	0	913	19	2	967
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	992	21	2	1051

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2058	1003	0	0	1013	0
Stage 1	1003	-	-	-	-	-
Stage 2	1055	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	61	294	-	-	684	-
Stage 1	355	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	61	294	-	-	684	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	333	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	684	-
HCM Lane V/C Ratio	-	-	-	0.003	-
HCM Control Delay (s)	-	-	0	10.3	0
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	54	7	9	52	3	3	916	0	2	967	0
Future Volume (vph)	8	54	7	9	52	3	3	916	0	2	967	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.986			0.994							
Flt Protected		0.994			0.993							
Satd. Flow (prot)	0	1846	0	0	1859	0	0	1883	0	0	1883	0
Flt Permitted		0.946			0.934			0.998			0.999	
Satd. Flow (perm)	0	1757	0	0	1749	0	0	1880	0	0	1882	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			3							
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		99.6			119.0			56.1			227.2	
Travel Time (s)		7.5			8.9			4.2			17.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	9	59	8	10	57	3	3	996	0	2	1051	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	70	0	0	999	0	0	1053	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												



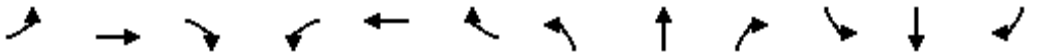
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		55.0	55.0		55.0	55.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		68.8%	68.8%		68.8%	68.8%	
Maximum Green (s)	19.0	19.0		19.0	19.0		49.0	49.0		49.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.3			8.3			48.7			48.7	
Actuated g/C Ratio		0.13			0.13			0.76			0.76	
v/c Ratio		0.33			0.31			0.70			0.73	
Control Delay		29.9			30.7			9.9			11.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		29.9			30.7			9.9			11.2	
LOS		C			C			A			B	
Approach Delay		29.9			30.7			9.9			11.2	
Approach LOS		C			C			A			B	
Queue Length 50th (m)		8.4			8.1			64.2			71.9	
Queue Length 95th (m)		19.3			18.7			127.9			#148.9	
Internal Link Dist (m)		75.6			95.0			32.1			203.2	
Turn Bay Length (m)												
Base Capacity (vph)		557			552			1432			1434	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.14			0.13			0.70			0.73	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 63.9			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 67.2%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: Ward St & Wilcox Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	2	6	14	1	19	4	920	3	19	949	5
Future Volume (vph)	7	2	6	14	1	19	4	920	3	19	949	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	40.0		0.0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.944			0.923						0.999	
Flt Protected		0.977			0.980					0.950		
Satd. Flow (prot)	0	1737	0	0	1704	0	0	1883	0	1789	1882	0
Flt Permitted		0.977			0.980					0.950		
Satd. Flow (perm)	0	1737	0	0	1704	0	0	1883	0	1789	1882	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		136.4			134.8			227.2			59.2	
Travel Time (s)		10.2			10.1			17.0			4.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	2	7	15	1	21	4	1000	3	21	1032	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	37	0	0	1007	0	21	1037	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane											Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.6

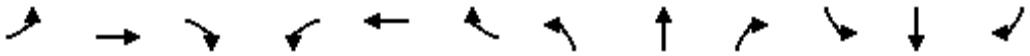
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	7	2	6	14	1	19	4	920	3	19	949	5
Future Vol, veh/h	7	2	6	14	1	19	4	920	3	19	949	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	40	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	2	7	15	1	21	4	1000	3	21	1032	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2098	2088	1035	2091	2089	1002	1037	0	0	1003	0	0
Stage 1	1077	1077	-	1010	1010	-	-	-	-	-	-	-
Stage 2	1021	1011	-	1081	1079	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	38	53	282	38	53	294	670	-	-	690	-	-
Stage 1	265	295	-	289	317	-	-	-	-	-	-	-
Stage 2	285	317	-	264	295	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	34	51	282	35	51	294	670	-	-	690	-	-
Mov Cap-2 Maneuver	34	51	-	35	51	-	-	-	-	-	-	-
Stage 1	262	286	-	285	313	-	-	-	-	-	-	-
Stage 2	261	313	-	248	286	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	93.8	103.5	0	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	670	-	-	56	70	690	-	-
HCM Lane V/C Ratio	0.006	-	-	0.291	0.528	0.03	-	-
HCM Control Delay (s)	10.4	0	-	93.8	103.5	10.4	-	-
HCM Lane LOS	B	A	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1	2.2	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	234	69	566	23	61	24	516	427	21	17	416	121
Future Volume (vph)	234	69	566	23	61	24	516	427	21	17	416	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	200.0		0.0	0.0		0.0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.970			0.993				0.850
Flt Protected		0.963			0.989		0.950				0.998	
Satd. Flow (prot)	0	1814	1601	0	1807	0	1789	1870	0	0	1880	1601
Flt Permitted		0.657			0.422		0.258				0.972	
Satd. Flow (perm)	0	1237	1601	0	771	0	486	1870	0	0	1831	1601
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			615		10			5				129
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		366.6			55.6			82.0			152.8	
Travel Time (s)		27.5			4.2			6.2			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	254	75	615	25	66	26	561	464	23	18	452	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	329	615	0	117	0	561	487	0	0	470	132
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												



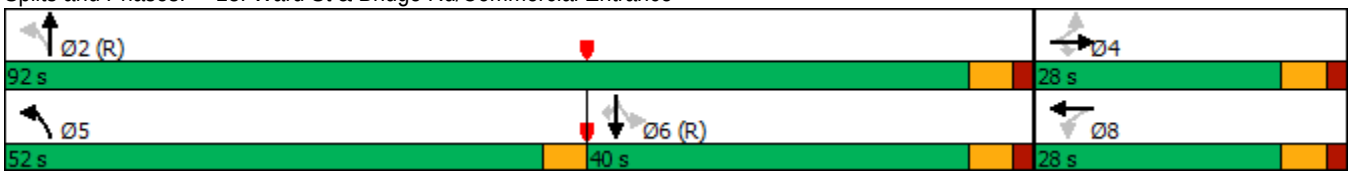
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		8.5	24.0		24.0	24.0	24.0
Total Split (s)	28.0	28.0	28.0	28.0	28.0		52.0	92.0		40.0	40.0	40.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		43.3%	76.7%		33.3%	33.3%	33.3%
Maximum Green (s)	22.0	22.0	22.0	22.0	22.0		48.0	86.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		4.0	6.0			6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
Act Effct Green (s)		22.0	22.0		22.0		88.0	86.0			46.3	46.3
Actuated g/C Ratio		0.18	0.18		0.18		0.73	0.72			0.39	0.39
v/c Ratio		1.46	0.77		0.79		0.75	0.36			0.67	0.19
Control Delay		264.0	11.0		77.1		18.1	7.3			38.4	6.3
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		264.0	11.0		77.1		18.1	7.3			38.4	6.3
LOS		F	B		E		B	A			D	A
Approach Delay		99.2			77.1			13.1			31.4	
Approach LOS		F			E			B			C	
Queue Length 50th (m)		~105.7	0.0		24.4		57.0	38.5			90.6	0.4
Queue Length 95th (m)		#161.5	36.3		#56.2		91.9	54.0			#166.4	14.8
Internal Link Dist (m)		342.6			31.6			58.0			128.8	
Turn Bay Length (m)							200.0					
Base Capacity (vph)		226	795		149		877	1341			706	696
Starvation Cap Reductn		0	0		0		0	0			0	0
Spillback Cap Reductn		0	0		0		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		1.46	0.77		0.79		0.64	0.36			0.67	0.19

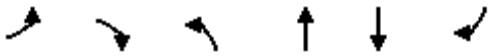
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.46			
Intersection Signal Delay: 49.9		Intersection LOS: D	
Intersection Capacity Utilization 89.7%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Ward St & Bridge Rd/Commercial Entrance





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	2	0	913	967	16
Future Volume (vph)	6	2	0	913	967	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	0.0			0.0
Storage Lanes	1	0	0			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.970				0.998	
Flt Protected	0.963					
Satd. Flow (prot)	1759	0	0	1883	1880	0
Flt Permitted	0.963					
Satd. Flow (perm)	1759	0	0	1883	1880	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	137.7			165.1	56.1	
Travel Time (s)	10.3			12.4	4.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	7	2	0	992	1051	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	0	992	1068	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.9%		ICU Level of Service B	
Analysis Period (min) 15			

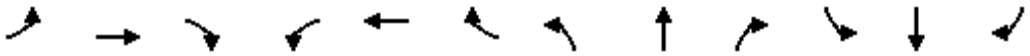
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	2	0	913	967	16
Future Vol, veh/h	6	2	0	913	967	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	0	992	1051	17

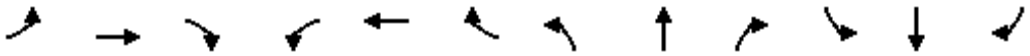
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2052	1060	1068	0	-	0
Stage 1	1060	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	61	272	653	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	359	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	61	272	653	-	-	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	359	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	58.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	653	-	76	-	-
HCM Lane V/C Ratio	-	-	0.114	-	-
HCM Control Delay (s)	0	-	58.4	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	1	22	11	1	12	32	879	6	6	887	82
Future Volume (vph)	52	1	22	11	1	12	32	879	6	6	887	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	35.0		0.0	15.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.856			0.861			0.999			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1789	1612	0	1789	1622	0	1789	1882	0	1789	1859	0
Flt Permitted	0.748			0.741			0.182			0.226		
Satd. Flow (perm)	1409	1612	0	1396	1622	0	343	1882	0	426	1859	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			13			1			12	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		45.3			33.2			43.4			225.9	
Travel Time (s)		3.4			2.5			3.3			16.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	57	1	24	12	1	13	35	955	7	7	964	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	25	0	12	14	0	35	962	0	7	1053	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	97		97	24		97	97		14
Number of Detectors	1	2		1	2		1	1		1	1	
Detector Template		Thru		Left	Thru					Left		
Leading Detector (m)	15.2	10.0		2.0	10.0		15.2	15.2		2.0	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

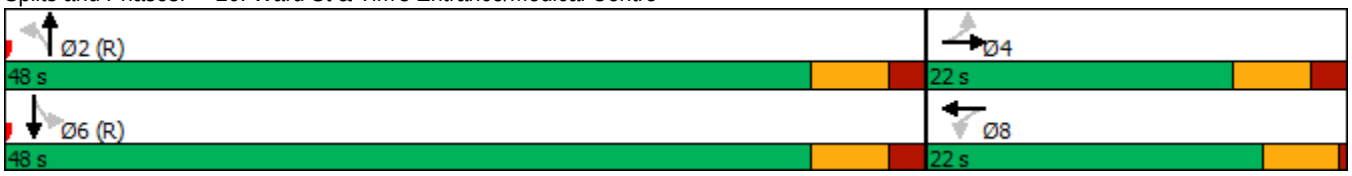


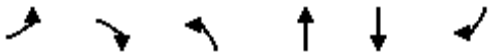
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	22.0	22.0		20.5	20.5		22.0	22.0		22.0	22.0	
Total Split (s)	22.0	22.0		22.0	22.0		48.0	48.0		48.0	48.0	
Total Split (%)	31.4%	31.4%		31.4%	31.4%		68.6%	68.6%		68.6%	68.6%	
Maximum Green (s)	16.0	16.0		17.5	17.5		42.0	42.0		42.0	42.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		0.5	0.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		4.5	4.5		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	8.3	8.3		8.9	8.9		57.0	57.0		57.0	57.0	
Actuated g/C Ratio	0.12	0.12		0.13	0.13		0.81	0.81		0.81	0.81	
v/c Ratio	0.34	0.12		0.07	0.06		0.13	0.63		0.02	0.70	
Control Delay	33.2	13.0		25.5	14.2		5.1	7.9		4.0	10.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	33.2	13.0		25.5	14.2		5.1	7.9		4.0	10.0	
LOS	C	B		C	B		A	A		A	A	
Approach Delay		27.0			19.4			7.8			9.9	
Approach LOS		C			B			A			A	
Queue Length 50th (m)	7.0	0.1		1.4	0.1		1.2	59.2		0.2	71.9	
Queue Length 95th (m)	16.0	6.0		5.4	4.3		4.9	121.2		1.4	#187.4	
Internal Link Dist (m)		21.3			9.2			19.4			201.9	
Turn Bay Length (m)							35.0			15.0		
Base Capacity (vph)	322	386		349	415		279	1531		346	1515	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.18	0.06		0.03	0.03		0.13	0.63		0.02	0.70	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 9.7		Intersection LOS: A	
Intersection Capacity Utilization 71.2%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 20: Ward St & Tim's Entrance/Medical Centre





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	10	3	885	885	18
Future Volume (vph)	14	10	3	885	885	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	35.0			0.0
Storage Lanes	1	0	0			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.943				0.997	
Flt Protected	0.972					
Satd. Flow (prot)	1726	0	0	1883	1878	0
Flt Permitted	0.972					
Satd. Flow (perm)	1726	0	0	1883	1878	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	35.8			91.2	43.4	
Travel Time (s)	2.7			6.8	3.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	15	11	3	962	962	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	0	965	982	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.0%		ICU Level of Service B	
Analysis Period (min) 15			

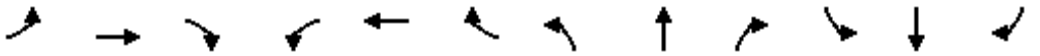
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	10	3	885	885	18
Future Vol, veh/h	14	10	3	885	885	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	11	3	962	962	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1940	972	982	0	-	0
Stage 1	972	-	-	-	-	-
Stage 2	968	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	72	306	703	-	-	-
Stage 1	367	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	71	306	703	-	-	-
Mov Cap-2 Maneuver	71	-	-	-	-	-
Stage 1	364	-	-	-	-	-
Stage 2	368	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	50.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	703	-	104	-	-
HCM Lane V/C Ratio	0.005	-	0.251	-	-
HCM Control Delay (s)	10.1	0	50.8	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	1	20	3	91	4	858	32	61	916	21
Future Volume (vph)	10	0	1	20	3	91	4	858	32	61	916	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	70.0		0.0	70.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.989			0.892			0.995			0.997	
Flt Protected		0.956			0.991		0.950			0.950		
Satd. Flow (prot)	0	1781	0	0	1665	0	1789	1874	0	1789	1878	0
Flt Permitted		0.956			0.991		0.950			0.950		
Satd. Flow (perm)	0	1781	0	0	1665	0	1789	1874	0	1789	1878	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		39.8			31.2			51.3			64.7	
Travel Time (s)		3.0			2.3			3.8			4.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	11	0	1	22	3	99	4	933	35	66	996	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	124	0	4	968	0	66	1019	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

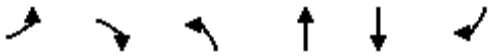
Intersection	
Int Delay, s/veh	10.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	1	20	3	91	4	858	32	61	916	21
Future Vol, veh/h	10	0	1	20	3	91	4	858	32	61	916	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	70	-	-	70	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	1	22	3	99	4	933	35	66	996	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2150	2116	1008	2099	2110	951	1019	0	0	968	0	0
Stage 1	1140	1140	-	959	959	-	-	-	-	-	-	-
Stage 2	1010	976	-	1140	1151	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	35	51	292	38	51	315	681	-	-	712	-	-
Stage 1	244	276	-	309	335	-	-	-	-	-	-	-
Stage 2	289	329	-	244	272	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	21	46	292	35	46	315	681	-	-	712	-	-
Mov Cap-2 Maneuver	21	46	-	35	46	-	-	-	-	-	-	-
Stage 1	243	250	-	307	333	-	-	-	-	-	-	-
Stage 2	195	327	-	221	247	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	273.2	151.1	0	0.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	681	-	-	23	123	712	-	-
HCM Lane V/C Ratio	0.006	-	-	0.52	1.007	0.093	-	-
HCM Control Delay (s)	10.3	-	-	273.2	151.1	10.6	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1.5	6.9	0.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	18	30	23	937	972	3
Future Volume (vph)	18	30	23	937	972	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.916					
Flt Protected	0.981		0.950			
Satd. Flow (prot)	1692	0	1789	1883	1883	0
Flt Permitted	0.981		0.950			
Satd. Flow (perm)	1692	0	1789	1883	1883	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	19.7			53.8	69.8	
Travel Time (s)	1.5			4.0	5.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	20	33	25	1018	1057	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	25	1018	1060	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.3%		ICU Level of Service B	
Analysis Period (min) 15			

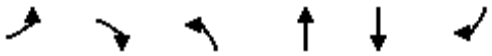
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	30	23	937	972	3
Future Vol, veh/h	18	30	23	937	972	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	33	25	1018	1057	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2127	1059	1060	0	-	0
Stage 1	1059	-	-	-	-	-
Stage 2	1068	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	55	273	657	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	330	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	53	273	657	-	-	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	330	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.9	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	657	-	224	-	-
HCM Lane V/C Ratio	0.038	-	0.233	-	-
HCM Control Delay (s)	10.7	-	25.9	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	4	955	993	9
Future Volume (vph)	5	5	4	955	993	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.999	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1713	0	1789	1883	1882	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1713	0	1789	1883	1882	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	18.9			64.7	53.8	
Travel Time (s)	1.4			4.9	4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	5	5	4	1038	1079	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	4	1038	1089	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			

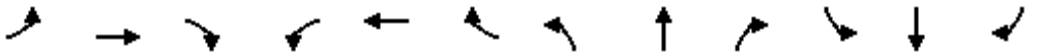
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	4	955	993	9
Future Vol, veh/h	5	5	4	955	993	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	4	1038	1079	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2130	1084	1089	0	-	0
Stage 1	1084	-	-	-	-	-
Stage 2	1046	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	55	264	641	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	55	264	641	-	-	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	322	-	-	-	-	-
Stage 2	338	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	641	-	211	-	-
HCM Lane V/C Ratio	0.007	-	0.052	-	-
HCM Control Delay (s)	10.7	-	23	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	17	28	0	24	11	855	80	6	928	3
Future Volume (vph)	15	0	17	28	0	24	11	855	80	6	928	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	15.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.929			0.937			0.987				
Flt Protected		0.977			0.974		0.950			0.950		
Satd. Flow (prot)	0	1709	0	0	1719	0	1789	1859	0	1789	1883	0
Flt Permitted		0.977			0.974		0.950			0.950		
Satd. Flow (perm)	0	1709	0	0	1719	0	1789	1859	0	1789	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		27.4			28.6			59.2			51.3	
Travel Time (s)		2.1			2.1			4.4			3.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	16	0	18	30	0	26	12	929	87	7	1009	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	0	0	56	0	12	1016	0	7	1012	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97		97	97		97	97		97	97		97
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.6%		ICU Level of Service B	
Analysis Period (min) 15			

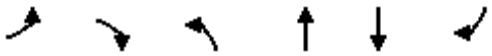
Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	17	28	0	24	11	855	80	6	928	3
Future Vol, veh/h	15	0	17	28	0	24	11	855	80	6	928	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	15	-	-	15	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	18	30	0	26	12	929	87	7	1009	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2035	2065	1011	2031	2023	973	1012	0	0	1016	0	0
Stage 1	1025	1025	-	997	997	-	-	-	-	-	-	-
Stage 2	1010	1040	-	1034	1026	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	54	291	42	58	306	685	-	-	683	-	-
Stage 1	284	312	-	294	322	-	-	-	-	-	-	-
Stage 2	289	307	-	280	312	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	38	52	291	39	56	306	685	-	-	683	-	-
Mov Cap-2 Maneuver	38	52	-	39	56	-	-	-	-	-	-	-
Stage 1	279	309	-	289	316	-	-	-	-	-	-	-
Stage 2	260	301	-	260	309	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	97	181.1	0.1	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	685	-	-	71	65	683	-	-
HCM Lane V/C Ratio	0.017	-	-	0.49	0.87	0.01	-	-
HCM Control Delay (s)	10.3	-	-	97	181.1	10.3	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2	4.1	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	43	13	13	1095	753	64
Future Volume (vph)	43	13	13	1095	753	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.969				0.989	
Flt Protected	0.963		0.950			
Satd. Flow (prot)	1758	0	1789	1883	1863	0
Flt Permitted	0.963		0.950			
Satd. Flow (perm)	1758	0	1789	1883	1863	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	37.7			69.8	82.0	
Travel Time (s)	2.8			5.2	6.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	47	14	14	1190	818	70
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	14	1190	888	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes		
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			

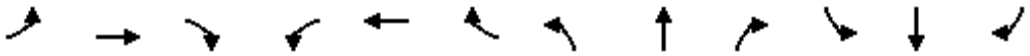
Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	43	13	13	1095	753	64
Future Vol, veh/h	43	13	13	1095	753	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	14	14	1190	818	70

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2071	853	888	0	-	0
Stage 1	853	-	-	-	-	-
Stage 2	1218	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	59	359	763	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	58	359	763	-	-	-
Mov Cap-2 Maneuver	58	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	280	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	162.5	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	763	-	72	-	-
HCM Lane V/C Ratio	0.019	-	0.845	-	-
HCM Control Delay (s)	9.8	-	162.5	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	4.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	1	2	0	2	3	1108	3	0	752	1
Future Volume (vph)	5	0	1	2	0	2	3	1108	3	0	752	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.977			0.932							
Flt Protected		0.960			0.976							
Satd. Flow (prot)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Flt Permitted		0.960			0.976							
Satd. Flow (perm)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		165.7			49.0			225.9			19.1	
Travel Time (s)		12.4			3.7			16.9			1.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	0	1	2	0	2	3	1204	3	0	817	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	4	0	0	1210	0	0	818	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	0	1	2	0	2	3	1108	3	0	752	1
Future Vol, veh/h	5	0	1	2	0	2	3	1108	3	0	752	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	2	0	2	3	1204	3	0	817	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2031	2031	818	2030	2030	1206	818	0	0	1207	0	0
Stage 1	818	818	-	1212	1212	-	-	-	-	-	-	-
Stage 2	1213	1213	-	818	818	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	57	376	42	57	224	810	-	-	578	-	-
Stage 1	370	390	-	222	255	-	-	-	-	-	-	-
Stage 2	222	255	-	370	390	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	41	56	376	42	56	224	810	-	-	578	-	-
Mov Cap-2 Maneuver	41	56	-	42	56	-	-	-	-	-	-	-
Stage 1	366	390	-	220	252	-	-	-	-	-	-	-
Stage 2	217	252	-	369	390	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	91.5	59	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	810	-	-	48	71	578	-	-
HCM Lane V/C Ratio	0.004	-	-	0.136	0.061	-	-	-
HCM Control Delay (s)	9.5	0	-	91.5	59	0	-	-
HCM Lane LOS	A	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1096	19	2	753
Future Volume (vph)	0	0	1096	19	2	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%		0%			0%
Storage Length (m)	0.0	0.0		0.0	0.0	
Storage Lanes	1	0		0	0	
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.998			
Flt Protected						
Satd. Flow (prot)	1883	0	1880	0	0	1883
Flt Permitted						
Satd. Flow (perm)	1883	0	1880	0	0	1883
Link Speed (k/h)	48		48			48
Link Distance (m)	206.9		19.1			165.1
Travel Time (s)	15.5		1.4			12.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	0	1191	21	2	818
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1212	0	0	820
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.2%		ICU Level of Service B	
Analysis Period (min) 15			

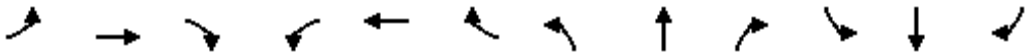
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1096	19	2	753
Future Vol, veh/h	0	0	1096	19	2	753
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1191	21	2	818

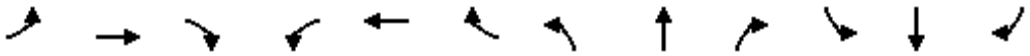
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2024	1202	0	0	1212	0
Stage 1	1202	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	64	225	-	-	576	-
Stage 1	285	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	64	225	-	-	576	-
Mov Cap-2 Maneuver	64	-	-	-	-	-
Stage 1	285	-	-	-	-	-
Stage 2	429	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	576	-
HCM Lane V/C Ratio	-	-	-	0.004	-
HCM Control Delay (s)	-	-	0	11.3	0
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	0	26	0	20	2	1098	2	0	743	4
Future Volume (vph)	7	0	0	26	0	20	2	1098	2	0	743	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.941						0.999	
Flt Protected		0.950			0.973							
Satd. Flow (prot)	0	1789	0	0	1724	0	0	1883	0	0	1882	0
Flt Permitted		0.952			0.822			0.999				
Satd. Flow (perm)	0	1793	0	0	1457	0	0	1882	0	0	1882	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					41						1	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		99.6			119.0			56.1			227.2	
Travel Time (s)		7.5			8.9			4.2			17.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	0	0	28	0	22	2	1193	2	0	808	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	50	0	0	1197	0	0	812	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												



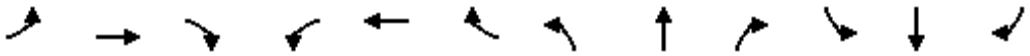
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		55.0	55.0		55.0	55.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		68.8%	68.8%		68.8%	68.8%	
Maximum Green (s)	19.0	19.0		19.0	19.0		49.0	49.0		49.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.6			6.6			65.2			65.2	
Actuated g/C Ratio		0.09			0.09			0.86			0.86	
v/c Ratio		0.05			0.30			0.74			0.50	
Control Delay		33.0			19.1			9.7			4.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		33.0			19.1			9.7			4.5	
LOS		C			B			A			A	
Approach Delay		33.0			19.1			9.7			4.5	
Approach LOS		C			B			A			A	
Queue Length 50th (m)		1.2			1.4			82.8			35.9	
Queue Length 95th (m)		4.8			10.4			#227.4			70.3	
Internal Link Dist (m)		75.6			95.0			32.1			203.2	
Turn Bay Length (m)												
Base Capacity (vph)		449			396			1609			1609	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.13			0.74			0.50	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 76.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 8.0		Intersection LOS: A	
Intersection Capacity Utilization 72.8%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: Ward St & Wilcox Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	1	9	0	8	0	1121	4	5	737	1
Future Volume (vph)	1	0	1	9	0	8	0	1121	4	5	737	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	40.0		0.0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.932			0.936							
Flt Protected		0.976			0.974					0.950		
Satd. Flow (prot)	0	1713	0	0	1717	0	0	1883	0	1789	1883	0
Flt Permitted		0.976			0.974					0.950		
Satd. Flow (perm)	0	1713	0	0	1717	0	0	1883	0	1789	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		136.4			134.8			227.2			59.2	
Travel Time (s)		10.2			10.1			17.0			4.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	0	1	10	0	9	0	1218	4	5	801	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	19	0	0	1222	0	5	802	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane											Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		

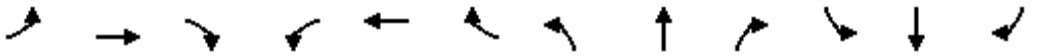
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	9	0	8	0	1121	4	5	737	1
Future Vol, veh/h	1	0	1	9	0	8	0	1121	4	5	737	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	40	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	10	0	9	0	1218	4	5	801	1

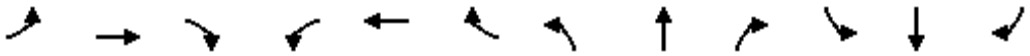
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2037	2034	802	2032	2032	1220	802	0	0	1222	0	0
Stage 1	812	812	-	1220	1220	-	-	-	-	-	-	-
Stage 2	1225	1222	-	812	812	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	57	384	42	57	220	822	-	-	570	-	-
Stage 1	373	392	-	220	253	-	-	-	-	-	-	-
Stage 2	219	252	-	373	392	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	40	56	384	42	56	220	822	-	-	570	-	-
Mov Cap-2 Maneuver	40	56	-	42	56	-	-	-	-	-	-	-
Stage 1	373	388	-	220	253	-	-	-	-	-	-	-
Stage 2	210	252	-	369	388	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	56.6	76.6	0	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	822	-	-	72	68	570	-	-
HCM Lane V/C Ratio	-	-	-	0.03	0.272	0.01	-	-
HCM Control Delay (s)	0	-	-	56.6	76.6	11.4	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	13	447	17	43	33	638	494	6	10	353	229
Future Volume (vph)	170	13	447	17	43	33	638	494	6	10	353	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	200.0		0.0	0.0		0.0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.952			0.998				0.850
Flt Protected		0.956			0.991		0.950				0.999	
Satd. Flow (prot)	0	1801	1601	0	1777	0	1789	1880	0	0	1882	1601
Flt Permitted		0.646			0.879		0.318				0.981	
Satd. Flow (perm)	0	1217	1601	0	1576	0	599	1880	0	0	1848	1601
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			486		20			1				249
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		366.6			55.6			82.0			152.8	
Travel Time (s)		27.5			4.2			6.2			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	185	14	486	18	47	36	693	537	7	11	384	249
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	199	486	0	101	0	693	544	0	0	395	249
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												

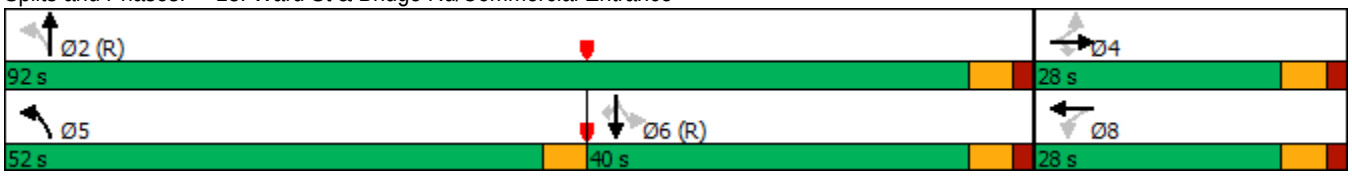


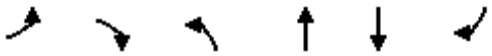
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		8.5	24.0		24.0	24.0	24.0
Total Split (s)	28.0	28.0	28.0	28.0	28.0		52.0	92.0		40.0	40.0	40.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		43.3%	76.7%		33.3%	33.3%	33.3%
Maximum Green (s)	22.0	22.0	22.0	22.0	22.0		48.0	86.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		4.0	6.0			6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
Act Effct Green (s)		21.2	21.2		21.2		88.8	86.8			44.3	44.3
Actuated g/C Ratio		0.18	0.18		0.18		0.74	0.72			0.37	0.37
v/c Ratio		0.93	0.71		0.34		0.84	0.40			0.58	0.33
Control Delay		93.5	10.3		37.8		21.9	7.6			37.5	5.3
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		93.5	10.3		37.8		21.9	7.6			37.5	5.3
LOS		F	B		D		C	A			D	A
Approach Delay		34.5			37.8			15.6			25.0	
Approach LOS		C			D			B			C	
Queue Length 50th (m)		46.2	0.0		16.6		77.5	45.2			77.1	0.0
Queue Length 95th (m)		#88.9	31.5		33.1		124.1	62.8			121.3	18.6
Internal Link Dist (m)		342.6			31.6			58.0			128.8	
Turn Bay Length (m)							200.0					
Base Capacity (vph)		223	690		305		919	1359			682	748
Starvation Cap Reductn		0	0		0		0	0			0	0
Spillback Cap Reductn		0	0		0		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		0.89	0.70		0.33		0.75	0.40			0.58	0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 23.6		Intersection LOS: C	
Intersection Capacity Utilization 86.2%		ICU Level of Service E	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Ward St & Bridge Rd/Commercial Entrance





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	2	0	911	620	16
Future Volume (vph)	6	2	0	911	620	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	0.0			0.0
Storage Lanes	1	0	0			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.970				0.997	
Flt Protected	0.963					
Satd. Flow (prot)	1759	0	0	1883	1878	0
Flt Permitted	0.963					
Satd. Flow (perm)	1759	0	0	1883	1878	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	137.7			165.1	56.1	
Travel Time (s)	10.3			12.4	4.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	7	2	0	990	674	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	0	990	691	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

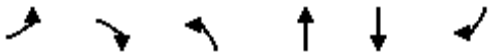
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	2	0	911	620	16
Future Vol, veh/h	6	2	0	911	620	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	0	990	674	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1673	683	691	0	-	0
Stage 1	683	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	105	449	904	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	105	449	904	-	-	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	360	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	904	-	130	-	-
HCM Lane V/C Ratio	-	-	0.067	-	-
HCM Control Delay (s)	0	-	34.7	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	46	26	47	1068	724	31
Future Volume (vph)	46	26	47	1068	724	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	35.0			0.0
Storage Lanes	1	1	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850			0.994	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1789	1601	1789	1883	1872	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1789	1601	1789	1883	1872	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	45.3			43.4	225.9	
Travel Time (s)	3.4			3.3	16.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	50	28	51	1161	787	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	28	51	1161	821	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.2%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	26	47	1068	724	31
Future Vol, veh/h	46	26	47	1068	724	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	35	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	28	51	1161	787	34

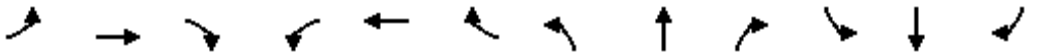
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2067	804	821	0	-	0
Stage 1	804	-	-	-	-	-
Stage 2	1263	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	60	383	808	-	-	-
Stage 1	440	-	-	-	-	-
Stage 2	266	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	383	808	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	266	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	138.2	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	808	-	56	383	-	-
HCM Lane V/C Ratio	0.063	-	0.893	0.074	-	-
HCM Control Delay (s)	9.8	-	207.7	15.1	-	-
HCM Lane LOS	A	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	4	0.2	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	7	1093	6	6	722
Future Volume (vph)	9	7	1093	6	6	722
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%		0%			0%
Storage Length (m)	0.0	0.0		0.0	0.0	
Storage Lanes	0	0		0	0	
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.933		0.999			
Flt Protected	0.973					
Satd. Flow (prot)	0	0	1882	0	0	1883
Flt Permitted	0.973					
Satd. Flow (perm)	0	0	1882	0	0	1883
Link Speed (k/h)	48		48			48
Link Distance (m)	31.4		91.2			43.4
Travel Time (s)	2.4		6.8			3.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	10	8	1188	7	7	785
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	1195	0	0	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		3.7			3.7
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	2	21	4	108	8	1016	49	71	699	23
Future Volume (vph)	11	0	2	21	4	108	8	1016	49	71	699	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	70.0		0.0	70.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.981			0.890			0.993			0.995	
Flt Protected		0.959			0.992		0.950			0.950		
Satd. Flow (prot)	0	1772	0	0	1663	0	1789	1870	0	1789	1874	0
Flt Permitted		0.959			0.992		0.950			0.950		
Satd. Flow (perm)	0	1772	0	0	1663	0	1789	1870	0	1789	1874	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		39.8			31.2			51.3			64.7	
Travel Time (s)		3.0			2.3			3.8			4.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	12	0	2	23	4	117	9	1104	53	77	760	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	144	0	9	1157	0	77	785	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.3%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	17.9

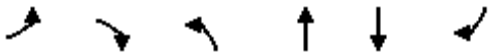
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	2	21	4	108	8	1016	49	71	699	23
Future Vol, veh/h	11	0	2	21	4	108	8	1016	49	71	699	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	70	-	-	70	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	2	23	4	117	9	1104	53	77	760	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2136	2102	773	2077	2088	1131	785	0	0	1157	0	0
Stage 1	927	927	-	1149	1149	-	-	-	-	-	-	-
Stage 2	1209	1175	-	928	939	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	36	52	399	39	53	248	834	-	-	604	-	-
Stage 1	322	347	-	242	273	-	-	-	-	-	-	-
Stage 2	223	265	-	321	343	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	16	45	399	35	46	248	834	-	-	604	-	-
Mov Cap-2 Maneuver	16	45	-	35	46	-	-	-	-	-	-	-
Stage 1	318	303	-	239	270	-	-	-	-	-	-	-
Stage 2	114	262	-	279	299	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 395.1	225.4	0.1	1.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	834	-	-	19	118	604	-	-
HCM Lane V/C Ratio	0.01	-	-	0.744	1.225	0.128	-	-
HCM Control Delay (s)	9.4	-	-	$ 395.1	225.4	11.8	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	2	9.2	0.4	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	46	46	73	1062	748	18
Future Volume (vph)	46	46	73	1062	748	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.997	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1713	0	1789	1883	1878	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1713	0	1789	1883	1878	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	19.7			53.8	69.8	
Travel Time (s)	1.5			4.0	5.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	50	50	79	1154	813	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	0	79	1154	833	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

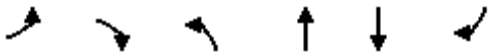
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	46	73	1062	748	18
Future Vol, veh/h	46	46	73	1062	748	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	50	79	1154	813	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2135	823	833	0	-	0
Stage 1	823	-	-	-	-	-
Stage 2	1312	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	54	373	800	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	252	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 49	373	800	-	-	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	388	-	-	-	-	-
Stage 2	252	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.2	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	800	-	225	-	-
HCM Lane V/C Ratio	0.099	-	0.444	-	-
HCM Control Delay (s)	10	-	33.2	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	2.1	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	3	6	1129	790	4
Future Volume (vph)	6	3	6	1129	790	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.959				0.999	
Flt Protected	0.966		0.950			
Satd. Flow (prot)	1745	0	1789	1883	1882	0
Flt Permitted	0.966		0.950			
Satd. Flow (perm)	1745	0	1789	1883	1882	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	18.9			64.7	53.8	
Travel Time (s)	1.4			4.9	4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	7	3	7	1227	859	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	7	1227	863	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

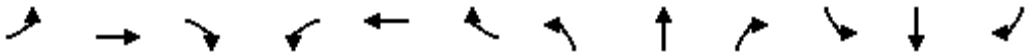
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	3	6	1129	790	4
Future Vol, veh/h	6	3	6	1129	790	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	3	7	1227	859	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2102	861	863	0	-	0
Stage 1	861	-	-	-	-	-
Stage 2	1241	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	57	355	779	-	-	-
Stage 1	414	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	355	779	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	273	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	779	-	210	-	-
HCM Lane V/C Ratio	0.008	-	0.047	-	-
HCM Control Delay (s)	9.7	-	23	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	0	21	27	0	60	16	1016	113	22	699	5
Future Volume (vph)	12	0	21	27	0	60	16	1016	113	22	699	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	15.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.914			0.907			0.985			0.999	
Flt Protected		0.982			0.985		0.950			0.950		
Satd. Flow (prot)	0	1690	0	0	1683	0	1789	1855	0	1789	1882	0
Flt Permitted		0.982			0.985		0.950			0.950		
Satd. Flow (perm)	0	1690	0	0	1683	0	1789	1855	0	1789	1882	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		27.4			28.6			59.2			51.3	
Travel Time (s)		2.1			2.1			4.4			3.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	13	0	23	29	0	65	17	1104	123	24	760	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	94	0	17	1227	0	24	765	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97		97	97		97	97		97	97		97
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		

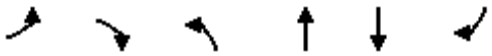
Intersection	
Int Delay, s/veh	9.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	21	27	0	60	16	1016	113	22	699	5
Future Vol, veh/h	12	0	21	27	0	60	16	1016	113	22	699	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	15	-	-	15	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	23	29	0	65	17	1104	123	24	760	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2043	2072	763	2022	2013	1166	765	0	0	1227	0	0
Stage 1	811	811	-	1200	1200	-	-	-	-	-	-	-
Stage 2	1232	1261	-	822	813	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	54	404	43	59	236	848	-	-	568	-	-
Stage 1	373	393	-	226	258	-	-	-	-	-	-	-
Stage 2	217	241	-	368	392	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	51	404	39	55	236	848	-	-	568	-	-
Mov Cap-2 Maneuver	29	51	-	39	55	-	-	-	-	-	-	-
Stage 1	366	376	-	221	253	-	-	-	-	-	-	-
Stage 2	154	236	-	333	376	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	99	185.1	0.1	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	848	-	-	71	92	568	-	-
HCM Lane V/C Ratio	0.021	-	-	0.505	1.028	0.042	-	-
HCM Control Delay (s)	9.3	-	-	99	185.1	11.6	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.1	6.1	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	15	10	945	960	44
Future Volume (vph)	19	15	10	945	960	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.942				0.994	
Flt Protected	0.972		0.950			
Satd. Flow (prot)	1725	0	1789	1883	1872	0
Flt Permitted	0.972		0.950			
Satd. Flow (perm)	1725	0	1789	1883	1872	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	37.7			69.8	82.0	
Travel Time (s)	2.8			5.2	6.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	21	16	11	1027	1043	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	11	1027	1091	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes		
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

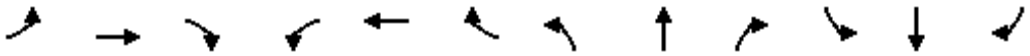
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	15	10	945	960	44
Future Vol, veh/h	19	15	10	945	960	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	16	11	1027	1043	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2116	1067	1091	0	-	0
Stage 1	1067	-	-	-	-	-
Stage 2	1049	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	56	270	640	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	55	270	640	-	-	-
Mov Cap-2 Maneuver	55	-	-	-	-	-
Stage 1	325	-	-	-	-	-
Stage 2	337	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	76.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	640	-	85	-	-
HCM Lane V/C Ratio	0.017	-	0.435	-	-
HCM Control Delay (s)	10.7	-	76.6	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.8	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	1	2	0	2	3	925	3	0	966	1
Future Volume (vph)	5	0	1	2	0	2	3	925	3	0	966	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.977			0.932							
Flt Protected		0.960			0.976							
Satd. Flow (prot)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Flt Permitted		0.960			0.976							
Satd. Flow (perm)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		165.7			49.0			225.9			19.1	
Travel Time (s)		12.4			3.7			16.9			1.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	0	1	2	0	2	3	1005	3	0	1050	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	4	0	0	1011	0	0	1051	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	0	1	2	0	2	3	925	3	0	966	1
Future Vol, veh/h	5	0	1	2	0	2	3	925	3	0	966	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	2	0	2	3	1005	3	0	1050	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2065	2065	1051	2064	2064	1007	1051	0	0	1008	0	0
Stage 1	1051	1051	-	1013	1013	-	-	-	-	-	-	-
Stage 2	1014	1014	-	1051	1051	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	40	54	276	40	55	292	662	-	-	687	-	-
Stage 1	274	304	-	288	316	-	-	-	-	-	-	-
Stage 2	288	316	-	274	304	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	39	53	276	40	54	292	662	-	-	687	-	-
Mov Cap-2 Maneuver	39	53	-	40	54	-	-	-	-	-	-	-
Stage 1	271	304	-	285	313	-	-	-	-	-	-	-
Stage 2	283	313	-	273	304	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	95.8	59.8	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	662	-	-	46	70	687	-	-
HCM Lane V/C Ratio	0.005	-	-	0.142	0.062	-	-	-
HCM Control Delay (s)	10.5	0	-	95.8	59.8	0	-	-
HCM Lane LOS	B	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	913	19	2	967
Future Volume (vph)	0	0	913	19	2	967
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%		0%			0%
Storage Length (m)	0.0	0.0		0.0	0.0	
Storage Lanes	1	0		0	0	
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.997			
Flt Protected						
Satd. Flow (prot)	1883	0	1878	0	0	1883
Flt Permitted						
Satd. Flow (perm)	1883	0	1878	0	0	1883
Link Speed (k/h)	48		48			48
Link Distance (m)	206.9		19.1			165.1
Travel Time (s)	15.5		1.4			12.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	0	992	21	2	1051
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1013	0	0	1053
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

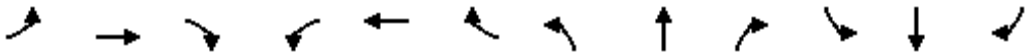
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	913	19	2	967
Future Vol, veh/h	0	0	913	19	2	967
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	992	21	2	1051

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2058	1003	0	0	1013	0
Stage 1	1003	-	-	-	-	-
Stage 2	1055	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	61	294	-	-	684	-
Stage 1	355	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	61	294	-	-	684	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	333	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	684	-
HCM Lane V/C Ratio	-	-	-	0.003	-
HCM Control Delay (s)	-	-	0	10.3	0
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	54	7	9	52	3	3	916	0	2	967	0
Future Volume (vph)	8	54	7	9	52	3	3	916	0	2	967	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.986			0.994							
Flt Protected		0.994			0.993							
Satd. Flow (prot)	0	1846	0	0	1859	0	0	1883	0	0	1883	0
Flt Permitted		0.946			0.934			0.998			0.999	
Satd. Flow (perm)	0	1757	0	0	1749	0	0	1880	0	0	1882	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			3							
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		99.6			119.0			56.1			227.2	
Travel Time (s)		7.5			8.9			4.2			17.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	9	59	8	10	57	3	3	996	0	2	1051	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	70	0	0	999	0	0	1053	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												



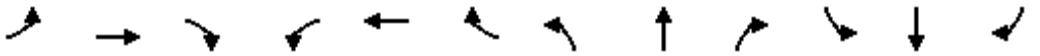
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		55.0	55.0		55.0	55.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		68.8%	68.8%		68.8%	68.8%	
Maximum Green (s)	19.0	19.0		19.0	19.0		49.0	49.0		49.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.3			8.3			48.7			48.7	
Actuated g/C Ratio		0.13			0.13			0.76			0.76	
v/c Ratio		0.33			0.31			0.70			0.73	
Control Delay		29.9			30.7			9.9			11.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		29.9			30.7			9.9			11.2	
LOS		C			C			A			B	
Approach Delay		29.9			30.7			9.9			11.2	
Approach LOS		C			C			A			B	
Queue Length 50th (m)		8.4			8.1			64.2			71.9	
Queue Length 95th (m)		19.3			18.7			127.9			#148.9	
Internal Link Dist (m)		75.6			95.0			32.1			203.2	
Turn Bay Length (m)												
Base Capacity (vph)		557			552			1432			1434	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.14			0.13			0.70			0.73	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 63.9			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 67.2%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: Ward St & Wilcox Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	2	6	14	1	19	4	920	3	19	949	5
Future Volume (vph)	7	2	6	14	1	19	4	920	3	19	949	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	40.0		0.0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.944			0.923						0.999	
Flt Protected		0.977			0.980					0.950		
Satd. Flow (prot)	0	1737	0	0	1704	0	0	1883	0	1789	1882	0
Flt Permitted		0.977			0.980					0.950		
Satd. Flow (perm)	0	1737	0	0	1704	0	0	1883	0	1789	1882	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		136.4			134.8			227.2			59.2	
Travel Time (s)		10.2			10.1			17.0			4.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	2	7	15	1	21	4	1000	3	21	1032	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	37	0	0	1007	0	21	1037	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane											Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

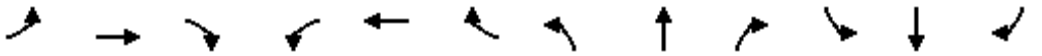
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	2	6	14	1	19	4	920	3	19	949	5
Future Vol, veh/h	7	2	6	14	1	19	4	920	3	19	949	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	40	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	2	7	15	1	21	4	1000	3	21	1032	5

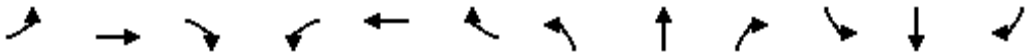
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2098	2088	1035	2091	2089	1002	1037	0	0	1003	0	0
Stage 1	1077	1077	-	1010	1010	-	-	-	-	-	-	-
Stage 2	1021	1011	-	1081	1079	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	38	53	282	38	53	294	670	-	-	690	-	-
Stage 1	265	295	-	289	317	-	-	-	-	-	-	-
Stage 2	285	317	-	264	295	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	34	51	282	35	51	294	670	-	-	690	-	-
Mov Cap-2 Maneuver	34	51	-	35	51	-	-	-	-	-	-	-
Stage 1	262	286	-	285	313	-	-	-	-	-	-	-
Stage 2	261	313	-	248	286	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	93.8	103.5	0	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	670	-	-	56	70	690	-	-
HCM Lane V/C Ratio	0.006	-	-	0.291	0.528	0.03	-	-
HCM Control Delay (s)	10.4	0	-	93.8	103.5	10.4	-	-
HCM Lane LOS	B	A	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1	2.2	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	234	69	566	23	61	24	516	427	21	17	416	121
Future Volume (vph)	234	69	566	23	61	24	516	427	21	17	416	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	200.0		0.0	0.0		0.0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.970			0.993				0.850
Flt Protected		0.963			0.989		0.950				0.998	
Satd. Flow (prot)	0	1814	1601	0	1807	0	1789	1870	0	0	1880	1601
Flt Permitted		0.657			0.422		0.258				0.972	
Satd. Flow (perm)	0	1237	1601	0	771	0	486	1870	0	0	1831	1601
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			615		10			5				129
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		366.6			55.6			82.0			152.8	
Travel Time (s)		27.5			4.2			6.2			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	254	75	615	25	66	26	561	464	23	18	452	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	329	615	0	117	0	561	487	0	0	470	132
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												



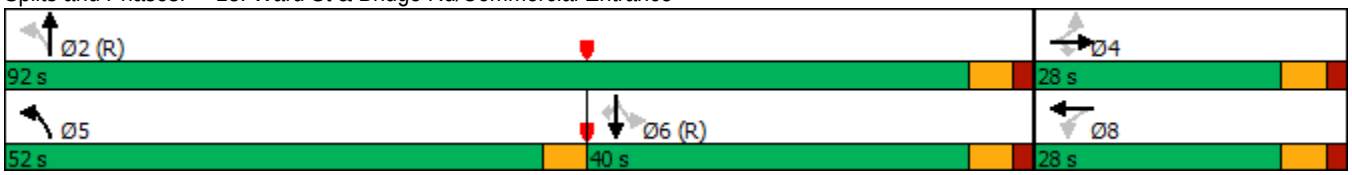
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		8.5	24.0		24.0	24.0	24.0
Total Split (s)	28.0	28.0	28.0	28.0	28.0		52.0	92.0		40.0	40.0	40.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		43.3%	76.7%		33.3%	33.3%	33.3%
Maximum Green (s)	22.0	22.0	22.0	22.0	22.0		48.0	86.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		4.0	6.0			6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
Act Effct Green (s)		22.0	22.0		22.0		88.0	86.0			46.3	46.3
Actuated g/C Ratio		0.18	0.18		0.18		0.73	0.72			0.39	0.39
v/c Ratio		1.46	0.77		0.79		0.75	0.36			0.67	0.19
Control Delay		264.0	11.0		77.1		18.1	7.3			38.4	6.3
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		264.0	11.0		77.1		18.1	7.3			38.4	6.3
LOS		F	B		E		B	A			D	A
Approach Delay		99.2			77.1			13.1			31.4	
Approach LOS		F			E			B			C	
Queue Length 50th (m)		~105.7	0.0		24.4		57.0	38.5			90.6	0.4
Queue Length 95th (m)		#161.5	36.3		#56.2		91.9	54.0			#166.4	14.8
Internal Link Dist (m)		342.6			31.6			58.0			128.8	
Turn Bay Length (m)							200.0					
Base Capacity (vph)		226	795		149		877	1341			706	696
Starvation Cap Reductn		0	0		0		0	0			0	0
Spillback Cap Reductn		0	0		0		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		1.46	0.77		0.79		0.64	0.36			0.67	0.19

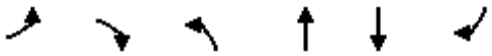
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.46			
Intersection Signal Delay: 49.9		Intersection LOS: D	
Intersection Capacity Utilization 89.7%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Ward St & Bridge Rd/Commercial Entrance





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	2	0	913	967	16
Future Volume (vph)	6	2	0	913	967	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	0.0			0.0
Storage Lanes	1	0	0			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.970				0.998	
Flt Protected	0.963					
Satd. Flow (prot)	1759	0	0	1883	1880	0
Flt Permitted	0.963					
Satd. Flow (perm)	1759	0	0	1883	1880	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	137.7			165.1	56.1	
Travel Time (s)	10.3			12.4	4.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	7	2	0	992	1051	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	0	992	1068	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.9%		ICU Level of Service B	
Analysis Period (min) 15			

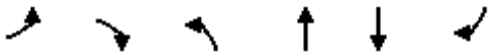
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	2	0	913	967	16
Future Vol, veh/h	6	2	0	913	967	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	0	992	1051	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2052	1060	1068	0	-	0
Stage 1	1060	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	61	272	653	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	359	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	61	272	653	-	-	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	359	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	58.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	653	-	76	-	-
HCM Lane V/C Ratio	-	-	0.114	-	-
HCM Control Delay (s)	0	-	58.4	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	52	22	32	879	887	82
Future Volume (vph)	52	22	32	879	887	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	35.0			0.0
Storage Lanes	1	1	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850			0.989	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1789	1601	1789	1883	1863	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1789	1601	1789	1883	1863	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	45.3			43.4	225.9	
Travel Time (s)	3.4			3.3	16.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	57	24	35	955	964	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	24	35	955	1053	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			

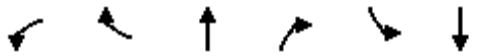
Intersection	
Int Delay, s/veh	6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	22	32	879	887	82
Future Vol, veh/h	52	22	32	879	887	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	35	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	24	35	955	964	89

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2034	1009	1053	0	-	0
Stage 1	1009	-	-	-	-	-
Stage 2	1025	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	63	292	661	-	-	-
Stage 1	352	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	60	292	661	-	-	-
Mov Cap-2 Maneuver	60	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	346	-	-	-	-	-

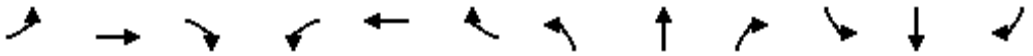
Approach	EB	NB	SB
HCM Control Delay, s	154.4	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	661	-	60	292	-	-
HCM Lane V/C Ratio	0.053	-	0.942	0.082	-	-
HCM Control Delay (s)	10.7	-	212	18.4	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	4.4	0.3	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	12	885	6	6	885
Future Volume (vph)	11	12	885	6	6	885
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%		0%			0%
Storage Length (m)	0.0	0.0		0.0	0.0	
Storage Lanes	0	0		0	0	
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.922		0.999			
Flt Protected	0.977					
Satd. Flow (prot)	0	0	1882	0	0	1883
Flt Permitted	0.977					
Satd. Flow (perm)	0	0	1882	0	0	1883
Link Speed (k/h)	48		48			48
Link Distance (m)	31.4		91.2			43.4
Travel Time (s)	2.4		6.8			3.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	12	13	962	7	7	962
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	0	969	0	0	969
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		3.7			3.7
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	1	20	3	91	4	858	32	61	916	21
Future Volume (vph)	10	0	1	20	3	91	4	858	32	61	916	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	70.0		0.0	70.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.989			0.892			0.995			0.997	
Flt Protected		0.956			0.991		0.950			0.950		
Satd. Flow (prot)	0	1781	0	0	1665	0	1789	1874	0	1789	1878	0
Flt Permitted		0.956			0.991		0.950			0.950		
Satd. Flow (perm)	0	1781	0	0	1665	0	1789	1874	0	1789	1878	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		39.8			31.2			51.3			64.7	
Travel Time (s)		3.0			2.3			3.8			4.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	11	0	1	22	3	99	4	933	35	66	996	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	124	0	4	968	0	66	1019	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

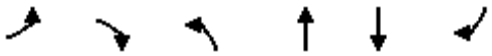
Intersection	
Int Delay, s/veh	10.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	1	20	3	91	4	858	32	61	916	21
Future Vol, veh/h	10	0	1	20	3	91	4	858	32	61	916	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	70	-	-	70	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	1	22	3	99	4	933	35	66	996	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2150	2116	1008	2099	2110	951	1019	0	0	968	0	0
Stage 1	1140	1140	-	959	959	-	-	-	-	-	-	-
Stage 2	1010	976	-	1140	1151	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	35	51	292	38	51	315	681	-	-	712	-	-
Stage 1	244	276	-	309	335	-	-	-	-	-	-	-
Stage 2	289	329	-	244	272	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	21	46	292	35	46	315	681	-	-	712	-	-
Mov Cap-2 Maneuver	21	46	-	35	46	-	-	-	-	-	-	-
Stage 1	243	250	-	307	333	-	-	-	-	-	-	-
Stage 2	195	327	-	221	247	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	273.2	151.1	0	0.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	681	-	-	23	123	712	-	-
HCM Lane V/C Ratio	0.006	-	-	0.52	1.007	0.093	-	-
HCM Control Delay (s)	10.3	-	-	273.2	151.1	10.6	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1.5	6.9	0.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	18	30	23	937	972	3
Future Volume (vph)	18	30	23	937	972	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.916					
Flt Protected	0.981		0.950			
Satd. Flow (prot)	1692	0	1789	1883	1883	0
Flt Permitted	0.981		0.950			
Satd. Flow (perm)	1692	0	1789	1883	1883	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	19.7			53.8	69.8	
Travel Time (s)	1.5			4.0	5.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	20	33	25	1018	1057	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	25	1018	1060	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.3%		ICU Level of Service B	
Analysis Period (min) 15			

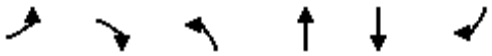
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	30	23	937	972	3
Future Vol, veh/h	18	30	23	937	972	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	33	25	1018	1057	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2127	1059	1060	0	-	0
Stage 1	1059	-	-	-	-	-
Stage 2	1068	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	55	273	657	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	330	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	53	273	657	-	-	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	330	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.9	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	657	-	224	-	-
HCM Lane V/C Ratio	0.038	-	0.233	-	-
HCM Control Delay (s)	10.7	-	25.9	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	4	955	993	9
Future Volume (vph)	5	5	4	955	993	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.999	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1713	0	1789	1883	1882	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1713	0	1789	1883	1882	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	18.9			64.7	53.8	
Travel Time (s)	1.4			4.9	4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	5	5	4	1038	1079	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	4	1038	1089	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			

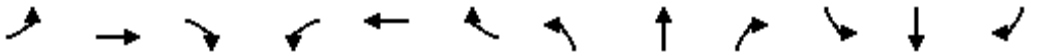
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	4	955	993	9
Future Vol, veh/h	5	5	4	955	993	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	4	1038	1079	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2130	1084	1089	0	-	0
Stage 1	1084	-	-	-	-	-
Stage 2	1046	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	55	264	641	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	55	264	641	-	-	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	322	-	-	-	-	-
Stage 2	338	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	641	-	211	-	-
HCM Lane V/C Ratio	0.007	-	0.052	-	-
HCM Control Delay (s)	10.7	-	23	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	17	28	0	24	11	855	80	6	928	3
Future Volume (vph)	15	0	17	28	0	24	11	855	80	6	928	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	15.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.929			0.937			0.987				
Flt Protected		0.977			0.974		0.950			0.950		
Satd. Flow (prot)	0	1709	0	0	1719	0	1789	1859	0	1789	1883	0
Flt Permitted		0.977			0.974		0.950			0.950		
Satd. Flow (perm)	0	1709	0	0	1719	0	1789	1859	0	1789	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		27.4			28.6			59.2			51.3	
Travel Time (s)		2.1			2.1			4.4			3.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	16	0	18	30	0	26	12	929	87	7	1009	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	0	0	56	0	12	1016	0	7	1012	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97		97	97		97	97		97	97		97
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.6%		ICU Level of Service B	
Analysis Period (min) 15			

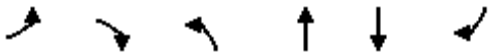
Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	17	28	0	24	11	855	80	6	928	3
Future Vol, veh/h	15	0	17	28	0	24	11	855	80	6	928	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	15	-	-	15	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	18	30	0	26	12	929	87	7	1009	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2035	2065	1011	2031	2023	973	1012	0	0	1016	0	0
Stage 1	1025	1025	-	997	997	-	-	-	-	-	-	-
Stage 2	1010	1040	-	1034	1026	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	54	291	42	58	306	685	-	-	683	-	-
Stage 1	284	312	-	294	322	-	-	-	-	-	-	-
Stage 2	289	307	-	280	312	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	38	52	291	39	56	306	685	-	-	683	-	-
Mov Cap-2 Maneuver	38	52	-	39	56	-	-	-	-	-	-	-
Stage 1	279	309	-	289	316	-	-	-	-	-	-	-
Stage 2	260	301	-	260	309	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	97	181.1	0.1	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	685	-	-	71	65	683	-	-
HCM Lane V/C Ratio	0.017	-	-	0.49	0.87	0.01	-	-
HCM Control Delay (s)	10.3	-	-	97	181.1	10.3	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2	4.1	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	43	13	13	1095	753	64
Future Volume (vph)	43	13	13	1095	753	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.969				0.989	
Flt Protected	0.963		0.950			
Satd. Flow (prot)	1758	0	1789	1883	1863	0
Flt Permitted	0.963		0.950			
Satd. Flow (perm)	1758	0	1789	1883	1863	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	37.7			69.8	82.0	
Travel Time (s)	2.8			5.2	6.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	47	14	14	1190	818	70
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	14	1190	888	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes		
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			

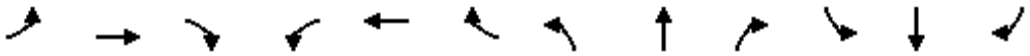
Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	43	13	13	1095	753	64
Future Vol, veh/h	43	13	13	1095	753	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	14	14	1190	818	70

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2071	853	888	0	-	0
Stage 1	853	-	-	-	-	-
Stage 2	1218	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	59	359	763	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	58	359	763	-	-	-
Mov Cap-2 Maneuver	58	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	280	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	162.5	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	763	-	72	-	-
HCM Lane V/C Ratio	0.019	-	0.845	-	-
HCM Control Delay (s)	9.8	-	162.5	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	4.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	1	2	0	2	3	1108	3	0	752	1
Future Volume (vph)	5	0	1	2	0	2	3	1108	3	0	752	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.977			0.932							
Flt Protected		0.960			0.976							
Satd. Flow (prot)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Flt Permitted		0.960			0.976							
Satd. Flow (perm)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		165.7			49.0			225.9			19.1	
Travel Time (s)		12.4			3.7			16.9			1.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	0	1	2	0	2	3	1204	3	0	817	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	4	0	0	1210	0	0	818	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	0	1	2	0	2	3	1108	3	0	752	1
Future Vol, veh/h	5	0	1	2	0	2	3	1108	3	0	752	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	2	0	2	3	1204	3	0	817	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2031	2031	818	2030	2030	1206	818	0	0	1207	0	0
Stage 1	818	818	-	1212	1212	-	-	-	-	-	-	-
Stage 2	1213	1213	-	818	818	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	57	376	42	57	224	810	-	-	578	-	-
Stage 1	370	390	-	222	255	-	-	-	-	-	-	-
Stage 2	222	255	-	370	390	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	41	56	376	42	56	224	810	-	-	578	-	-
Mov Cap-2 Maneuver	41	56	-	42	56	-	-	-	-	-	-	-
Stage 1	366	390	-	220	252	-	-	-	-	-	-	-
Stage 2	217	252	-	369	390	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	91.5	59	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	810	-	-	48	71	578	-	-
HCM Lane V/C Ratio	0.004	-	-	0.136	0.061	-	-	-
HCM Control Delay (s)	9.5	0	-	91.5	59	0	-	-
HCM Lane LOS	A	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1096	19	2	753
Future Volume (vph)	0	0	1096	19	2	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%		0%			0%
Storage Length (m)	0.0	0.0		0.0	0.0	
Storage Lanes	1	0		0	0	
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.998			
Flt Protected						
Satd. Flow (prot)	1883	0	1880	0	0	1883
Flt Permitted						
Satd. Flow (perm)	1883	0	1880	0	0	1883
Link Speed (k/h)	48		48			48
Link Distance (m)	206.9		19.1			165.1
Travel Time (s)	15.5		1.4			12.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	0	1191	21	2	818
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1212	0	0	820
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.2%		ICU Level of Service B	
Analysis Period (min) 15			

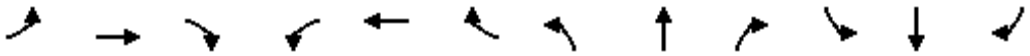
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1096	19	2	753
Future Vol, veh/h	0	0	1096	19	2	753
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1191	21	2	818

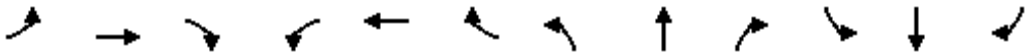
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2024	1202	0	0	1212	0
Stage 1	1202	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	64	225	-	-	576	-
Stage 1	285	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	64	225	-	-	576	-
Mov Cap-2 Maneuver	64	-	-	-	-	-
Stage 1	285	-	-	-	-	-
Stage 2	429	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	576	-
HCM Lane V/C Ratio	-	-	-	0.004	-
HCM Control Delay (s)	-	-	0	11.3	0
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	0	26	0	20	2	1098	2	0	743	4
Future Volume (vph)	7	0	0	26	0	20	2	1098	2	0	743	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.941						0.999	
Flt Protected		0.950			0.973							
Satd. Flow (prot)	0	1789	0	0	1724	0	0	1883	0	0	1882	0
Flt Permitted		0.952			0.822			0.999				
Satd. Flow (perm)	0	1793	0	0	1457	0	0	1882	0	0	1882	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					41						1	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		99.6			119.0			56.1			227.2	
Travel Time (s)		7.5			8.9			4.2			17.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	0	0	28	0	22	2	1193	2	0	808	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	50	0	0	1197	0	0	812	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		55.0	55.0		55.0	55.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		68.8%	68.8%		68.8%	68.8%	
Maximum Green (s)	19.0	19.0		19.0	19.0		49.0	49.0		49.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.6			6.6			65.2			65.2	
Actuated g/C Ratio		0.09			0.09			0.86			0.86	
v/c Ratio		0.05			0.30			0.74			0.50	
Control Delay		33.0			19.1			9.7			4.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		33.0			19.1			9.7			4.5	
LOS		C			B			A			A	
Approach Delay		33.0			19.1			9.7			4.5	
Approach LOS		C			B			A			A	
Queue Length 50th (m)		1.2			1.4			82.8			35.9	
Queue Length 95th (m)		4.8			10.4			#227.4			70.3	
Internal Link Dist (m)		75.6			95.0			32.1			203.2	
Turn Bay Length (m)												
Base Capacity (vph)		449			396			1609			1609	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.13			0.74			0.50	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 76.2			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 8.0		Intersection LOS: A	
Intersection Capacity Utilization 72.8%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: Ward St & Wilcox Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	1	9	0	8	0	1121	4	5	737	1
Future Volume (vph)	1	0	1	9	0	8	0	1121	4	5	737	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	40.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.932			0.936							
Flt Protected		0.976			0.974					0.950		
Satd. Flow (prot)	0	1713	0	0	1717	0	1883	1883	0	1789	1883	0
Flt Permitted		0.976			0.974					0.950		
Satd. Flow (perm)	0	1713	0	0	1717	0	1883	1883	0	1789	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		136.4			134.8			227.2			59.2	
Travel Time (s)		10.2			10.1			17.0			4.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	0	1	10	0	9	0	1218	4	5	801	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	19	0	0	1222	0	5	802	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane											Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			

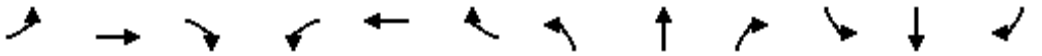
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	9	0	8	0	1121	4	5	737	1
Future Vol, veh/h	1	0	1	9	0	8	0	1121	4	5	737	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	15	-	-	40	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	10	0	9	0	1218	4	5	801	1

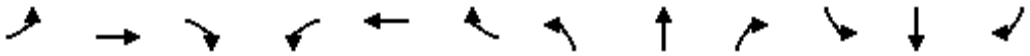
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2037	2034	802	2032	2032	1220	802	0	0	1222	0	0
Stage 1	812	812	-	1220	1220	-	-	-	-	-	-	-
Stage 2	1225	1222	-	812	812	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	57	384	42	57	220	822	-	-	570	-	-
Stage 1	373	392	-	220	253	-	-	-	-	-	-	-
Stage 2	219	252	-	373	392	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	40	56	384	42	56	220	822	-	-	570	-	-
Mov Cap-2 Maneuver	40	56	-	42	56	-	-	-	-	-	-	-
Stage 1	373	388	-	220	253	-	-	-	-	-	-	-
Stage 2	210	252	-	369	388	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	56.6	76.6	0	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	822	-	-	72	68	570	-	-
HCM Lane V/C Ratio	-	-	-	0.03	0.272	0.01	-	-
HCM Control Delay (s)	0	-	-	56.6	76.6	11.4	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	13	447	17	43	33	638	494	6	10	353	229
Future Volume (vph)	170	13	447	17	43	33	638	494	6	10	353	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	200.0		0.0	0.0		0.0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.952			0.998				0.850
Flt Protected		0.956			0.991		0.950				0.999	
Satd. Flow (prot)	0	1801	1601	0	1777	0	1789	1880	0	0	1882	1601
Flt Permitted		0.646			0.879		0.318				0.981	
Satd. Flow (perm)	0	1217	1601	0	1576	0	599	1880	0	0	1848	1601
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			486		20			1				249
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		366.6			55.6			82.0			152.8	
Travel Time (s)		27.5			4.2			6.2			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	185	14	486	18	47	36	693	537	7	11	384	249
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	199	486	0	101	0	693	544	0	0	395	249
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												

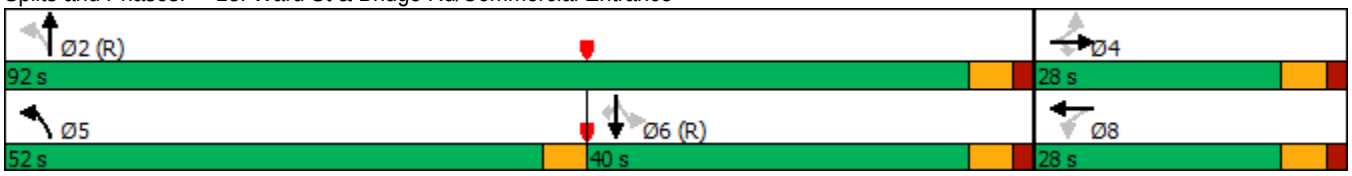


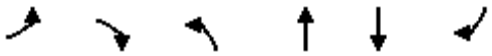
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		8.5	24.0		24.0	24.0	24.0
Total Split (s)	28.0	28.0	28.0	28.0	28.0		52.0	92.0		40.0	40.0	40.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		43.3%	76.7%		33.3%	33.3%	33.3%
Maximum Green (s)	22.0	22.0	22.0	22.0	22.0		48.0	86.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		4.0	6.0			6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
Act Effct Green (s)		21.2	21.2		21.2		88.8	86.8			44.3	44.3
Actuated g/C Ratio		0.18	0.18		0.18		0.74	0.72			0.37	0.37
v/c Ratio		0.93	0.71		0.34		0.84	0.40			0.58	0.33
Control Delay		93.5	10.3		37.8		21.9	7.6			37.5	5.3
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		93.5	10.3		37.8		21.9	7.6			37.5	5.3
LOS		F	B		D		C	A			D	A
Approach Delay		34.5			37.8			15.6			25.0	
Approach LOS		C			D			B			C	
Queue Length 50th (m)		46.2	0.0		16.6		77.5	45.2			77.1	0.0
Queue Length 95th (m)		#88.9	31.5		33.1		124.1	62.8			121.3	18.6
Internal Link Dist (m)		342.6			31.6			58.0			128.8	
Turn Bay Length (m)							200.0					
Base Capacity (vph)		223	690		305		919	1359			682	748
Starvation Cap Reductn		0	0		0		0	0			0	0
Spillback Cap Reductn		0	0		0		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		0.89	0.70		0.33		0.75	0.40			0.58	0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 23.6		Intersection LOS: C	
Intersection Capacity Utilization 86.2%		ICU Level of Service E	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Ward St & Bridge Rd/Commercial Entrance





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	2	0	911	620	16
Future Volume (vph)	6	2	0	911	620	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	0.0			0.0
Storage Lanes	1	0	0			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.970				0.997	
Flt Protected	0.963					
Satd. Flow (prot)	1759	0	0	1883	1878	0
Flt Permitted	0.963					
Satd. Flow (perm)	1759	0	0	1883	1878	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	137.7			165.1	56.1	
Travel Time (s)	10.3			12.4	4.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	7	2	0	990	674	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	0	990	691	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

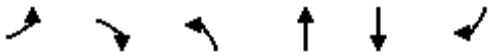
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	2	0	911	620	16
Future Vol, veh/h	6	2	0	911	620	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	0	990	674	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1673	683	691	0	-	0
Stage 1	683	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	105	449	904	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	105	449	904	-	-	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	360	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	904	-	130	-	-
HCM Lane V/C Ratio	-	-	0.067	-	-
HCM Control Delay (s)	0	-	34.7	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	46	26	47	1068	724	31
Future Volume (vph)	46	26	47	1068	724	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	35.0			0.0
Storage Lanes	1	1	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850			0.994	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1789	1601	1789	1883	1872	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1789	1601	1789	1883	1872	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	45.3			43.4	225.9	
Travel Time (s)	3.4			3.3	16.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	50	28	51	1161	787	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	28	51	1161	821	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.2%		ICU Level of Service C	
Analysis Period (min) 15			

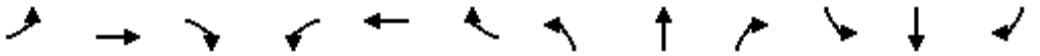
Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	26	47	1068	724	31
Future Vol, veh/h	46	26	47	1068	724	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	35	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	28	51	1161	787	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2067	804	821	0	-	0
Stage 1	804	-	-	-	-	-
Stage 2	1263	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	60	383	808	-	-	-
Stage 1	440	-	-	-	-	-
Stage 2	266	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	383	808	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	266	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	138.2	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	808	-	56	383	-	-
HCM Lane V/C Ratio	0.063	-	0.893	0.074	-	-
HCM Control Delay (s)	9.8	-	207.7	15.1	-	-
HCM Lane LOS	A	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	4	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	6	9	0	7	3	1093	6	6	722	22
Future Volume (vph)	15	0	6	9	0	7	3	1093	6	6	722	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	35.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.959			0.940			0.999			0.996	
Flt Protected		0.966			0.973		0.950					
Satd. Flow (prot)	0	1745	0	0	1723	0	1789	1882	0	0	1876	0
Flt Permitted		0.966			0.973		0.950					
Satd. Flow (perm)	0	1745	0	0	1723	0	1789	1882	0	0	1876	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		35.8			31.4			91.2			43.4	
Travel Time (s)		2.7			2.4			6.8			3.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	16	0	7	10	0	8	3	1188	7	7	785	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	18	0	3	1195	0	0	816	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

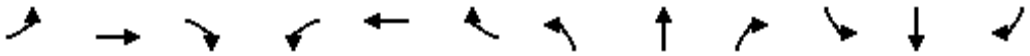
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	6	9	0	7	3	1093	6	6	722	22
Future Vol, veh/h	15	0	6	9	0	7	3	1093	6	6	722	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	35	-	-	-	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	7	10	0	8	3	1188	7	7	785	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2013	2012	797	2013	2021	1192	809	0	0	1195	0	0
Stage 1	811	811	-	1198	1198	-	-	-	-	-	-	-
Stage 2	1202	1201	-	815	823	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	44	59	387	44	58	228	817	-	-	584	-	-
Stage 1	373	393	-	227	259	-	-	-	-	-	-	-
Stage 2	225	258	-	371	388	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	42	57	387	42	56	228	817	-	-	584	-	-
Mov Cap-2 Maneuver	42	57	-	42	56	-	-	-	-	-	-	-
Stage 1	372	384	-	226	258	-	-	-	-	-	-	-
Stage 2	217	257	-	357	379	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	107.9	79.5	0	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	817	-	-	56	65	584	-	-
HCM Lane V/C Ratio	0.004	-	-	0.408	0.268	0.011	-	-
HCM Control Delay (s)	9.4	-	-	107.9	79.5	11.2	0	-
HCM Lane LOS	A	-	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	0.9	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	2	21	4	108	8	1016	49	71	699	23
Future Volume (vph)	11	0	2	21	4	108	8	1016	49	71	699	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	70.0		0.0	70.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.981			0.890			0.993			0.995	
Flt Protected		0.959			0.992		0.950			0.950		
Satd. Flow (prot)	0	1772	0	0	1663	0	1789	1870	0	1789	1874	0
Flt Permitted		0.959			0.992		0.950			0.950		
Satd. Flow (perm)	0	1772	0	0	1663	0	1789	1870	0	1789	1874	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		39.8			31.2			51.3			64.7	
Travel Time (s)		3.0			2.3			3.8			4.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	12	0	2	23	4	117	9	1104	53	77	760	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	144	0	9	1157	0	77	785	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.3%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	17.9

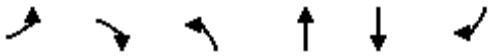
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	2	21	4	108	8	1016	49	71	699	23
Future Vol, veh/h	11	0	2	21	4	108	8	1016	49	71	699	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	70	-	-	70	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	2	23	4	117	9	1104	53	77	760	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2136	2102	773	2077	2088	1131	785	0	0	1157	0	0
Stage 1	927	927	-	1149	1149	-	-	-	-	-	-	-
Stage 2	1209	1175	-	928	939	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	36	52	399	39	53	248	834	-	-	604	-	-
Stage 1	322	347	-	242	273	-	-	-	-	-	-	-
Stage 2	223	265	-	321	343	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	16	45	399	35	46	248	834	-	-	604	-	-
Mov Cap-2 Maneuver	16	45	-	35	46	-	-	-	-	-	-	-
Stage 1	318	303	-	239	270	-	-	-	-	-	-	-
Stage 2	114	262	-	279	299	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 395.1	225.4	0.1	1.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	834	-	-	19	118	604	-	-
HCM Lane V/C Ratio	0.01	-	-	0.744	1.225	0.128	-	-
HCM Control Delay (s)	9.4	-	-	$ 395.1	225.4	11.8	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	2	9.2	0.4	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	46	46	73	1062	748	18
Future Volume (vph)	46	46	73	1062	748	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.997	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1713	0	1789	1883	1878	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1713	0	1789	1883	1878	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	19.7			53.8	69.8	
Travel Time (s)	1.5			4.0	5.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	50	50	79	1154	813	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	0	79	1154	833	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

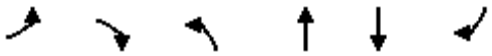
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	46	73	1062	748	18
Future Vol, veh/h	46	46	73	1062	748	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	50	79	1154	813	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2135	823	833	0	-	0
Stage 1	823	-	-	-	-	-
Stage 2	1312	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	54	373	800	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	252	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 49	373	800	-	-	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	388	-	-	-	-	-
Stage 2	252	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.2	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	800	-	225	-	-
HCM Lane V/C Ratio	0.099	-	0.444	-	-
HCM Control Delay (s)	10	-	33.2	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	2.1	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	3	6	1129	790	4
Future Volume (vph)	6	3	6	1129	790	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.959				0.999	
Flt Protected	0.966		0.950			
Satd. Flow (prot)	1745	0	1789	1883	1882	0
Flt Permitted	0.966		0.950			
Satd. Flow (perm)	1745	0	1789	1883	1882	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	18.9			64.7	53.8	
Travel Time (s)	1.4			4.9	4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	7	3	7	1227	859	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	7	1227	863	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

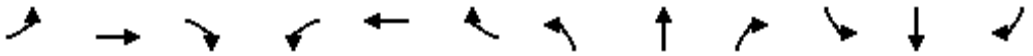
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	3	6	1129	790	4
Future Vol, veh/h	6	3	6	1129	790	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	3	7	1227	859	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2102	861	863	0	-	0
Stage 1	861	-	-	-	-	-
Stage 2	1241	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	57	355	779	-	-	-
Stage 1	414	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	355	779	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	273	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	779	-	210	-	-
HCM Lane V/C Ratio	0.008	-	0.047	-	-
HCM Control Delay (s)	9.7	-	23	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	0	21	27	0	60	16	1016	113	22	699	5
Future Volume (vph)	12	0	21	27	0	60	16	1016	113	22	699	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	15.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.914			0.907			0.985			0.999	
Flt Protected		0.982			0.985		0.950			0.950		
Satd. Flow (prot)	0	1690	0	0	1683	0	1789	1855	0	1789	1882	0
Flt Permitted		0.982			0.985		0.950			0.950		
Satd. Flow (perm)	0	1690	0	0	1683	0	1789	1855	0	1789	1882	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		27.4			28.6			59.2			51.3	
Travel Time (s)		2.1			2.1			4.4			3.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	13	0	23	29	0	65	17	1104	123	24	760	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	94	0	17	1227	0	24	765	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97		97	97		97	97		97	97		97
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		

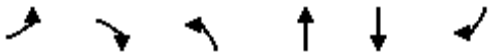
Intersection	
Int Delay, s/veh	9.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	21	27	0	60	16	1016	113	22	699	5
Future Vol, veh/h	12	0	21	27	0	60	16	1016	113	22	699	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	15	-	-	15	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	23	29	0	65	17	1104	123	24	760	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2043	2072	763	2022	2013	1166	765	0	0	1227	0	0
Stage 1	811	811	-	1200	1200	-	-	-	-	-	-	-
Stage 2	1232	1261	-	822	813	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	54	404	43	59	236	848	-	-	568	-	-
Stage 1	373	393	-	226	258	-	-	-	-	-	-	-
Stage 2	217	241	-	368	392	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	51	404	39	55	236	848	-	-	568	-	-
Mov Cap-2 Maneuver	29	51	-	39	55	-	-	-	-	-	-	-
Stage 1	366	376	-	221	253	-	-	-	-	-	-	-
Stage 2	154	236	-	333	376	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	99	185.1	0.1	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	848	-	-	71	92	568	-	-
HCM Lane V/C Ratio	0.021	-	-	0.505	1.028	0.042	-	-
HCM Control Delay (s)	9.3	-	-	99	185.1	11.6	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.1	6.1	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	15	10	945	960	44
Future Volume (vph)	19	15	10	945	960	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.942				0.994	
Flt Protected	0.972		0.950			
Satd. Flow (prot)	1725	0	1789	1883	1872	0
Flt Permitted	0.972		0.950			
Satd. Flow (perm)	1725	0	1789	1883	1872	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	37.7			69.8	82.0	
Travel Time (s)	2.8			5.2	6.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	21	16	11	1027	1043	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	11	1027	1091	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes		
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

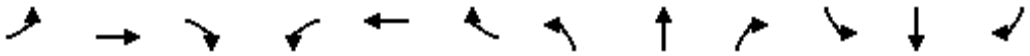
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	15	10	945	960	44
Future Vol, veh/h	19	15	10	945	960	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	16	11	1027	1043	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2116	1067	1091	0	-	0
Stage 1	1067	-	-	-	-	-
Stage 2	1049	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	56	270	640	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	55	270	640	-	-	-
Mov Cap-2 Maneuver	55	-	-	-	-	-
Stage 1	325	-	-	-	-	-
Stage 2	337	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	76.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	640	-	85	-	-
HCM Lane V/C Ratio	0.017	-	0.435	-	-
HCM Control Delay (s)	10.7	-	76.6	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.8	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	1	2	0	2	3	925	3	0	966	1
Future Volume (vph)	5	0	1	2	0	2	3	925	3	0	966	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.977			0.932							
Flt Protected		0.960			0.976							
Satd. Flow (prot)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Flt Permitted		0.960			0.976							
Satd. Flow (perm)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		165.7			49.0			225.9			19.1	
Travel Time (s)		12.4			3.7			16.9			1.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	0	1	2	0	2	3	1005	3	0	1050	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	4	0	0	1011	0	0	1051	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	0	1	2	0	2	3	925	3	0	966	1
Future Vol, veh/h	5	0	1	2	0	2	3	925	3	0	966	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	2	0	2	3	1005	3	0	1050	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2065	2065	1051	2064	2064	1007	1051	0	0	1008	0	0
Stage 1	1051	1051	-	1013	1013	-	-	-	-	-	-	-
Stage 2	1014	1014	-	1051	1051	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	40	54	276	40	55	292	662	-	-	687	-	-
Stage 1	274	304	-	288	316	-	-	-	-	-	-	-
Stage 2	288	316	-	274	304	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	39	53	276	40	54	292	662	-	-	687	-	-
Mov Cap-2 Maneuver	39	53	-	40	54	-	-	-	-	-	-	-
Stage 1	271	304	-	285	313	-	-	-	-	-	-	-
Stage 2	283	313	-	273	304	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	95.8	59.8	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	662	-	-	46	70	687	-	-
HCM Lane V/C Ratio	0.005	-	-	0.142	0.062	-	-	-
HCM Control Delay (s)	10.5	0	-	95.8	59.8	0	-	-
HCM Lane LOS	B	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	913	19	2	967
Future Volume (vph)	0	0	913	19	2	967
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%		0%			0%
Storage Length (m)	0.0	0.0		0.0	0.0	
Storage Lanes	1	0		0	0	
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.997			
Flt Protected						
Satd. Flow (prot)	1883	0	1878	0	0	1883
Flt Permitted						
Satd. Flow (perm)	1883	0	1878	0	0	1883
Link Speed (k/h)	48		48			48
Link Distance (m)	206.9		19.1			165.1
Travel Time (s)	15.5		1.4			12.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	0	992	21	2	1051
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1013	0	0	1053
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

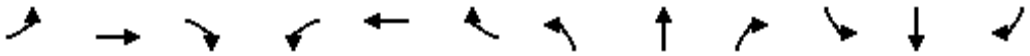
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	913	19	2	967
Future Vol, veh/h	0	0	913	19	2	967
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	992	21	2	1051

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2058	1003	0	0	1013	0
Stage 1	1003	-	-	-	-	-
Stage 2	1055	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	61	294	-	-	684	-
Stage 1	355	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	61	294	-	-	684	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	333	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	684	-
HCM Lane V/C Ratio	-	-	-	0.003	-
HCM Control Delay (s)	-	-	0	10.3	0
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	54	7	9	52	3	3	916	0	2	967	0
Future Volume (vph)	8	54	7	9	52	3	3	916	0	2	967	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.986			0.994							
Flt Protected		0.994			0.993							
Satd. Flow (prot)	0	1846	0	0	1859	0	0	1883	0	0	1883	0
Flt Permitted		0.946			0.934			0.998			0.999	
Satd. Flow (perm)	0	1757	0	0	1749	0	0	1880	0	0	1882	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			3							
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		99.6			119.0			56.1			227.2	
Travel Time (s)		7.5			8.9			4.2			17.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	9	59	8	10	57	3	3	996	0	2	1051	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	70	0	0	999	0	0	1053	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												



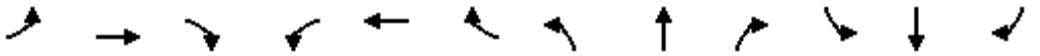
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		55.0	55.0		55.0	55.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		68.8%	68.8%		68.8%	68.8%	
Maximum Green (s)	19.0	19.0		19.0	19.0		49.0	49.0		49.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.3			8.3			48.7			48.7	
Actuated g/C Ratio		0.13			0.13			0.76			0.76	
v/c Ratio		0.33			0.31			0.70			0.73	
Control Delay		29.9			30.7			9.9			11.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		29.9			30.7			9.9			11.2	
LOS		C			C			A			B	
Approach Delay		29.9			30.7			9.9			11.2	
Approach LOS		C			C			A			B	
Queue Length 50th (m)		8.4			8.1			64.2			71.9	
Queue Length 95th (m)		19.3			18.7			127.9			#148.9	
Internal Link Dist (m)		75.6			95.0			32.1			203.2	
Turn Bay Length (m)												
Base Capacity (vph)		557			552			1432			1434	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.14			0.13			0.70			0.73	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 63.9			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 11.9		Intersection LOS: B	
Intersection Capacity Utilization 67.2%		ICU Level of Service C	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 8: Ward St & Wilcox Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	2	6	14	1	19	4	920	3	19	949	5
Future Volume (vph)	7	2	6	14	1	19	4	920	3	19	949	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	40.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.944			0.923						0.999	
Flt Protected		0.977			0.980		0.950			0.950		
Satd. Flow (prot)	0	1737	0	0	1704	0	1789	1883	0	1789	1882	0
Flt Permitted		0.977			0.980		0.950			0.950		
Satd. Flow (perm)	0	1737	0	0	1704	0	1789	1883	0	1789	1882	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		136.4			134.8			227.2			59.2	
Travel Time (s)		10.2			10.1			17.0			4.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	2	7	15	1	21	4	1000	3	21	1032	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	37	0	4	1003	0	21	1037	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane											Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.3%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.6

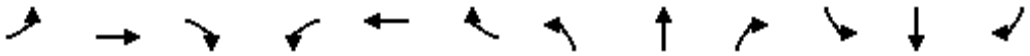
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	2	6	14	1	19	4	920	3	19	949	5
Future Vol, veh/h	7	2	6	14	1	19	4	920	3	19	949	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	15	-	-	40	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	2	7	15	1	21	4	1000	3	21	1032	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2098	2088	1035	2091	2089	1002	1037	0	0	1003	0	0
Stage 1	1077	1077	-	1010	1010	-	-	-	-	-	-	-
Stage 2	1021	1011	-	1081	1079	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	38	53	282	38	53	294	670	-	-	690	-	-
Stage 1	265	295	-	289	317	-	-	-	-	-	-	-
Stage 2	285	317	-	264	295	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	34	51	282	35	51	294	670	-	-	690	-	-
Mov Cap-2 Maneuver	34	51	-	35	51	-	-	-	-	-	-	-
Stage 1	263	286	-	287	315	-	-	-	-	-	-	-
Stage 2	262	315	-	248	286	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	93.8	103.5	0	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	670	-	-	56	70	690	-	-
HCM Lane V/C Ratio	0.006	-	-	0.291	0.528	0.03	-	-
HCM Control Delay (s)	10.4	-	-	93.8	103.5	10.4	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1	2.2	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	234	69	566	23	61	24	516	427	21	17	416	121
Future Volume (vph)	234	69	566	23	61	24	516	427	21	17	416	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	200.0		0.0	0.0		0.0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.970			0.993				0.850
Flt Protected		0.963			0.989		0.950				0.998	
Satd. Flow (prot)	0	1814	1601	0	1807	0	1789	1870	0	0	1880	1601
Flt Permitted		0.657			0.422		0.258				0.972	
Satd. Flow (perm)	0	1237	1601	0	771	0	486	1870	0	0	1831	1601
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			615		10			5				129
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		366.6			55.6			82.0			152.8	
Travel Time (s)		27.5			4.2			6.2			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	254	75	615	25	66	26	561	464	23	18	452	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	329	615	0	117	0	561	487	0	0	470	132
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												



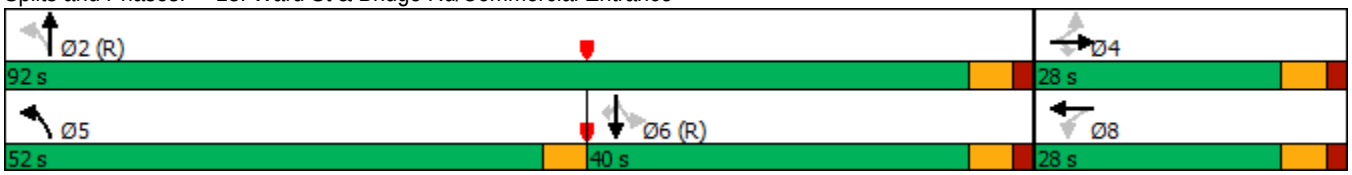
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		8.5	24.0		24.0	24.0	24.0
Total Split (s)	28.0	28.0	28.0	28.0	28.0		52.0	92.0		40.0	40.0	40.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		43.3%	76.7%		33.3%	33.3%	33.3%
Maximum Green (s)	22.0	22.0	22.0	22.0	22.0		48.0	86.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		4.0	6.0			6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
Act Effct Green (s)		22.0	22.0		22.0		88.0	86.0			46.3	46.3
Actuated g/C Ratio		0.18	0.18		0.18		0.73	0.72			0.39	0.39
v/c Ratio		1.46	0.77		0.79		0.75	0.36			0.67	0.19
Control Delay		264.0	11.0		77.1		18.1	7.3			38.4	6.3
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		264.0	11.0		77.1		18.1	7.3			38.4	6.3
LOS		F	B		E		B	A			D	A
Approach Delay		99.2			77.1			13.1			31.4	
Approach LOS		F			E			B			C	
Queue Length 50th (m)		~105.7	0.0		24.4		57.0	38.5			90.6	0.4
Queue Length 95th (m)		#161.5	36.3		#56.2		91.9	54.0			#166.4	14.8
Internal Link Dist (m)		342.6			31.6			58.0			128.8	
Turn Bay Length (m)							200.0					
Base Capacity (vph)		226	795		149		877	1341			706	696
Starvation Cap Reductn		0	0		0		0	0			0	0
Spillback Cap Reductn		0	0		0		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		1.46	0.77		0.79		0.64	0.36			0.67	0.19

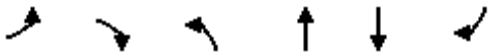
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.46			
Intersection Signal Delay: 49.9		Intersection LOS: D	
Intersection Capacity Utilization 89.7%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Ward St & Bridge Rd/Commercial Entrance





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	2	0	913	967	16
Future Volume (vph)	6	2	0	913	967	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	0.0			0.0
Storage Lanes	1	0	0			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.970				0.998	
Flt Protected	0.963					
Satd. Flow (prot)	1759	0	0	1883	1880	0
Flt Permitted	0.963					
Satd. Flow (perm)	1759	0	0	1883	1880	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	137.7			165.1	56.1	
Travel Time (s)	10.3			12.4	4.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	7	2	0	992	1051	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	0	992	1068	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.9%		ICU Level of Service B	
Analysis Period (min) 15			

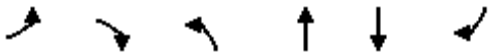
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	2	0	913	967	16
Future Vol, veh/h	6	2	0	913	967	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	0	992	1051	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2052	1060	1068	0	-	0
Stage 1	1060	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	61	272	653	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	359	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	61	272	653	-	-	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	359	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	58.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	653	-	76	-	-
HCM Lane V/C Ratio	-	-	0.114	-	-
HCM Control Delay (s)	0	-	58.4	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	52	22	32	879	887	82
Future Volume (vph)	52	22	32	879	887	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	35.0			0.0
Storage Lanes	1	1	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850			0.989	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1789	1601	1789	1883	1863	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1789	1601	1789	1883	1863	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	45.3			43.4	225.9	
Travel Time (s)	3.4			3.3	16.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	57	24	35	955	964	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	24	35	955	1053	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			

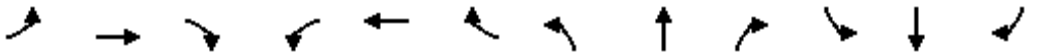
Intersection	
Int Delay, s/veh	6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	22	32	879	887	82
Future Vol, veh/h	52	22	32	879	887	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	35	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	24	35	955	964	89

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2034	1009	1053	0	-	0
Stage 1	1009	-	-	-	-	-
Stage 2	1025	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	63	292	661	-	-	-
Stage 1	352	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	60	292	661	-	-	-
Mov Cap-2 Maneuver	60	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	346	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	154.4	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	661	-	60	292	-	-
HCM Lane V/C Ratio	0.053	-	0.942	0.082	-	-
HCM Control Delay (s)	10.7	-	212	18.4	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	4.4	0.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	0	10	11	0	12	3	885	6	6	885	18
Future Volume (vph)	14	0	10	11	0	12	3	885	6	6	885	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	35.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.943			0.930			0.999			0.997	
Flt Protected		0.972			0.977		0.950					
Satd. Flow (prot)	0	1726	0	0	1711	0	1789	1882	0	0	1878	0
Flt Permitted		0.972			0.977		0.950					
Satd. Flow (perm)	0	1726	0	0	1711	0	1789	1882	0	0	1878	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		35.8			31.4			91.2			43.4	
Travel Time (s)		2.7			2.4			6.8			3.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	15	0	11	12	0	13	3	962	7	7	962	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	25	0	3	969	0	0	989	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.5%		ICU Level of Service B	
Analysis Period (min) 15			

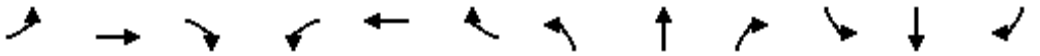
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	0	10	11	0	12	3	885	6	6	885	18
Future Vol, veh/h	14	0	10	11	0	12	3	885	6	6	885	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	35	-	-	-	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	11	12	0	13	3	962	7	7	962	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1964	1961	972	1964	1968	966	982	0	0	969	0	0
Stage 1	986	986	-	972	972	-	-	-	-	-	-	-
Stage 2	978	975	-	992	996	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	47	63	306	47	63	309	703	-	-	711	-	-
Stage 1	298	326	-	304	331	-	-	-	-	-	-	-
Stage 2	301	330	-	296	322	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	44	61	306	44	61	309	703	-	-	711	-	-
Mov Cap-2 Maneuver	44	61	-	44	61	-	-	-	-	-	-	-
Stage 1	297	319	-	303	330	-	-	-	-	-	-	-
Stage 2	287	329	-	279	315	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	87.7	69.3	0	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	703	-	-	68	80	711	-	-
HCM Lane V/C Ratio	0.005	-	-	0.384	0.313	0.009	-	-
HCM Control Delay (s)	10.1	-	-	87.7	69.3	10.1	0	-
HCM Lane LOS	B	-	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	1.2	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	1	20	3	91	4	858	32	61	916	21
Future Volume (vph)	10	0	1	20	3	91	4	858	32	61	916	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	70.0		0.0	70.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.989			0.892			0.995			0.997	
Flt Protected		0.956			0.991		0.950			0.950		
Satd. Flow (prot)	0	1781	0	0	1665	0	1789	1874	0	1789	1878	0
Flt Permitted		0.956			0.991		0.950			0.950		
Satd. Flow (perm)	0	1781	0	0	1665	0	1789	1874	0	1789	1878	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		39.8			31.2			51.3			64.7	
Travel Time (s)		3.0			2.3			3.8			4.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	11	0	1	22	3	99	4	933	35	66	996	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	124	0	4	968	0	66	1019	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

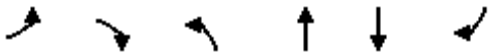
Intersection	
Int Delay, s/veh	10.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	1	20	3	91	4	858	32	61	916	21
Future Vol, veh/h	10	0	1	20	3	91	4	858	32	61	916	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	70	-	-	70	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	1	22	3	99	4	933	35	66	996	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2150	2116	1008	2099	2110	951	1019	0	0	968	0	0
Stage 1	1140	1140	-	959	959	-	-	-	-	-	-	-
Stage 2	1010	976	-	1140	1151	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	35	51	292	38	51	315	681	-	-	712	-	-
Stage 1	244	276	-	309	335	-	-	-	-	-	-	-
Stage 2	289	329	-	244	272	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	21	46	292	35	46	315	681	-	-	712	-	-
Mov Cap-2 Maneuver	21	46	-	35	46	-	-	-	-	-	-	-
Stage 1	243	250	-	307	333	-	-	-	-	-	-	-
Stage 2	195	327	-	221	247	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	273.2	151.1	0	0.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	681	-	-	23	123	712	-	-
HCM Lane V/C Ratio	0.006	-	-	0.52	1.007	0.093	-	-
HCM Control Delay (s)	10.3	-	-	273.2	151.1	10.6	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1.5	6.9	0.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	18	30	23	937	972	3
Future Volume (vph)	18	30	23	937	972	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.916					
Flt Protected	0.981		0.950			
Satd. Flow (prot)	1692	0	1789	1883	1883	0
Flt Permitted	0.981		0.950			
Satd. Flow (perm)	1692	0	1789	1883	1883	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	19.7			53.8	69.8	
Travel Time (s)	1.5			4.0	5.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	20	33	25	1018	1057	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	25	1018	1060	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.3%		ICU Level of Service B	
Analysis Period (min) 15			

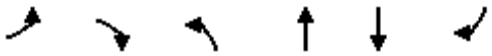
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	30	23	937	972	3
Future Vol, veh/h	18	30	23	937	972	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	33	25	1018	1057	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2127	1059	1060	0	-	0
Stage 1	1059	-	-	-	-	-
Stage 2	1068	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	55	273	657	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	330	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	53	273	657	-	-	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	330	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.9	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	657	-	224	-	-
HCM Lane V/C Ratio	0.038	-	0.233	-	-
HCM Control Delay (s)	10.7	-	25.9	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	4	955	993	9
Future Volume (vph)	5	5	4	955	993	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.999	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1713	0	1789	1883	1882	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1713	0	1789	1883	1882	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	18.9			64.7	53.8	
Travel Time (s)	1.4			4.9	4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	5	5	4	1038	1079	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	4	1038	1089	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			

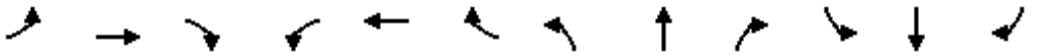
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	4	955	993	9
Future Vol, veh/h	5	5	4	955	993	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	4	1038	1079	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2130	1084	1089	0	-	0
Stage 1	1084	-	-	-	-	-
Stage 2	1046	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	55	264	641	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	55	264	641	-	-	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	322	-	-	-	-	-
Stage 2	338	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	641	-	211	-	-
HCM Lane V/C Ratio	0.007	-	0.052	-	-
HCM Control Delay (s)	10.7	-	23	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	17	28	0	24	11	855	80	6	928	3
Future Volume (vph)	15	0	17	28	0	24	11	855	80	6	928	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	15.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.929			0.937			0.987				
Flt Protected		0.977			0.974		0.950			0.950		
Satd. Flow (prot)	0	1709	0	0	1719	0	1789	1859	0	1789	1883	0
Flt Permitted		0.977			0.974		0.950			0.950		
Satd. Flow (perm)	0	1709	0	0	1719	0	1789	1859	0	1789	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		27.4			28.6			59.2			51.3	
Travel Time (s)		2.1			2.1			4.4			3.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	16	0	18	30	0	26	12	929	87	7	1009	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	0	0	56	0	12	1016	0	7	1012	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97		97	97		97	97		97	97		97
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.6%		ICU Level of Service B	
Analysis Period (min) 15			

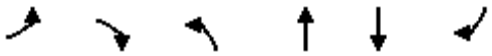
Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	17	28	0	24	11	855	80	6	928	3
Future Vol, veh/h	15	0	17	28	0	24	11	855	80	6	928	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	15	-	-	15	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	18	30	0	26	12	929	87	7	1009	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2035	2065	1011	2031	2023	973	1012	0	0	1016	0	0
Stage 1	1025	1025	-	997	997	-	-	-	-	-	-	-
Stage 2	1010	1040	-	1034	1026	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	54	291	42	58	306	685	-	-	683	-	-
Stage 1	284	312	-	294	322	-	-	-	-	-	-	-
Stage 2	289	307	-	280	312	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	38	52	291	39	56	306	685	-	-	683	-	-
Mov Cap-2 Maneuver	38	52	-	39	56	-	-	-	-	-	-	-
Stage 1	279	309	-	289	316	-	-	-	-	-	-	-
Stage 2	260	301	-	260	309	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	97	181.1	0.1	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	685	-	-	71	65	683	-	-
HCM Lane V/C Ratio	0.017	-	-	0.49	0.87	0.01	-	-
HCM Control Delay (s)	10.3	-	-	97	181.1	10.3	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2	4.1	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	43	13	13	1095	753	64
Future Volume (vph)	43	13	13	1095	753	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.969				0.989	
Flt Protected	0.963		0.950			
Satd. Flow (prot)	1758	0	1789	1883	1863	0
Flt Permitted	0.963		0.950			
Satd. Flow (perm)	1758	0	1789	1883	1863	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	37.7			69.8	82.0	
Travel Time (s)	2.8			5.2	6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	47	14	14	1190	818	70
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	14	1190	888	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes		
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			

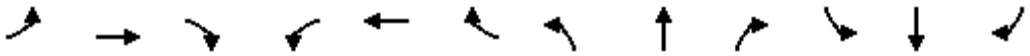
Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	43	13	13	1095	753	64
Future Vol, veh/h	43	13	13	1095	753	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	14	14	1190	818	70

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2071	853	888	0	-	0
Stage 1	853	-	-	-	-	-
Stage 2	1218	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	59	359	763	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	58	359	763	-	-	-
Mov Cap-2 Maneuver	58	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	280	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	162.5	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	763	-	72	-	-
HCM Lane V/C Ratio	0.019	-	0.845	-	-
HCM Control Delay (s)	9.8	-	162.5	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	4.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	1	2	0	2	3	1108	3	0	752	1
Future Volume (vph)	5	0	1	2	0	2	3	1108	3	0	752	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.932							
Flt Protected		0.960			0.976							
Satd. Flow (prot)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Flt Permitted		0.960			0.976							
Satd. Flow (perm)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		165.7			49.0			225.9			19.1	
Travel Time (s)		12.4			3.7			16.9			1.4	
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
Adj. Flow (vph)	5	0	1	2	0	2	3	1204	3	0	817	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	4	0	0	1210	0	0	818	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	1	2	0	2	3	1108	3	0	752	1
Future Vol, veh/h	5	0	1	2	0	2	3	1108	3	0	752	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	2	0	2	3	1204	3	0	817	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2031	2031	818	2030	2030	1206	818	0	0	1207	0	0
Stage 1	818	818	-	1212	1212	-	-	-	-	-	-	-
Stage 2	1213	1213	-	818	818	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	57	376	42	57	224	810	-	-	578	-	-
Stage 1	370	390	-	222	255	-	-	-	-	-	-	-
Stage 2	222	255	-	370	390	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	41	56	376	42	56	224	810	-	-	578	-	-
Mov Cap-2 Maneuver	41	56	-	42	56	-	-	-	-	-	-	-
Stage 1	366	390	-	220	252	-	-	-	-	-	-	-
Stage 2	217	252	-	369	390	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	91.5	59	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	810	-	-	48	71	578	-	-
HCM Lane V/C Ratio	0.004	-	-	0.136	0.061	-	-	-
HCM Control Delay (s)	9.5	0	-	91.5	59	0	-	-
HCM Lane LOS	A	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1096	19	2	753
Future Volume (vph)	0	0	1096	19	2	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			
Flt Protected						
Satd. Flow (prot)	1883	0	1880	0	0	1883
Flt Permitted						
Satd. Flow (perm)	1883	0	1880	0	0	1883
Link Speed (k/h)	48		48			48
Link Distance (m)	206.9		19.1			165.1
Travel Time (s)	15.5		1.4			12.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1191	21	2	818
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1212	0	0	820
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.2%		ICU Level of Service B	
Analysis Period (min) 15			

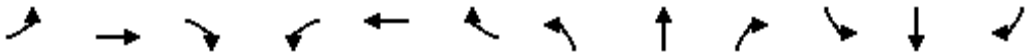
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1096	19	2	753
Future Vol, veh/h	0	0	1096	19	2	753
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1191	21	2	818

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2024	1202	0	0	1212	0
Stage 1	1202	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	64	225	-	-	576	-
Stage 1	285	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	64	225	-	-	576	-
Mov Cap-2 Maneuver	64	-	-	-	-	-
Stage 1	285	-	-	-	-	-
Stage 2	429	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	576	-
HCM Lane V/C Ratio	-	-	-	0.004	-
HCM Control Delay (s)	-	-	0	11.3	0
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0	-



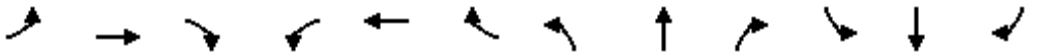
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	0	26	0	20	2	1098	2	0	743	4
Future Volume (vph)	7	0	0	26	0	20	2	1098	2	0	743	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.941						0.999	
Flt Protected		0.950			0.973							
Satd. Flow (prot)	0	1789	0	0	1724	0	0	1883	0	0	1882	0
Flt Permitted		0.952			0.822			0.999				
Satd. Flow (perm)	0	1793	0	0	1457	0	0	1882	0	0	1882	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					41						1	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		99.6			119.0			56.1			227.2	
Travel Time (s)		7.5			8.9			4.2			17.0	
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
Adj. Flow (vph)	8	0	0	28	0	22	2	1193	2	0	808	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	50	0	0	1197	0	0	812	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		55.0	55.0		55.0	55.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		68.8%	68.8%		68.8%	68.8%	
Maximum Green (s)	19.0	19.0		19.0	19.0		49.0	49.0		49.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.6			6.6			65.2			65.2	
Actuated g/C Ratio		0.09			0.09			0.86			0.86	
v/c Ratio		0.05			0.30			0.74			0.50	
Control Delay		33.0			19.1			9.7			4.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		33.0			19.1			9.7			4.5	
LOS		C			B			A			A	
Approach Delay		33.0			19.1			9.7			4.5	
Approach LOS		C			B			A			A	
Queue Length 50th (m)		1.2			1.4			82.8			35.9	
Queue Length 95th (m)		4.8			10.4			#227.4			70.3	
Internal Link Dist (m)		75.6			95.0			32.1			203.2	
Turn Bay Length (m)												
Base Capacity (vph)		449			396			1609			1609	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.13			0.74			0.50	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 76.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 8.0 — Intersection LOS: A
Intersection Capacity Utilization 72.8% — ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Ward St & Wilcox Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	1	9	0	8	0	1121	4	5	737	1
Future Volume (vph)	1	0	1	9	0	8	0	1121	4	5	737	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	40.0		0.0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.936							
Flt Protected		0.976			0.974					0.950		
Satd. Flow (prot)	0	1713	0	0	1717	0	0	1883	0	1789	1883	0
Flt Permitted		0.976			0.974					0.950		
Satd. Flow (perm)	0	1713	0	0	1717	0	0	1883	0	1789	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		136.4			134.8			227.2			59.2	
Travel Time (s)		10.2			10.1			17.0			4.4	
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
Adj. Flow (vph)	1	0	1	10	0	9	0	1218	4	5	801	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	19	0	0	1222	0	5	802	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane											Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			

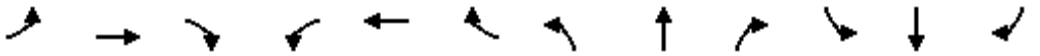
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	9	0	8	0	1121	4	5	737	1
Future Vol, veh/h	1	0	1	9	0	8	0	1121	4	5	737	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	40	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	10	0	9	0	1218	4	5	801	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2037	2034	802	2032	2032	1220	802	0	0	1222	0	0
Stage 1	812	812	-	1220	1220	-	-	-	-	-	-	-
Stage 2	1225	1222	-	812	812	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	57	384	42	57	220	822	-	-	570	-	-
Stage 1	373	392	-	220	253	-	-	-	-	-	-	-
Stage 2	219	252	-	373	392	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	40	56	384	42	56	220	822	-	-	570	-	-
Mov Cap-2 Maneuver	40	56	-	42	56	-	-	-	-	-	-	-
Stage 1	373	388	-	220	253	-	-	-	-	-	-	-
Stage 2	210	252	-	369	388	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	56.6	76.6	0	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	822	-	-	72	68	570	-	-
HCM Lane V/C Ratio	-	-	-	0.03	0.272	0.01	-	-
HCM Control Delay (s)	0	-	-	56.6	76.6	11.4	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1	0	-	-

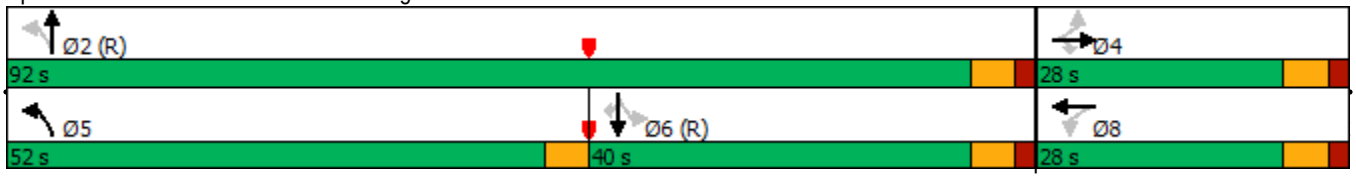


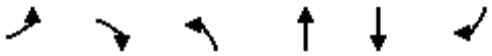
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	13	447	17	43	33	638	494	6	10	353	229
Future Volume (vph)	170	13	447	17	43	33	638	494	6	10	353	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	200.0		0.0	0.0		0.0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.952			0.998				0.850
Flt Protected		0.956			0.991		0.950				0.999	
Satd. Flow (prot)	0	1801	1601	0	1777	0	1789	1880	0	0	1882	1601
Flt Permitted		0.646			0.879		0.318				0.981	
Satd. Flow (perm)	0	1217	1601	0	1576	0	599	1880	0	0	1848	1601
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			486		20			1				249
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		366.6			55.6			82.0			152.8	
Travel Time (s)		27.5			4.2			6.2			11.5	
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
Adj. Flow (vph)	185	14	486	18	47	36	693	537	7	11	384	249
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	199	486	0	101	0	693	544	0	0	395	249
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		8.5	24.0		24.0	24.0	24.0
Total Split (s)	28.0	28.0	28.0	28.0	28.0		52.0	92.0		40.0	40.0	40.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		43.3%	76.7%		33.3%	33.3%	33.3%
Maximum Green (s)	22.0	22.0	22.0	22.0	22.0		48.0	86.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		4.0	6.0			6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
Act Effct Green (s)		21.2	21.2		21.2		88.8	86.8			44.3	44.3
Actuated g/C Ratio		0.18	0.18		0.18		0.74	0.72			0.37	0.37
v/c Ratio		0.93	0.71		0.34		0.84	0.40			0.58	0.33
Control Delay		93.5	10.3		37.8		21.9	7.6			37.5	5.3
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		93.5	10.3		37.8		21.9	7.6			37.5	5.3
LOS		F	B		D		C	A			D	A
Approach Delay		34.5			37.8			15.6			25.0	
Approach LOS		C			D			B			C	
Queue Length 50th (m)		46.2	0.0		16.6		77.5	45.2			77.1	0.0
Queue Length 95th (m)		#88.9	31.5		33.1		124.1	62.8			121.3	18.6
Internal Link Dist (m)		342.6			31.6			58.0			128.8	
Turn Bay Length (m)							200.0					
Base Capacity (vph)		223	690		305		919	1359			682	748
Starvation Cap Reductn		0	0		0		0	0			0	0
Spillback Cap Reductn		0	0		0		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		0.89	0.70		0.33		0.75	0.40			0.58	0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 23.6		Intersection LOS: C	
Intersection Capacity Utilization 86.2%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 13: Ward St & Bridge Rd/Commercial Entrance





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	2	0	911	620	16
Future Volume (vph)	6	2	0	911	620	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.970				0.997	
Flt Protected	0.963					
Satd. Flow (prot)	1759	0	0	1883	1878	0
Flt Permitted	0.963					
Satd. Flow (perm)	1759	0	0	1883	1878	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	137.7			165.1	56.1	
Travel Time (s)	10.3			12.4	4.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	2	0	990	674	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	0	990	691	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

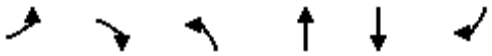
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	2	0	911	620	16
Future Vol, veh/h	6	2	0	911	620	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	0	990	674	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1673	683	691	0	-	0
Stage 1	683	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	105	449	904	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	105	449	904	-	-	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	360	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	904	-	130	-	-
HCM Lane V/C Ratio	-	-	0.067	-	-
HCM Control Delay (s)	0	-	34.7	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	46	26	47	1068	724	31
Future Volume (vph)	46	26	47	1068	724	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	35.0			0.0
Storage Lanes	1	1	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.994	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1789	1601	1789	1883	1872	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1789	1601	1789	1883	1872	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	45.3			43.4	225.9	
Travel Time (s)	3.4			3.3	16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	28	51	1161	787	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	28	51	1161	821	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.2%		ICU Level of Service C	
Analysis Period (min) 15			

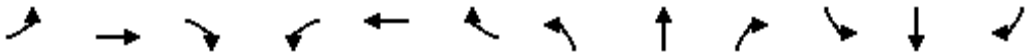
Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	26	47	1068	724	31
Future Vol, veh/h	46	26	47	1068	724	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	35	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	28	51	1161	787	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2067	804	821	0	-	0
Stage 1	804	-	-	-	-	-
Stage 2	1263	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	60	383	808	-	-	-
Stage 1	440	-	-	-	-	-
Stage 2	266	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	383	808	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	266	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	138.2	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	808	-	56	383	-	-
HCM Lane V/C Ratio	0.063	-	0.893	0.074	-	-
HCM Control Delay (s)	9.8	-	207.7	15.1	-	-
HCM Lane LOS	A	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	4	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	6	9	0	7	3	1093	6	6	722	22
Future Volume (vph)	15	0	6	9	0	7	3	1093	6	6	722	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	35.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959			0.940			0.999			0.996	
Flt Protected		0.966			0.973		0.950					
Satd. Flow (prot)	0	1745	0	0	1723	0	1789	1882	0	0	1876	0
Flt Permitted		0.966			0.973		0.950					
Satd. Flow (perm)	0	1745	0	0	1723	0	1789	1882	0	0	1876	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		35.8			31.4			91.2			43.4	
Travel Time (s)		2.7			2.4			6.8			3.3	
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
Adj. Flow (vph)	16	0	7	10	0	8	3	1188	7	7	785	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	18	0	3	1195	0	0	816	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
Analysis Period (min) 15			

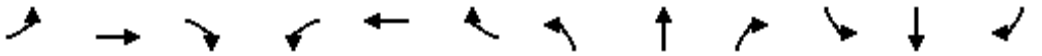
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	6	9	0	7	3	1093	6	6	722	22
Future Vol, veh/h	15	0	6	9	0	7	3	1093	6	6	722	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	35	-	-	-	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	7	10	0	8	3	1188	7	7	785	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2013	2012	797	2013	2021	1192	809	0	0	1195	0	0
Stage 1	811	811	-	1198	1198	-	-	-	-	-	-	-
Stage 2	1202	1201	-	815	823	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	44	59	387	44	58	228	817	-	-	584	-	-
Stage 1	373	393	-	227	259	-	-	-	-	-	-	-
Stage 2	225	258	-	371	388	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	42	57	387	42	56	228	817	-	-	584	-	-
Mov Cap-2 Maneuver	42	57	-	42	56	-	-	-	-	-	-	-
Stage 1	372	384	-	226	258	-	-	-	-	-	-	-
Stage 2	217	257	-	357	379	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	107.9	79.5	0	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	817	-	-	56	65	584	-	-
HCM Lane V/C Ratio	0.004	-	-	0.408	0.268	0.011	-	-
HCM Control Delay (s)	9.4	-	-	107.9	79.5	11.2	0	-
HCM Lane LOS	A	-	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	0.9	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	13	21	0	112	0	1024	49	71	699	23
Future Volume (vph)	11	0	13	21	0	112	0	1024	49	71	699	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	70.0		0.0	70.0		0.0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.865		0.886			0.994			0.995	
Flt Protected		0.950			0.992					0.950		
Satd. Flow (prot)	0	0	1629	0	1655	0	0	1872	0	1789	1874	0
Flt Permitted		0.950			0.992					0.950		
Satd. Flow (perm)	0	0	1629	0	1655	0	0	1872	0	1789	1874	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		39.8			31.2			51.3			64.7	
Travel Time (s)		3.0			2.3			3.8			4.9	
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
Adj. Flow (vph)	12	0	14	23	0	122	0	1113	53	77	760	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	14	0	145	0	0	1166	0	77	785	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	Err%	ICU Level of Service	H
Analysis Period (min)	15		

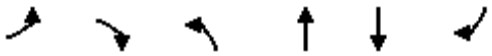
Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	13	21	0	112	0	1024	49	71	699	23
Future Vol, veh/h	11	0	13	21	0	112	0	1024	49	71	699	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	70	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	14	23	0	122	0	1113	53	77	760	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2128	-	773	2074	2079	1140	-	0	0	1166	0	0
Stage 1	927	-	-	1140	1140	-	-	-	-	-	-	-
Stage 2	1201	-	-	934	939	-	-	-	-	-	-	-
Critical Hdwy	7.12	-	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	-	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	-	3.318	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	36	0	399	40	53	245	0	-	-	599	-	-
Stage 1	322	0	-	244	276	-	0	-	-	-	-	-
Stage 2	226	0	-	319	343	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	16	-	399	35	46	245	-	-	-	599	-	-
Mov Cap-2 Maneuver	33	-	-	133	152	-	-	-	-	-	-	-
Stage 1	322	-	-	244	276	-	-	-	-	-	-	-
Stage 2	114	-	-	268	299	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.4	50	0	1.1
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	399	216	599	-	-
HCM Lane V/C Ratio	-	-	0.035	0.669	0.129	-	-
HCM Control Delay (s)	-	-	14.4	50	11.9	-	-
HCM Lane LOS	-	-	B	F	B	-	-
HCM 95th %tile Q(veh)	-	-	0.1	4.1	0.4	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	46	46	73	1062	748	18
Future Volume (vph)	46	46	73	1062	748	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.997	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1713	0	1789	1883	1878	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1713	0	1789	1883	1878	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	19.7			53.8	69.8	
Travel Time (s)	1.5			4.0	5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	50	79	1154	813	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	0	79	1154	833	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

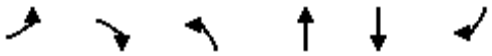
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	46	73	1062	748	18
Future Vol, veh/h	46	46	73	1062	748	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	50	79	1154	813	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2135	823	833	0	-	0
Stage 1	823	-	-	-	-	-
Stage 2	1312	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	54	373	800	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	252	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 49	373	800	-	-	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	388	-	-	-	-	-
Stage 2	252	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.2	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	800	-	225	-	-
HCM Lane V/C Ratio	0.099	-	0.444	-	-
HCM Control Delay (s)	10	-	33.2	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	2.1	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	3	6	1129	790	4
Future Volume (vph)	6	3	6	1129	790	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.959				0.999	
Flt Protected	0.966		0.950			
Satd. Flow (prot)	1745	0	1789	1883	1882	0
Flt Permitted	0.966		0.950			
Satd. Flow (perm)	1745	0	1789	1883	1882	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	18.9			64.7	53.8	
Travel Time (s)	1.4			4.9	4.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	3	7	1227	859	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	7	1227	863	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

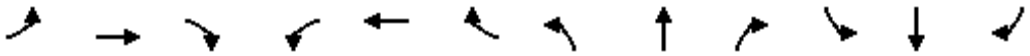
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	3	6	1129	790	4
Future Vol, veh/h	6	3	6	1129	790	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	3	7	1227	859	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2102	861	863	0	-	0
Stage 1	861	-	-	-	-	-
Stage 2	1241	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	57	355	779	-	-	-
Stage 1	414	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	355	779	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	273	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	779	-	210	-	-
HCM Lane V/C Ratio	0.008	-	0.047	-	-
HCM Control Delay (s)	9.7	-	23	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	33	27	0	60	0	1032	113	22	699	5
Future Volume (vph)	0	0	33	27	0	60	0	1032	113	22	699	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	15.0		0.0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.865		0.907			0.987			0.999	
Flt Protected					0.985					0.950		
Satd. Flow (prot)	0	0	1629	0	1683	0	0	1859	0	1789	1882	0
Flt Permitted					0.985					0.950		
Satd. Flow (perm)	0	0	1629	0	1683	0	0	1859	0	1789	1882	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		27.4			28.6			59.2			51.3	
Travel Time (s)		2.1			2.1			4.4			3.8	
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
Adj. Flow (vph)	0	0	36	29	0	65	0	1122	123	24	760	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	36	0	94	0	0	1245	0	24	765	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97		97	97		97	97		97	97		97
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.0%		ICU Level of Service D	
Analysis Period (min) 15			

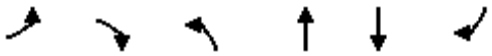
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	33	27	0	60	0	1032	113	22	699	5
Future Vol, veh/h	0	0	33	27	0	60	0	1032	113	22	699	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	15	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	36	29	0	65	0	1122	123	24	760	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	763	2013	1997	1184	-	0	0	1245	0	0
Stage 1	-	-	-	1184	1184	-	-	-	-	-	-	-
Stage 2	-	-	-	829	813	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	0	404	44	60	230	0	-	-	559	-	-
Stage 1	0	0	-	231	263	-	0	-	-	-	-	-
Stage 2	0	0	-	365	392	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	404	39	57	230	-	-	-	559	-	-
Mov Cap-2 Maneuver	-	-	-	139	166	-	-	-	-	-	-	-
Stage 1	-	-	-	231	263	-	-	-	-	-	-	-
Stage 2	-	-	-	318	375	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.8	41	0	0.4
HCM LOS	B	E		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	404	191	559	-	-
HCM Lane V/C Ratio	-	-	0.089	0.495	0.043	-	-
HCM Control Delay (s)	-	-	14.8	41	11.7	-	-
HCM Lane LOS	-	-	B	E	B	-	-
HCM 95th %tile Q(veh)	-	-	0.3	2.4	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	34	0	955	960	44
Future Volume (vph)	0	34	0	955	960	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865				0.994	
Flt Protected						
Satd. Flow (prot)	1629	0	1883	1883	1872	0
Flt Permitted						
Satd. Flow (perm)	1629	0	1883	1883	1872	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	37.7			69.8	82.0	
Travel Time (s)	2.8			5.2	6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	37	0	1038	1043	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	1038	1091	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes		
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

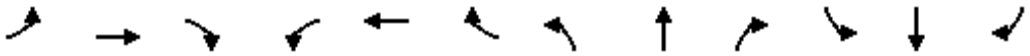
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	34	0	955	960	44
Future Vol, veh/h	0	34	0	955	960	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	0	1038	1043	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2105	1067	1091	0	-	0
Stage 1	1067	-	-	-	-	-
Stage 2	1038	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	57	270	640	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	341	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	57	270	640	-	-	-
Mov Cap-2 Maneuver	57	-	-	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	341	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	640	-	270	-	-
HCM Lane V/C Ratio	-	-	0.137	-	-
HCM Control Delay (s)	0	-	20.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	1	2	0	2	3	925	3	0	966	1
Future Volume (vph)	5	0	1	2	0	2	3	925	3	0	966	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.932							
Flt Protected		0.960			0.976							
Satd. Flow (prot)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Flt Permitted		0.960			0.976							
Satd. Flow (perm)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		165.7			49.0			225.9			19.1	
Travel Time (s)		12.4			3.7			16.9			1.4	
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
Adj. Flow (vph)	5	0	1	2	0	2	3	1005	3	0	1050	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	4	0	0	1011	0	0	1051	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

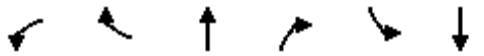
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	0	1	2	0	2	3	925	3	0	966	1
Future Vol, veh/h	5	0	1	2	0	2	3	925	3	0	966	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	2	0	2	3	1005	3	0	1050	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2065	2065	1051	2064	2064	1007	1051	0	0	1008	0	0
Stage 1	1051	1051	-	1013	1013	-	-	-	-	-	-	-
Stage 2	1014	1014	-	1051	1051	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	40	54	276	40	55	292	662	-	-	687	-	-
Stage 1	274	304	-	288	316	-	-	-	-	-	-	-
Stage 2	288	316	-	274	304	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	39	53	276	40	54	292	662	-	-	687	-	-
Mov Cap-2 Maneuver	39	53	-	40	54	-	-	-	-	-	-	-
Stage 1	271	304	-	285	313	-	-	-	-	-	-	-
Stage 2	283	313	-	273	304	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	95.8	59.8	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	662	-	-	46	70	687	-	-
HCM Lane V/C Ratio	0.005	-	-	0.142	0.062	-	-	-
HCM Control Delay (s)	10.5	0	-	95.8	59.8	0	-	-
HCM Lane LOS	B	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	913	19	2	967
Future Volume (vph)	0	0	913	19	2	967
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997			
Flt Protected						
Satd. Flow (prot)	1883	0	1878	0	0	1883
Flt Permitted						
Satd. Flow (perm)	1883	0	1878	0	0	1883
Link Speed (k/h)	48		48			48
Link Distance (m)	206.9		19.1			165.1
Travel Time (s)	15.5		1.4			12.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	992	21	2	1051
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1013	0	0	1053
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	913	19	2	967
Future Vol, veh/h	0	0	913	19	2	967
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	992	21	2	1051

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2058	1003	0	0	1013	0
Stage 1	1003	-	-	-	-	-
Stage 2	1055	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	61	294	-	-	684	-
Stage 1	355	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	61	294	-	-	684	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	333	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	684	-
HCM Lane V/C Ratio	-	-	-	0.003	-
HCM Control Delay (s)	-	-	0	10.3	0
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0	-

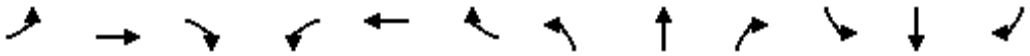
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	54	7	9	52	3	3	916	0	2	967	0
Future Volume (vph)	8	54	7	9	52	3	3	916	0	2	967	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.994							
Flt Protected		0.994			0.993							
Satd. Flow (prot)	0	1846	0	0	1859	0	0	1883	0	0	1883	0
Flt Permitted		0.946			0.934			0.998			0.999	
Satd. Flow (perm)	0	1757	0	0	1749	0	0	1880	0	0	1882	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			3							
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		99.6			119.0			56.1			227.2	
Travel Time (s)		7.5			8.9			4.2			17.0	
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
Adj. Flow (vph)	9	59	8	10	57	3	3	996	0	2	1051	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	70	0	0	999	0	0	1053	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		55.0	55.0		55.0	55.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		68.8%	68.8%		68.8%	68.8%	
Maximum Green (s)	19.0	19.0		19.0	19.0		49.0	49.0		49.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.3			8.3			48.7			48.7	
Actuated g/C Ratio		0.13			0.13			0.76			0.76	
v/c Ratio		0.33			0.31			0.70			0.73	
Control Delay		29.9			30.7			9.9			11.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		29.9			30.7			9.9			11.2	
LOS		C			C			A			B	
Approach Delay		29.9			30.7			9.9			11.2	
Approach LOS		C			C			A			B	
Queue Length 50th (m)		8.4			8.1			64.2			71.9	
Queue Length 95th (m)		19.3			18.7			127.9			#148.9	
Internal Link Dist (m)		75.6			95.0			32.1			203.2	
Turn Bay Length (m)												
Base Capacity (vph)		557			552			1432			1434	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.14			0.13			0.70			0.73	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 63.9
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 11.9 Intersection LOS: B
Intersection Capacity Utilization 67.2% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Ward St & Wilcox Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	2	6	14	1	19	4	920	3	19	949	5
Future Volume (vph)	7	2	6	14	1	19	4	920	3	19	949	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	40.0		0.0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.944			0.923						0.999	
Flt Protected		0.977			0.980					0.950		
Satd. Flow (prot)	0	1737	0	0	1704	0	0	1883	0	1789	1882	0
Flt Permitted		0.977			0.980					0.950		
Satd. Flow (perm)	0	1737	0	0	1704	0	0	1883	0	1789	1882	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		136.4			134.8			227.2			59.2	
Travel Time (s)		10.2			10.1			17.0			4.4	
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
Adj. Flow (vph)	8	2	7	15	1	21	4	1000	3	21	1032	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	37	0	0	1007	0	21	1037	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane											Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.8%		ICU Level of Service B	
Analysis Period (min) 15			

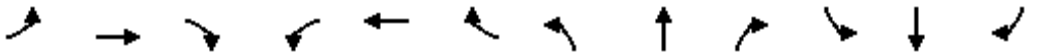
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	2	6	14	1	19	4	920	3	19	949	5
Future Vol, veh/h	7	2	6	14	1	19	4	920	3	19	949	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	40	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	2	7	15	1	21	4	1000	3	21	1032	5

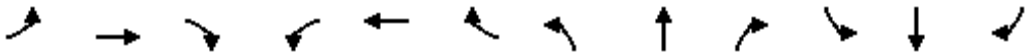
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2098	2088	1035	2091	2089	1002	1037	0	0	1003	0	0
Stage 1	1077	1077	-	1010	1010	-	-	-	-	-	-	-
Stage 2	1021	1011	-	1081	1079	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	38	53	282	38	53	294	670	-	-	690	-	-
Stage 1	265	295	-	289	317	-	-	-	-	-	-	-
Stage 2	285	317	-	264	295	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	34	51	282	35	51	294	670	-	-	690	-	-
Mov Cap-2 Maneuver	34	51	-	35	51	-	-	-	-	-	-	-
Stage 1	262	286	-	285	313	-	-	-	-	-	-	-
Stage 2	261	313	-	248	286	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	93.8	103.5	0	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	670	-	-	56	70	690	-	-
HCM Lane V/C Ratio	0.006	-	-	0.291	0.528	0.03	-	-
HCM Control Delay (s)	10.4	0	-	93.8	103.5	10.4	-	-
HCM Lane LOS	B	A	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1	2.2	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	234	69	566	23	61	24	516	427	21	17	416	121
Future Volume (vph)	234	69	566	23	61	24	516	427	21	17	416	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	200.0		0.0	0.0		0.0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.970			0.993				0.850
Flt Protected		0.963			0.989		0.950				0.998	
Satd. Flow (prot)	0	1814	1601	0	1807	0	1789	1870	0	0	1880	1601
Flt Permitted		0.657			0.422		0.258				0.972	
Satd. Flow (perm)	0	1237	1601	0	771	0	486	1870	0	0	1831	1601
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			615		10			5				129
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		366.6			55.6			82.0			152.8	
Travel Time (s)		27.5			4.2			6.2			11.5	
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
Adj. Flow (vph)	254	75	615	25	66	26	561	464	23	18	452	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	329	615	0	117	0	561	487	0	0	470	132
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		8.5	24.0		24.0	24.0	24.0
Total Split (s)	28.0	28.0	28.0	28.0	28.0		52.0	92.0		40.0	40.0	40.0



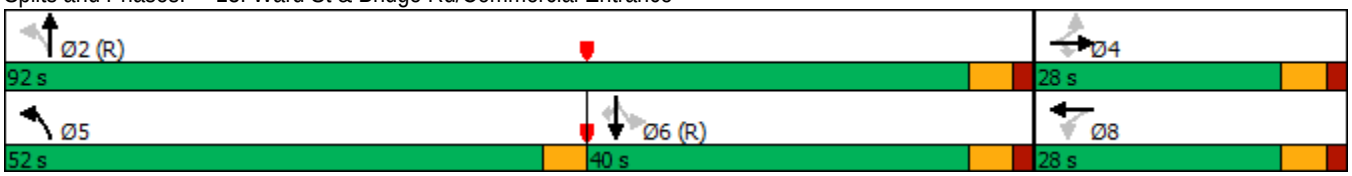
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		43.3%	76.7%		33.3%	33.3%	33.3%
Maximum Green (s)	22.0	22.0	22.0	22.0	22.0		48.0	86.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		4.0	6.0			6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
Act Effct Green (s)		22.0	22.0		22.0		88.0	86.0			46.3	46.3
Actuated g/C Ratio		0.18	0.18		0.18		0.73	0.72			0.39	0.39
v/c Ratio		1.46	0.77		0.79		0.75	0.36			0.67	0.19
Control Delay		264.0	11.0		77.1		18.1	7.3			38.4	6.3
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		264.0	11.0		77.1		18.1	7.3			38.4	6.3
LOS		F	B		E		B	A			D	A
Approach Delay		99.2			77.1			13.1			31.4	
Approach LOS		F			E			B			C	
Queue Length 50th (m)		~105.7	0.0		24.4		57.0	38.5			90.6	0.4
Queue Length 95th (m)		#161.5	36.3		#56.2		91.9	54.0			#166.4	14.8
Internal Link Dist (m)		342.6			31.6			58.0			128.8	
Turn Bay Length (m)							200.0					
Base Capacity (vph)		226	795		149		877	1341			706	696
Starvation Cap Reductn		0	0		0		0	0			0	0
Spillback Cap Reductn		0	0		0		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		1.46	0.77		0.79		0.64	0.36			0.67	0.19

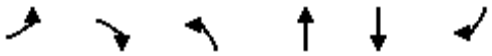
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.46			
Intersection Signal Delay: 49.9		Intersection LOS: D	
Intersection Capacity Utilization 89.7%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Ward St & Bridge Rd/Commercial Entrance





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	2	0	913	967	16
Future Volume (vph)	6	2	0	913	967	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.970				0.998	
Flt Protected	0.963					
Satd. Flow (prot)	1759	0	0	1883	1880	0
Flt Permitted	0.963					
Satd. Flow (perm)	1759	0	0	1883	1880	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	137.7			165.1	56.1	
Travel Time (s)	10.3			12.4	4.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	2	0	992	1051	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	0	992	1068	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.9%		ICU Level of Service B	
Analysis Period (min) 15			

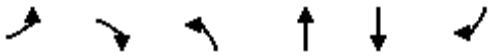
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	2	0	913	967	16
Future Vol, veh/h	6	2	0	913	967	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	0	992	1051	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2052	1060	1068	0	-	0
Stage 1	1060	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	61	272	653	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	359	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	61	272	653	-	-	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	359	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	58.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	653	-	76	-	-
HCM Lane V/C Ratio	-	-	0.114	-	-
HCM Control Delay (s)	0	-	58.4	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	52	22	32	879	887	82
Future Volume (vph)	52	22	32	879	887	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	35.0			0.0
Storage Lanes	1	1	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.989	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1789	1601	1789	1883	1863	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1789	1601	1789	1883	1863	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	45.3			43.4	225.9	
Travel Time (s)	3.4			3.3	16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	57	24	35	955	964	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	24	35	955	1053	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			

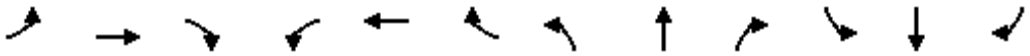
Intersection	
Int Delay, s/veh	6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	22	32	879	887	82
Future Vol, veh/h	52	22	32	879	887	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	35	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	24	35	955	964	89

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2034	1009	1053	0	-	0
Stage 1	1009	-	-	-	-	-
Stage 2	1025	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	63	292	661	-	-	-
Stage 1	352	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	60	292	661	-	-	-
Mov Cap-2 Maneuver	60	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	346	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	154.4	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	661	-	60	292	-	-
HCM Lane V/C Ratio	0.053	-	0.942	0.082	-	-
HCM Control Delay (s)	10.7	-	212	18.4	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	4.4	0.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	0	10	11	0	12	3	885	6	6	885	18
Future Volume (vph)	14	0	10	11	0	12	3	885	6	6	885	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	35.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.943			0.930			0.999			0.997	
Flt Protected		0.972			0.977		0.950					
Satd. Flow (prot)	0	1726	0	0	1711	0	1789	1882	0	0	1878	0
Flt Permitted		0.972			0.977		0.950					
Satd. Flow (perm)	0	1726	0	0	1711	0	1789	1882	0	0	1878	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		35.8			31.4			91.2			43.4	
Travel Time (s)		2.7			2.4			6.8			3.3	
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
Adj. Flow (vph)	15	0	11	12	0	13	3	962	7	7	962	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	25	0	3	969	0	0	989	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.5%		ICU Level of Service B	
Analysis Period (min) 15			

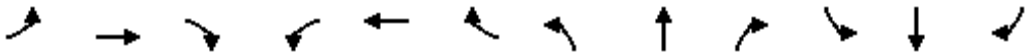
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	0	10	11	0	12	3	885	6	6	885	18
Future Vol, veh/h	14	0	10	11	0	12	3	885	6	6	885	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	35	-	-	-	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	11	12	0	13	3	962	7	7	962	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1964	1961	972	1964	1968	966	982	0	0	969	0	0
Stage 1	986	986	-	972	972	-	-	-	-	-	-	-
Stage 2	978	975	-	992	996	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	47	63	306	47	63	309	703	-	-	711	-	-
Stage 1	298	326	-	304	331	-	-	-	-	-	-	-
Stage 2	301	330	-	296	322	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	44	61	306	44	61	309	703	-	-	711	-	-
Mov Cap-2 Maneuver	44	61	-	44	61	-	-	-	-	-	-	-
Stage 1	297	319	-	303	330	-	-	-	-	-	-	-
Stage 2	287	329	-	279	315	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	87.7	69.3	0	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	703	-	-	68	80	711	-	-
HCM Lane V/C Ratio	0.005	-	-	0.384	0.313	0.009	-	-
HCM Control Delay (s)	10.1	-	-	87.7	69.3	10.1	0	-
HCM Lane LOS	B	-	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	1.2	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	11	20	3	91	0	858	32	61	916	21
Future Volume (vph)	0	0	11	20	3	91	0	858	32	61	916	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	70.0		0.0	70.0		0.0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.865		0.892			0.995			0.997	
Flt Protected					0.991					0.950		
Satd. Flow (prot)	0	0	1629	0	1665	0	0	1874	0	1789	1878	0
Flt Permitted					0.991					0.950		
Satd. Flow (perm)	0	0	1629	0	1665	0	0	1874	0	1789	1878	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		39.8			31.2			51.3			64.7	
Travel Time (s)		3.0			2.3			3.8			4.9	
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
Adj. Flow (vph)	0	0	12	22	3	99	0	933	35	66	996	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	12	0	124	0	0	968	0	66	1019	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.7%		ICU Level of Service C	
Analysis Period (min) 15			

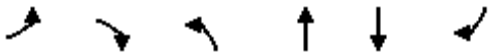
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	11	20	3	91	0	858	32	61	916	21
Future Vol, veh/h	0	0	11	20	3	91	0	858	32	61	916	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	70	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	12	22	3	99	0	933	35	66	996	23

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	1008	2097	2102	951	-	0	0	968	0	0
Stage 1	-	-	-	951	951	-	-	-	-	-	-	-
Stage 2	-	-	-	1146	1151	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	0	292	38	52	315	0	-	-	712	-	-
Stage 1	0	0	-	312	338	-	0	-	-	-	-	-
Stage 2	0	0	-	242	272	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	292	34	47	315	-	-	-	712	-	-
Mov Cap-2 Maneuver	-	-	-	130	151	-	-	-	-	-	-	-
Stage 1	-	-	-	312	338	-	-	-	-	-	-	-
Stage 2	-	-	-	211	247	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.9	33.6	0	0.6
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	292	246	712	-	-
HCM Lane V/C Ratio	-	-	0.041	0.504	0.093	-	-
HCM Control Delay (s)	-	-	17.9	33.6	10.6	-	-
HCM Lane LOS	-	-	C	D	B	-	-
HCM 95th %tile Q(veh)	-	-	0.1	2.6	0.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	18	30	23	937	972	3
Future Volume (vph)	18	30	23	937	972	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916					
Flt Protected	0.981		0.950			
Satd. Flow (prot)	1692	0	1789	1883	1883	0
Flt Permitted	0.981		0.950			
Satd. Flow (perm)	1692	0	1789	1883	1883	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	19.7			53.8	69.8	
Travel Time (s)	1.5			4.0	5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	33	25	1018	1057	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	25	1018	1060	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.3%		ICU Level of Service B	
Analysis Period (min) 15			

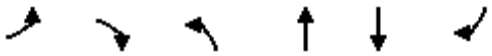
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	30	23	937	972	3
Future Vol, veh/h	18	30	23	937	972	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	33	25	1018	1057	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2127	1059	1060	0	-	0
Stage 1	1059	-	-	-	-	-
Stage 2	1068	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	55	273	657	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	330	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	53	273	657	-	-	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	330	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.9	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	657	-	224	-	-
HCM Lane V/C Ratio	0.038	-	0.233	-	-
HCM Control Delay (s)	10.7	-	25.9	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	4	955	993	9
Future Volume (vph)	5	5	4	955	993	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1713	0	1789	1883	1882	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1713	0	1789	1883	1882	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	18.9			64.7	53.8	
Travel Time (s)	1.4			4.9	4.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	5	4	1038	1079	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	4	1038	1089	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			

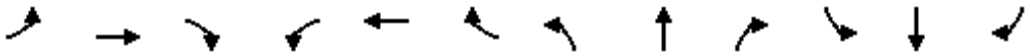
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	4	955	993	9
Future Vol, veh/h	5	5	4	955	993	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	4	1038	1079	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2130	1084	1089	0	-	0
Stage 1	1084	-	-	-	-	-
Stage 2	1046	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	55	264	641	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	55	264	641	-	-	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	322	-	-	-	-	-
Stage 2	338	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	641	-	211	-	-
HCM Lane V/C Ratio	0.007	-	0.052	-	-
HCM Control Delay (s)	10.7	-	23	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	32	28	0	24	0	866	80	6	928	3
Future Volume (vph)	0	0	32	28	0	24	0	866	80	6	928	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	15.0		0.0
Storage Lanes	0		1	0		0	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.865		0.937			0.989				
Flt Protected					0.974					0.950		
Satd. Flow (prot)	0	0	1629	0	1719	0	0	1863	0	1789	1883	0
Flt Permitted					0.974					0.950		
Satd. Flow (perm)	0	0	1629	0	1719	0	0	1863	0	1789	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		27.4			28.6			59.2			51.3	
Travel Time (s)		2.1			2.1			4.4			3.8	
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
Adj. Flow (vph)	0	0	35	30	0	26	0	941	87	7	1009	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	35	0	56	0	0	1028	0	7	1012	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97		97	97		97	97		97	97		97
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.7%		ICU Level of Service C	
Analysis Period (min) 15			

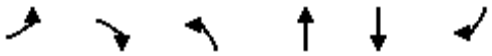
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	32	28	0	24	0	866	80	6	928	3
Future Vol, veh/h	0	0	32	28	0	24	0	866	80	6	928	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	15	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	35	30	0	26	0	941	87	7	1009	3

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	1011	2027	2011	985	-	0	0	1028	0	0
Stage 1	-	-	-	985	985	-	-	-	-	-	-	-
Stage 2	-	-	-	1042	1026	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	0	291	43	59	301	0	-	-	676	-	-
Stage 1	0	0	-	299	326	-	0	-	-	-	-	-
Stage 2	0	0	-	277	312	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	291	38	58	301	-	-	-	676	-	-
Mov Cap-2 Maneuver	-	-	-	139	171	-	-	-	-	-	-	-
Stage 1	-	-	-	299	326	-	-	-	-	-	-	-
Stage 2	-	-	-	241	309	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19	32.8	0	0.1
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	291	185	676	-	-
HCM Lane V/C Ratio	-	-	0.12	0.306	0.01	-	-
HCM Control Delay (s)	-	-	19	32.8	10.4	-	-
HCM Lane LOS	-	-	C	D	B	-	-
HCM 95th %tile Q(veh)	-	-	0.4	1.2	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	43	13	13	1095	753	64
Future Volume (vph)	43	13	13	1095	753	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.969				0.989	
Flt Protected	0.963		0.950			
Satd. Flow (prot)	1758	0	1789	1883	1863	0
Flt Permitted	0.963		0.950			
Satd. Flow (perm)	1758	0	1789	1883	1863	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	37.7			69.8	82.0	
Travel Time (s)	2.8			5.2	6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	47	14	14	1190	818	70
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	14	1190	888	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes		
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			

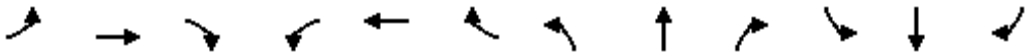
Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	43	13	13	1095	753	64
Future Vol, veh/h	43	13	13	1095	753	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	14	14	1190	818	70

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2071	853	888	0	-	0
Stage 1	853	-	-	-	-	-
Stage 2	1218	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	59	359	763	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	58	359	763	-	-	-
Mov Cap-2 Maneuver	58	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	280	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	162.5	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	763	-	72	-	-
HCM Lane V/C Ratio	0.019	-	0.845	-	-
HCM Control Delay (s)	9.8	-	162.5	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	4.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	1	2	0	2	3	1108	3	0	752	1
Future Volume (vph)	5	0	1	2	0	2	3	1108	3	0	752	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.932							
Flt Protected		0.960			0.976							
Satd. Flow (prot)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Flt Permitted		0.960			0.976							
Satd. Flow (perm)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		165.7			49.0			225.9			19.1	
Travel Time (s)		12.4			3.7			16.9			1.4	
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
Adj. Flow (vph)	5	0	1	2	0	2	3	1204	3	0	817	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	4	0	0	1210	0	0	818	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	0	1	2	0	2	3	1108	3	0	752	1
Future Vol, veh/h	5	0	1	2	0	2	3	1108	3	0	752	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	2	0	2	3	1204	3	0	817	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2031	2031	818	2030	2030	1206	818	0	0	1207	0	0
Stage 1	818	818	-	1212	1212	-	-	-	-	-	-	-
Stage 2	1213	1213	-	818	818	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	57	376	42	57	224	810	-	-	578	-	-
Stage 1	370	390	-	222	255	-	-	-	-	-	-	-
Stage 2	222	255	-	370	390	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	41	56	376	42	56	224	810	-	-	578	-	-
Mov Cap-2 Maneuver	41	56	-	42	56	-	-	-	-	-	-	-
Stage 1	366	390	-	220	252	-	-	-	-	-	-	-
Stage 2	217	252	-	369	390	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	91.5	59	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	810	-	-	48	71	578	-	-
HCM Lane V/C Ratio	0.004	-	-	0.136	0.061	-	-	-
HCM Control Delay (s)	9.5	0	-	91.5	59	0	-	-
HCM Lane LOS	A	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1096	19	2	753
Future Volume (vph)	0	0	1096	19	2	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			
Flt Protected						
Satd. Flow (prot)	1883	0	1880	0	0	1883
Flt Permitted						
Satd. Flow (perm)	1883	0	1880	0	0	1883
Link Speed (k/h)	48		48			48
Link Distance (m)	206.9		19.1			165.1
Travel Time (s)	15.5		1.4			12.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1191	21	2	818
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1212	0	0	820
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.2%		ICU Level of Service B	
Analysis Period (min) 15			

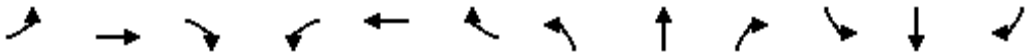
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1096	19	2	753
Future Vol, veh/h	0	0	1096	19	2	753
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1191	21	2	818

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2024	1202	0	0	1212	0
Stage 1	1202	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	64	225	-	-	576	-
Stage 1	285	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	64	225	-	-	576	-
Mov Cap-2 Maneuver	64	-	-	-	-	-
Stage 1	285	-	-	-	-	-
Stage 2	429	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	576	-
HCM Lane V/C Ratio	-	-	-	0.004	-
HCM Control Delay (s)	-	-	0	11.3	0
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0	-



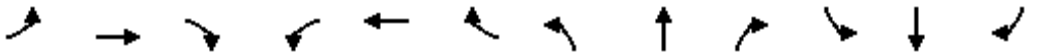
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	0	26	0	20	2	1098	2	0	743	4
Future Volume (vph)	7	0	0	26	0	20	2	1098	2	0	743	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.941						0.999	
Flt Protected		0.950			0.973							
Satd. Flow (prot)	0	1789	0	0	1724	0	0	1883	0	0	1882	0
Flt Permitted		0.952			0.822			0.999				
Satd. Flow (perm)	0	1793	0	0	1457	0	0	1882	0	0	1882	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					41						1	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		99.6			119.0			56.1			227.2	
Travel Time (s)		7.5			8.9			4.2			17.0	
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
Adj. Flow (vph)	8	0	0	28	0	22	2	1193	2	0	808	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	50	0	0	1197	0	0	812	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		55.0	55.0		55.0	55.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		68.8%	68.8%		68.8%	68.8%	
Maximum Green (s)	19.0	19.0		19.0	19.0		49.0	49.0		49.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.6			6.6			65.2			65.2	
Actuated g/C Ratio		0.09			0.09			0.86			0.86	
v/c Ratio		0.05			0.30			0.74			0.50	
Control Delay		33.0			19.1			9.7			4.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		33.0			19.1			9.7			4.5	
LOS		C			B			A			A	
Approach Delay		33.0			19.1			9.7			4.5	
Approach LOS		C			B			A			A	
Queue Length 50th (m)		1.2			1.4			82.8			35.9	
Queue Length 95th (m)		4.8			10.4			#227.4			70.3	
Internal Link Dist (m)		75.6			95.0			32.1			203.2	
Turn Bay Length (m)												
Base Capacity (vph)		449			396			1609			1609	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.13			0.74			0.50	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 76.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 8.0 — Intersection LOS: A
Intersection Capacity Utilization 72.8% — ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Ward St & Wilcox Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	1	9	0	8	0	1121	4	5	737	1
Future Volume (vph)	1	0	1	9	0	8	0	1121	4	5	737	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	40.0		0.0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.936							
Flt Protected		0.976			0.974					0.950		
Satd. Flow (prot)	0	1713	0	0	1717	0	0	1883	0	1789	1883	0
Flt Permitted		0.976			0.974					0.950		
Satd. Flow (perm)	0	1713	0	0	1717	0	0	1883	0	1789	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		136.4			134.8			227.2			59.2	
Travel Time (s)		10.2			10.1			17.0			4.4	
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
Adj. Flow (vph)	1	0	1	10	0	9	0	1218	4	5	801	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	19	0	0	1222	0	5	802	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane											Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			

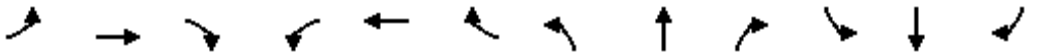
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	9	0	8	0	1121	4	5	737	1
Future Vol, veh/h	1	0	1	9	0	8	0	1121	4	5	737	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	40	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	10	0	9	0	1218	4	5	801	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2037	2034	802	2032	2032	1220	802	0	0	1222	0	0
Stage 1	812	812	-	1220	1220	-	-	-	-	-	-	-
Stage 2	1225	1222	-	812	812	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	57	384	42	57	220	822	-	-	570	-	-
Stage 1	373	392	-	220	253	-	-	-	-	-	-	-
Stage 2	219	252	-	373	392	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	40	56	384	42	56	220	822	-	-	570	-	-
Mov Cap-2 Maneuver	40	56	-	42	56	-	-	-	-	-	-	-
Stage 1	373	388	-	220	253	-	-	-	-	-	-	-
Stage 2	210	252	-	369	388	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	56.6	76.6	0	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	822	-	-	72	68	570	-	-
HCM Lane V/C Ratio	-	-	-	0.03	0.272	0.01	-	-
HCM Control Delay (s)	0	-	-	56.6	76.6	11.4	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1	0	-	-

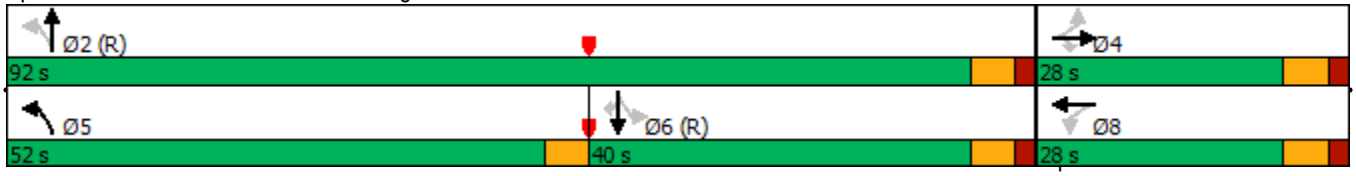


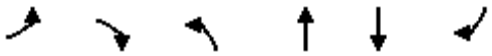
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	13	447	17	43	33	638	494	6	10	353	229
Future Volume (vph)	170	13	447	17	43	33	638	494	6	10	353	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	200.0		0.0	0.0		0.0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.952			0.998				0.850
Flt Protected		0.956			0.991		0.950				0.999	
Satd. Flow (prot)	0	1801	1601	0	1777	0	1789	1880	0	0	1882	1601
Flt Permitted		0.646			0.879		0.318				0.981	
Satd. Flow (perm)	0	1217	1601	0	1576	0	599	1880	0	0	1848	1601
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			486		20			1				249
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		366.6			55.6			82.0			152.8	
Travel Time (s)		27.5			4.2			6.2			11.5	
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
Adj. Flow (vph)	185	14	486	18	47	36	693	537	7	11	384	249
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	199	486	0	101	0	693	544	0	0	395	249
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		8.5	24.0		24.0	24.0	24.0
Total Split (s)	28.0	28.0	28.0	28.0	28.0		52.0	92.0		40.0	40.0	40.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		43.3%	76.7%		33.3%	33.3%	33.3%
Maximum Green (s)	22.0	22.0	22.0	22.0	22.0		48.0	86.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		4.0	6.0			6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
Act Effct Green (s)		21.2	21.2		21.2		88.8	86.8			44.3	44.3
Actuated g/C Ratio		0.18	0.18		0.18		0.74	0.72			0.37	0.37
v/c Ratio		0.93	0.71		0.34		0.84	0.40			0.58	0.33
Control Delay		93.5	10.3		37.8		21.9	7.6			37.5	5.3
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		93.5	10.3		37.8		21.9	7.6			37.5	5.3
LOS		F	B		D		C	A			D	A
Approach Delay		34.5			37.8			15.6			25.0	
Approach LOS		C			D			B			C	
Queue Length 50th (m)		46.2	0.0		16.6		77.5	45.2			77.1	0.0
Queue Length 95th (m)		#88.9	31.5		33.1		124.1	62.8			121.3	18.6
Internal Link Dist (m)		342.6			31.6			58.0			128.8	
Turn Bay Length (m)							200.0					
Base Capacity (vph)		223	690		305		919	1359			682	748
Starvation Cap Reductn		0	0		0		0	0			0	0
Spillback Cap Reductn		0	0		0		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		0.89	0.70		0.33		0.75	0.40			0.58	0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 23.6		Intersection LOS: C	
Intersection Capacity Utilization 86.2%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 13: Ward St & Bridge Rd/Commercial Entrance





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	2	0	911	620	16
Future Volume (vph)	6	2	0	911	620	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.970				0.997	
Flt Protected	0.963					
Satd. Flow (prot)	1759	0	0	1883	1878	0
Flt Permitted	0.963					
Satd. Flow (perm)	1759	0	0	1883	1878	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	137.7			165.1	56.1	
Travel Time (s)	10.3			12.4	4.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	2	0	990	674	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	0	990	691	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

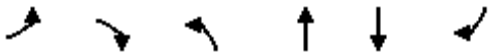
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	2	0	911	620	16
Future Vol, veh/h	6	2	0	911	620	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	0	990	674	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1673	683	691	0	-	0
Stage 1	683	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	105	449	904	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	105	449	904	-	-	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	360	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	904	-	130	-	-
HCM Lane V/C Ratio	-	-	0.067	-	-
HCM Control Delay (s)	0	-	34.7	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	46	26	47	1068	724	31
Future Volume (vph)	46	26	47	1068	724	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	35.0			0.0
Storage Lanes	1	1	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.994	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1789	1601	1789	1883	1872	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1789	1601	1789	1883	1872	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	45.3			43.4	225.9	
Travel Time (s)	3.4			3.3	16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	28	51	1161	787	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	28	51	1161	821	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.2%		ICU Level of Service C	
Analysis Period (min) 15			

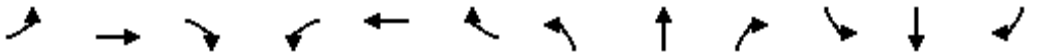
Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	26	47	1068	724	31
Future Vol, veh/h	46	26	47	1068	724	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	35	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	28	51	1161	787	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2067	804	821	0	-	0
Stage 1	804	-	-	-	-	-
Stage 2	1263	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	60	383	808	-	-	-
Stage 1	440	-	-	-	-	-
Stage 2	266	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	383	808	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	266	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	138.2	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	808	-	56	383	-	-
HCM Lane V/C Ratio	0.063	-	0.893	0.074	-	-
HCM Control Delay (s)	9.8	-	207.7	15.1	-	-
HCM Lane LOS	A	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	4	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	6	9	0	7	3	1093	6	6	722	22
Future Volume (vph)	15	0	6	9	0	7	3	1093	6	6	722	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	35.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959			0.940			0.999			0.996	
Flt Protected		0.966			0.973		0.950					
Satd. Flow (prot)	0	1745	0	0	1723	0	1789	1882	0	0	1876	0
Flt Permitted		0.966			0.973		0.950					
Satd. Flow (perm)	0	1745	0	0	1723	0	1789	1882	0	0	1876	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		35.8			31.4			91.2			43.4	
Travel Time (s)		2.7			2.4			6.8			3.3	
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
Adj. Flow (vph)	16	0	7	10	0	8	3	1188	7	7	785	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	18	0	3	1195	0	0	816	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
Analysis Period (min) 15			

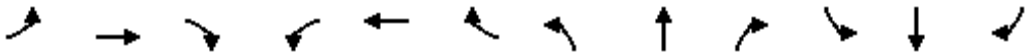
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	6	9	0	7	3	1093	6	6	722	22
Future Vol, veh/h	15	0	6	9	0	7	3	1093	6	6	722	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	35	-	-	-	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	7	10	0	8	3	1188	7	7	785	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2013	2012	797	2013	2021	1192	809	0	0	1195	0	0
Stage 1	811	811	-	1198	1198	-	-	-	-	-	-	-
Stage 2	1202	1201	-	815	823	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	44	59	387	44	58	228	817	-	-	584	-	-
Stage 1	373	393	-	227	259	-	-	-	-	-	-	-
Stage 2	225	258	-	371	388	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	42	57	387	42	56	228	817	-	-	584	-	-
Mov Cap-2 Maneuver	42	57	-	42	56	-	-	-	-	-	-	-
Stage 1	372	384	-	226	258	-	-	-	-	-	-	-
Stage 2	217	257	-	357	379	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	107.9	79.5	0	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	817	-	-	56	65	584	-	-
HCM Lane V/C Ratio	0.004	-	-	0.408	0.268	0.011	-	-
HCM Control Delay (s)	9.4	-	-	107.9	79.5	11.2	0	-
HCM Lane LOS	A	-	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	0.9	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	2	21	4	108	8	1016	49	71	699	23
Future Volume (vph)	11	0	2	21	4	108	8	1016	49	71	699	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	70.0		0.0	70.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.890			0.993			0.995	
Flt Protected		0.959			0.992		0.950			0.950		
Satd. Flow (prot)	0	1772	0	0	1663	0	1789	1870	0	1789	1874	0
Flt Permitted		0.959			0.992		0.950			0.950		
Satd. Flow (perm)	0	1772	0	0	1663	0	1789	1870	0	1789	1874	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		39.8			31.2			51.3			64.7	
Travel Time (s)		3.0			2.3			3.8			4.9	
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
Adj. Flow (vph)	12	0	2	23	4	117	9	1104	53	77	760	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	144	0	9	1157	0	77	785	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.3%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	17.9

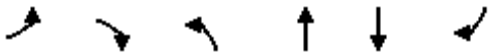
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	2	21	4	108	8	1016	49	71	699	23
Future Vol, veh/h	11	0	2	21	4	108	8	1016	49	71	699	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	70	-	-	70	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	2	23	4	117	9	1104	53	77	760	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2136	2102	773	2077	2088	1131	785	0	0	1157	0	0
Stage 1	927	927	-	1149	1149	-	-	-	-	-	-	-
Stage 2	1209	1175	-	928	939	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	36	52	399	39	53	248	834	-	-	604	-	-
Stage 1	322	347	-	242	273	-	-	-	-	-	-	-
Stage 2	223	265	-	321	343	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	16	45	399	35	46	248	834	-	-	604	-	-
Mov Cap-2 Maneuver	16	45	-	35	46	-	-	-	-	-	-	-
Stage 1	318	303	-	239	270	-	-	-	-	-	-	-
Stage 2	114	262	-	279	299	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 395.1	225.4	0.1	1.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	834	-	-	19	118	604	-	-
HCM Lane V/C Ratio	0.01	-	-	0.744	1.225	0.128	-	-
HCM Control Delay (s)	9.4	-	-	$ 395.1	225.4	11.8	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	2	9.2	0.4	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	46	46	73	1062	748	18
Future Volume (vph)	46	46	73	1062	748	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.997	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1713	0	1789	1883	1878	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1713	0	1789	1883	1878	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	19.7			53.8	69.8	
Travel Time (s)	1.5			4.0	5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	50	79	1154	813	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	0	79	1154	833	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

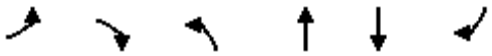
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	46	73	1062	748	18
Future Vol, veh/h	46	46	73	1062	748	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	50	79	1154	813	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2135	823	833	0	-	0
Stage 1	823	-	-	-	-	-
Stage 2	1312	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	54	373	800	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	252	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 49	373	800	-	-	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	388	-	-	-	-	-
Stage 2	252	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.2	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	800	-	225	-	-
HCM Lane V/C Ratio	0.099	-	0.444	-	-
HCM Control Delay (s)	10	-	33.2	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	2.1	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	3	6	1129	790	4
Future Volume (vph)	6	3	6	1129	790	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.959				0.999	
Flt Protected	0.966		0.950			
Satd. Flow (prot)	1745	0	1789	1883	1882	0
Flt Permitted	0.966		0.950			
Satd. Flow (perm)	1745	0	1789	1883	1882	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	18.9			64.7	53.8	
Travel Time (s)	1.4			4.9	4.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	3	7	1227	859	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	7	1227	863	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

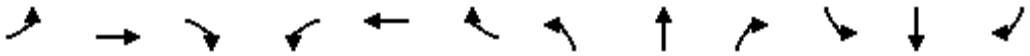
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	3	6	1129	790	4
Future Vol, veh/h	6	3	6	1129	790	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	3	7	1227	859	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2102	861	863	0	-	0
Stage 1	861	-	-	-	-	-
Stage 2	1241	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	57	355	779	-	-	-
Stage 1	414	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	355	779	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	273	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	779	-	210	-	-
HCM Lane V/C Ratio	0.008	-	0.047	-	-
HCM Control Delay (s)	9.7	-	23	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	0	21	0	0	87	16	1016	113	0	721	5
Future Volume (vph)	12	0	21	0	0	87	16	1016	113	0	721	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	15.0		0.0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.914				0.865		0.985			0.999	
Flt Protected		0.982					0.950					
Satd. Flow (prot)	0	1690	0	0	0	1629	1789	1855	0	0	1882	0
Flt Permitted		0.982					0.950					
Satd. Flow (perm)	0	1690	0	0	0	1629	1789	1855	0	0	1882	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		27.4			28.6			59.2			51.3	
Travel Time (s)		2.1			2.1			4.4			3.8	
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
Adj. Flow (vph)	13	0	23	0	0	95	17	1104	123	0	784	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	0	95	17	1227	0	0	789	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97		97	97		97	97		97	97		97
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.0%		ICU Level of Service D	
Analysis Period (min) 15			

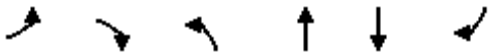
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	21	0	0	87	16	1016	113	0	721	5
Future Vol, veh/h	12	0	21	0	0	87	16	1016	113	0	721	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	15	-	-	-	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	23	0	0	95	17	1104	123	0	784	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2034	2048	787	-	-	1166	789	0	0	-	-	0
Stage 1	787	787	-	-	-	-	-	-	-	-	-	-
Stage 2	1247	1261	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	-	-	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	6.12	5.52	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	42	56	392	0	0	236	831	-	-	0	-	-
Stage 1	385	403	-	0	0	-	-	-	-	0	-	-
Stage 2	213	241	-	0	0	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	25	55	392	-	-	236	831	-	-	-	-	-
Mov Cap-2 Maneuver	94	159	-	-	-	-	-	-	-	-	-	-
Stage 1	377	403	-	-	-	-	-	-	-	-	-	-
Stage 2	125	236	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.6	30.1	0.1	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	831	-	-	182	236	-	-
HCM Lane V/C Ratio	0.021	-	-	0.197	0.401	-	-
HCM Control Delay (s)	9.4	-	-	29.6	30.1	-	-
HCM Lane LOS	A	-	-	D	D	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	1.8	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	34	0	955	960	44
Future Volume (vph)	0	34	0	955	960	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865				0.994	
Flt Protected						
Satd. Flow (prot)	1629	0	1883	1883	1872	0
Flt Permitted						
Satd. Flow (perm)	1629	0	1883	1883	1872	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	37.7			69.8	82.0	
Travel Time (s)	2.8			5.2	6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	37	0	1038	1043	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	0	1038	1091	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes		
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

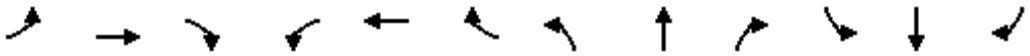
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	34	0	955	960	44
Future Vol, veh/h	0	34	0	955	960	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	0	1038	1043	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2105	1067	1091	0	-	0
Stage 1	1067	-	-	-	-	-
Stage 2	1038	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	57	270	640	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	341	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	57	270	640	-	-	-
Mov Cap-2 Maneuver	57	-	-	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	341	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	640	-	270	-	-
HCM Lane V/C Ratio	-	-	0.137	-	-
HCM Control Delay (s)	0	-	20.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	1	2	0	2	3	925	3	0	966	1
Future Volume (vph)	5	0	1	2	0	2	3	925	3	0	966	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.932							
Flt Protected		0.960			0.976							
Satd. Flow (prot)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Flt Permitted		0.960			0.976							
Satd. Flow (perm)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		165.7			49.0			225.9			19.1	
Travel Time (s)		12.4			3.7			16.9			1.4	
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
Adj. Flow (vph)	5	0	1	2	0	2	3	1005	3	0	1050	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	4	0	0	1011	0	0	1051	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.2%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	0	1	2	0	2	3	925	3	0	966	1
Future Vol, veh/h	5	0	1	2	0	2	3	925	3	0	966	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	2	0	2	3	1005	3	0	1050	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2065	2065	1051	2064	2064	1007	1051	0	0	1008	0	0
Stage 1	1051	1051	-	1013	1013	-	-	-	-	-	-	-
Stage 2	1014	1014	-	1051	1051	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	40	54	276	40	55	292	662	-	-	687	-	-
Stage 1	274	304	-	288	316	-	-	-	-	-	-	-
Stage 2	288	316	-	274	304	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	39	53	276	40	54	292	662	-	-	687	-	-
Mov Cap-2 Maneuver	39	53	-	40	54	-	-	-	-	-	-	-
Stage 1	271	304	-	285	313	-	-	-	-	-	-	-
Stage 2	283	313	-	273	304	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	95.8	59.8	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	662	-	-	46	70	687	-	-
HCM Lane V/C Ratio	0.005	-	-	0.142	0.062	-	-	-
HCM Control Delay (s)	10.5	0	-	95.8	59.8	0	-	-
HCM Lane LOS	B	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	913	19	2	967
Future Volume (vph)	0	0	913	19	2	967
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.997			
Flt Protected						
Satd. Flow (prot)	1883	0	1878	0	0	1883
Flt Permitted						
Satd. Flow (perm)	1883	0	1878	0	0	1883
Link Speed (k/h)	48		48			48
Link Distance (m)	206.9		19.1			165.1
Travel Time (s)	15.5		1.4			12.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	992	21	2	1051
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1013	0	0	1053
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.8%		ICU Level of Service B	
Analysis Period (min) 15			

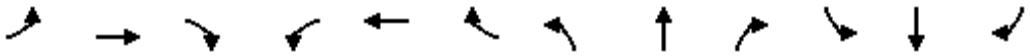
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	913	19	2	967
Future Vol, veh/h	0	0	913	19	2	967
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	992	21	2	1051

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2058	1003	0	0	1013	0
Stage 1	1003	-	-	-	-	-
Stage 2	1055	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	61	294	-	-	684	-
Stage 1	355	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	61	294	-	-	684	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	333	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	684	-
HCM Lane V/C Ratio	-	-	-	0.003	-
HCM Control Delay (s)	-	-	0	10.3	0
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0	-



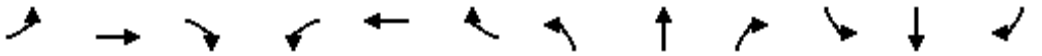
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	54	7	9	52	3	3	916	0	2	967	0
Future Volume (vph)	8	54	7	9	52	3	3	916	0	2	967	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.994							
Flt Protected		0.994			0.993							
Satd. Flow (prot)	0	1846	0	0	1859	0	0	1883	0	0	1883	0
Flt Permitted		0.946			0.934			0.998			0.999	
Satd. Flow (perm)	0	1757	0	0	1749	0	0	1880	0	0	1882	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			3							
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		99.6			119.0			56.1			227.2	
Travel Time (s)		7.5			8.9			4.2			17.0	
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
Adj. Flow (vph)	9	59	8	10	57	3	3	996	0	2	1051	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	70	0	0	999	0	0	1053	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		55.0	55.0		55.0	55.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		68.8%	68.8%		68.8%	68.8%	
Maximum Green (s)	19.0	19.0		19.0	19.0		49.0	49.0		49.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.3			8.3			48.7			48.7	
Actuated g/C Ratio		0.13			0.13			0.76			0.76	
v/c Ratio		0.33			0.31			0.70			0.73	
Control Delay		29.9			30.7			9.9			11.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		29.9			30.7			9.9			11.2	
LOS		C			C			A			B	
Approach Delay		29.9			30.7			9.9			11.2	
Approach LOS		C			C			A			B	
Queue Length 50th (m)		8.4			8.1			64.2			71.9	
Queue Length 95th (m)		19.3			18.7			127.9			#148.9	
Internal Link Dist (m)		75.6			95.0			32.1			203.2	
Turn Bay Length (m)												
Base Capacity (vph)		557			552			1432			1434	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.14			0.13			0.70			0.73	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 63.9
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 11.9 Intersection LOS: B
Intersection Capacity Utilization 67.2% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Ward St & Wilcox Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	2	6	14	1	19	4	920	3	19	949	5
Future Volume (vph)	7	2	6	14	1	19	4	920	3	19	949	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	40.0		0.0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.944			0.923						0.999	
Flt Protected		0.977			0.980					0.950		
Satd. Flow (prot)	0	1737	0	0	1704	0	0	1883	0	1789	1882	0
Flt Permitted		0.977			0.980					0.950		
Satd. Flow (perm)	0	1737	0	0	1704	0	0	1883	0	1789	1882	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		136.4			134.8			227.2			59.2	
Travel Time (s)		10.2			10.1			17.0			4.4	
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
Adj. Flow (vph)	8	2	7	15	1	21	4	1000	3	21	1032	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	37	0	0	1007	0	21	1037	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane											Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.8%		ICU Level of Service B	
Analysis Period (min) 15			

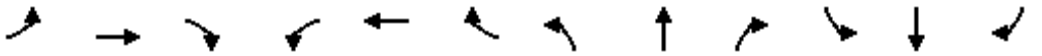
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	2	6	14	1	19	4	920	3	19	949	5
Future Vol, veh/h	7	2	6	14	1	19	4	920	3	19	949	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	40	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	2	7	15	1	21	4	1000	3	21	1032	5

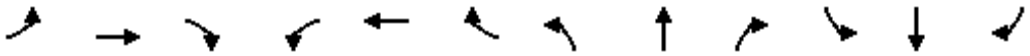
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2098	2088	1035	2091	2089	1002	1037	0	0	1003	0	0
Stage 1	1077	1077	-	1010	1010	-	-	-	-	-	-	-
Stage 2	1021	1011	-	1081	1079	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	38	53	282	38	53	294	670	-	-	690	-	-
Stage 1	265	295	-	289	317	-	-	-	-	-	-	-
Stage 2	285	317	-	264	295	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	34	51	282	35	51	294	670	-	-	690	-	-
Mov Cap-2 Maneuver	34	51	-	35	51	-	-	-	-	-	-	-
Stage 1	262	286	-	285	313	-	-	-	-	-	-	-
Stage 2	261	313	-	248	286	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	93.8	103.5	0	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	670	-	-	56	70	690	-	-
HCM Lane V/C Ratio	0.006	-	-	0.291	0.528	0.03	-	-
HCM Control Delay (s)	10.4	0	-	93.8	103.5	10.4	-	-
HCM Lane LOS	B	A	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1	2.2	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	234	69	566	23	61	24	516	427	21	17	416	121
Future Volume (vph)	234	69	566	23	61	24	516	427	21	17	416	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	200.0		0.0	0.0		0.0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.970			0.993				0.850
Flt Protected		0.963			0.989		0.950				0.998	
Satd. Flow (prot)	0	1814	1601	0	1807	0	1789	1870	0	0	1880	1601
Flt Permitted		0.657			0.422		0.258				0.972	
Satd. Flow (perm)	0	1237	1601	0	771	0	486	1870	0	0	1831	1601
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			615		10			5				129
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		366.6			55.6			82.0			152.8	
Travel Time (s)		27.5			4.2			6.2			11.5	
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
Adj. Flow (vph)	254	75	615	25	66	26	561	464	23	18	452	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	329	615	0	117	0	561	487	0	0	470	132
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		8.5	24.0		24.0	24.0	24.0
Total Split (s)	28.0	28.0	28.0	28.0	28.0		52.0	92.0		40.0	40.0	40.0



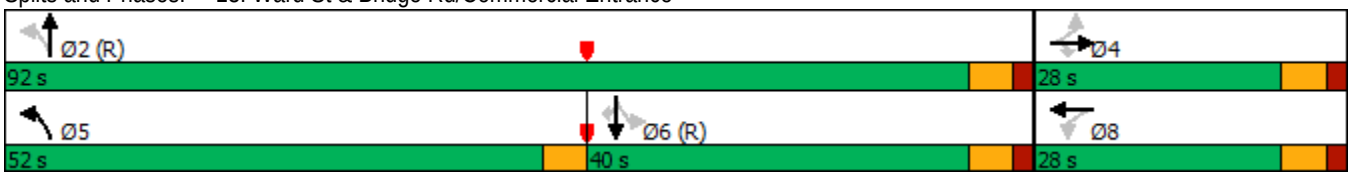
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		43.3%	76.7%		33.3%	33.3%	33.3%
Maximum Green (s)	22.0	22.0	22.0	22.0	22.0		48.0	86.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		4.0	6.0			6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
Act Effct Green (s)		22.0	22.0		22.0		88.0	86.0			46.3	46.3
Actuated g/C Ratio		0.18	0.18		0.18		0.73	0.72			0.39	0.39
v/c Ratio		1.46	0.77		0.79		0.75	0.36			0.67	0.19
Control Delay		264.0	11.0		77.1		18.1	7.3			38.4	6.3
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		264.0	11.0		77.1		18.1	7.3			38.4	6.3
LOS		F	B		E		B	A			D	A
Approach Delay		99.2			77.1			13.1			31.4	
Approach LOS		F			E			B			C	
Queue Length 50th (m)		~105.7	0.0		24.4		57.0	38.5			90.6	0.4
Queue Length 95th (m)		#161.5	36.3		#56.2		91.9	54.0			#166.4	14.8
Internal Link Dist (m)		342.6			31.6			58.0			128.8	
Turn Bay Length (m)							200.0					
Base Capacity (vph)		226	795		149		877	1341			706	696
Starvation Cap Reductn		0	0		0		0	0			0	0
Spillback Cap Reductn		0	0		0		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		1.46	0.77		0.79		0.64	0.36			0.67	0.19

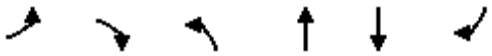
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.46			
Intersection Signal Delay: 49.9		Intersection LOS: D	
Intersection Capacity Utilization 89.7%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Ward St & Bridge Rd/Commercial Entrance





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	2	0	913	967	16
Future Volume (vph)	6	2	0	913	967	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.970				0.998	
Flt Protected	0.963					
Satd. Flow (prot)	1759	0	0	1883	1880	0
Flt Permitted	0.963					
Satd. Flow (perm)	1759	0	0	1883	1880	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	137.7			165.1	56.1	
Travel Time (s)	10.3			12.4	4.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	2	0	992	1051	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	0	992	1068	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.9%		ICU Level of Service B	
Analysis Period (min) 15			

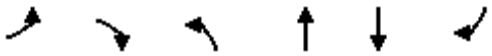
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	2	0	913	967	16
Future Vol, veh/h	6	2	0	913	967	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	0	992	1051	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2052	1060	1068	0	-	0
Stage 1	1060	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	61	272	653	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	359	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	61	272	653	-	-	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	359	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	58.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	653	-	76	-	-
HCM Lane V/C Ratio	-	-	0.114	-	-
HCM Control Delay (s)	0	-	58.4	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	52	22	32	879	887	82
Future Volume (vph)	52	22	32	879	887	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	35.0			0.0
Storage Lanes	1	1	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.989	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1789	1601	1789	1883	1863	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1789	1601	1789	1883	1863	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	45.3			43.4	225.9	
Travel Time (s)	3.4			3.3	16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	57	24	35	955	964	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	24	35	955	1053	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			

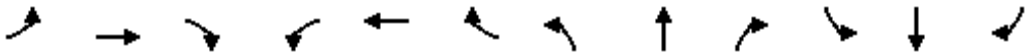
Intersection	
Int Delay, s/veh	6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	22	32	879	887	82
Future Vol, veh/h	52	22	32	879	887	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	35	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	24	35	955	964	89

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2034	1009	1053	0	-	0
Stage 1	1009	-	-	-	-	-
Stage 2	1025	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	63	292	661	-	-	-
Stage 1	352	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	60	292	661	-	-	-
Mov Cap-2 Maneuver	60	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	346	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	154.4	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	661	-	60	292	-	-
HCM Lane V/C Ratio	0.053	-	0.942	0.082	-	-
HCM Control Delay (s)	10.7	-	212	18.4	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	4.4	0.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	0	10	11	0	12	3	885	6	6	885	18
Future Volume (vph)	14	0	10	11	0	12	3	885	6	6	885	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	35.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.943			0.930			0.999			0.997	
Flt Protected		0.972			0.977		0.950					
Satd. Flow (prot)	0	1726	0	0	1711	0	1789	1882	0	0	1878	0
Flt Permitted		0.972			0.977		0.950					
Satd. Flow (perm)	0	1726	0	0	1711	0	1789	1882	0	0	1878	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		35.8			31.4			91.2			43.4	
Travel Time (s)		2.7			2.4			6.8			3.3	
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
Adj. Flow (vph)	15	0	11	12	0	13	3	962	7	7	962	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	25	0	3	969	0	0	989	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.5%		ICU Level of Service B	
Analysis Period (min) 15			

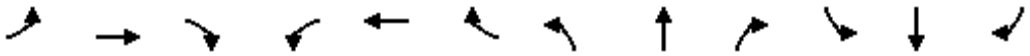
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	0	10	11	0	12	3	885	6	6	885	18
Future Vol, veh/h	14	0	10	11	0	12	3	885	6	6	885	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	35	-	-	-	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	11	12	0	13	3	962	7	7	962	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1964	1961	972	1964	1968	966	982	0	0	969	0	0
Stage 1	986	986	-	972	972	-	-	-	-	-	-	-
Stage 2	978	975	-	992	996	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	47	63	306	47	63	309	703	-	-	711	-	-
Stage 1	298	326	-	304	331	-	-	-	-	-	-	-
Stage 2	301	330	-	296	322	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	44	61	306	44	61	309	703	-	-	711	-	-
Mov Cap-2 Maneuver	44	61	-	44	61	-	-	-	-	-	-	-
Stage 1	297	319	-	303	330	-	-	-	-	-	-	-
Stage 2	287	329	-	279	315	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	87.7	69.3	0	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	703	-	-	68	80	711	-	-
HCM Lane V/C Ratio	0.005	-	-	0.384	0.313	0.009	-	-
HCM Control Delay (s)	10.1	-	-	87.7	69.3	10.1	0	-
HCM Lane LOS	B	-	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	1.2	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	1	20	3	91	4	858	32	61	916	21
Future Volume (vph)	10	0	1	20	3	91	4	858	32	61	916	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	70.0		0.0	70.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.892			0.995			0.997	
Flt Protected		0.956			0.991		0.950			0.950		
Satd. Flow (prot)	0	1781	0	0	1665	0	1789	1874	0	1789	1878	0
Flt Permitted		0.956			0.991		0.950			0.950		
Satd. Flow (perm)	0	1781	0	0	1665	0	1789	1874	0	1789	1878	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		39.8			31.2			51.3			64.7	
Travel Time (s)		3.0			2.3			3.8			4.9	
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
Adj. Flow (vph)	11	0	1	22	3	99	4	933	35	66	996	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	124	0	4	968	0	66	1019	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

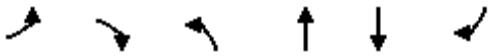
Intersection	
Int Delay, s/veh	10.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	1	20	3	91	4	858	32	61	916	21
Future Vol, veh/h	10	0	1	20	3	91	4	858	32	61	916	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	70	-	-	70	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	1	22	3	99	4	933	35	66	996	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2150	2116	1008	2099	2110	951	1019	0	0	968	0	0
Stage 1	1140	1140	-	959	959	-	-	-	-	-	-	-
Stage 2	1010	976	-	1140	1151	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	35	51	292	38	51	315	681	-	-	712	-	-
Stage 1	244	276	-	309	335	-	-	-	-	-	-	-
Stage 2	289	329	-	244	272	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	21	46	292	35	46	315	681	-	-	712	-	-
Mov Cap-2 Maneuver	21	46	-	35	46	-	-	-	-	-	-	-
Stage 1	243	250	-	307	333	-	-	-	-	-	-	-
Stage 2	195	327	-	221	247	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	273.2	151.1	0	0.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	681	-	-	23	123	712	-	-
HCM Lane V/C Ratio	0.006	-	-	0.52	1.007	0.093	-	-
HCM Control Delay (s)	10.3	-	-	273.2	151.1	10.6	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1.5	6.9	0.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	18	30	23	937	972	3
Future Volume (vph)	18	30	23	937	972	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916					
Flt Protected	0.981		0.950			
Satd. Flow (prot)	1692	0	1789	1883	1883	0
Flt Permitted	0.981		0.950			
Satd. Flow (perm)	1692	0	1789	1883	1883	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	19.7			53.8	69.8	
Travel Time (s)	1.5			4.0	5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	33	25	1018	1057	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	25	1018	1060	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.3%		ICU Level of Service B	
Analysis Period (min) 15			

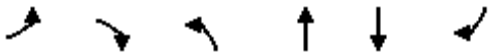
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	30	23	937	972	3
Future Vol, veh/h	18	30	23	937	972	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	33	25	1018	1057	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2127	1059	1060	0	-	0
Stage 1	1059	-	-	-	-	-
Stage 2	1068	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	55	273	657	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	330	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	53	273	657	-	-	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	330	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.9	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	657	-	224	-	-
HCM Lane V/C Ratio	0.038	-	0.233	-	-
HCM Control Delay (s)	10.7	-	25.9	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	4	955	993	9
Future Volume (vph)	5	5	4	955	993	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.999	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1713	0	1789	1883	1882	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1713	0	1789	1883	1882	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	18.9			64.7	53.8	
Travel Time (s)	1.4			4.9	4.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	5	4	1038	1079	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	4	1038	1089	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			

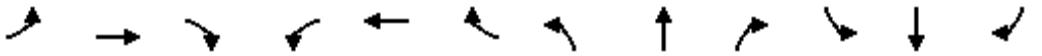
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	4	955	993	9
Future Vol, veh/h	5	5	4	955	993	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	4	1038	1079	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2130	1084	1089	0	-	0
Stage 1	1084	-	-	-	-	-
Stage 2	1046	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	55	264	641	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	55	264	641	-	-	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	322	-	-	-	-	-
Stage 2	338	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	641	-	211	-	-
HCM Lane V/C Ratio	0.007	-	0.052	-	-
HCM Control Delay (s)	10.7	-	23	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	17	0	0	52	11	855	80	0	934	3
Future Volume (vph)	15	0	17	0	0	52	11	855	80	0	934	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	15.0		0.0
Storage Lanes	0		0	0		1	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.929				0.865		0.987				
Flt Protected		0.977					0.950					
Satd. Flow (prot)	0	1709	0	0	0	1629	1789	1859	0	0	1883	0
Flt Permitted		0.977					0.950					
Satd. Flow (perm)	0	1709	0	0	0	1629	1789	1859	0	0	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		27.4			28.6			59.2			51.3	
Travel Time (s)		2.1			2.1			4.4			3.8	
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
Adj. Flow (vph)	16	0	18	0	0	57	12	929	87	0	1015	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	0	0	0	57	12	1016	0	0	1018	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97		97	97		97	97		97	97		97
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			

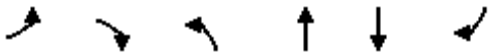
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	17	0	0	52	11	855	80	0	934	3
Future Vol, veh/h	15	0	17	0	0	52	11	855	80	0	934	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	15	-	-	-	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	18	0	0	57	12	929	87	0	1015	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2042	2057	1017	-	-	973	1018	0	0	-	-	0
Stage 1	1017	1017	-	-	-	-	-	-	-	-	-	-
Stage 2	1025	1040	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	-	-	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	6.12	5.52	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	42	55	288	0	0	306	682	-	-	0	-	-
Stage 1	287	315	-	0	0	-	-	-	-	0	-	-
Stage 2	284	307	-	0	0	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	34	54	288	-	-	306	682	-	-	-	-	-
Mov Cap-2 Maneuver	130	165	-	-	-	-	-	-	-	-	-	-
Stage 1	282	315	-	-	-	-	-	-	-	-	-	-
Stage 2	227	301	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.2	19.4	0.1	0
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	682	-	-	183	306	-	-
HCM Lane V/C Ratio	0.018	-	-	0.19	0.185	-	-
HCM Control Delay (s)	10.4	-	-	29.2	19.4	-	-
HCM Lane LOS	B	-	-	D	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.7	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	43	13	13	1095	753	64
Future Volume (vph)	43	13	13	1095	753	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	0	1	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865			0.989	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	0	1629	1789	1883	1863	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	0	1629	1789	1883	1863	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	37.7			69.8	82.0	
Travel Time (s)	2.8			5.2	6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	47	14	14	1190	818	70
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	14	14	1190	888	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes		
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			

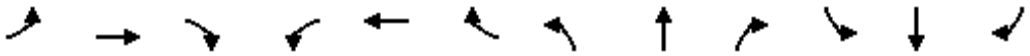
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	43	13	13	1095	753	64
Future Vol, veh/h	43	13	13	1095	753	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	14	14	1190	818	70

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2071	853	888	0	-	0
Stage 1	853	-	-	-	-	-
Stage 2	1218	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	59	359	763	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	58	359	763	-	-	-
Mov Cap-2 Maneuver	58	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	280	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	763	-	359	-	-
HCM Lane V/C Ratio	0.019	-	0.039	-	-
HCM Control Delay (s)	9.8	-	15.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	1	2	0	2	3	1108	3	0	752	1
Future Volume (vph)	5	0	1	2	0	2	3	1108	3	0	752	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.932							
Flt Protected		0.960			0.976							
Satd. Flow (prot)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Flt Permitted		0.960			0.976							
Satd. Flow (perm)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		165.7			49.0			225.9			19.1	
Travel Time (s)		12.4			3.7			16.9			1.4	
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
Adj. Flow (vph)	5	0	1	2	0	2	3	1204	3	0	817	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	4	0	0	1210	0	0	818	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	1	2	0	2	3	1108	3	0	752	1
Future Vol, veh/h	5	0	1	2	0	2	3	1108	3	0	752	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	2	0	2	3	1204	3	0	817	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2031	2031	818	2030	2030	1206	818	0	0	1207	0	0
Stage 1	818	818	-	1212	1212	-	-	-	-	-	-	-
Stage 2	1213	1213	-	818	818	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	57	376	42	57	224	810	-	-	578	-	-
Stage 1	370	390	-	222	255	-	-	-	-	-	-	-
Stage 2	222	255	-	370	390	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	41	56	376	42	56	224	810	-	-	578	-	-
Mov Cap-2 Maneuver	41	56	-	42	56	-	-	-	-	-	-	-
Stage 1	366	390	-	220	252	-	-	-	-	-	-	-
Stage 2	217	252	-	369	390	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	91.5	59	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	810	-	-	48	71	578	-	-
HCM Lane V/C Ratio	0.004	-	-	0.136	0.061	-	-	-
HCM Control Delay (s)	9.5	0	-	91.5	59	0	-	-
HCM Lane LOS	A	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1096	19	2	753
Future Volume (vph)	0	0	1096	19	2	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			
Flt Protected						
Satd. Flow (prot)	1883	0	1880	0	0	1883
Flt Permitted						
Satd. Flow (perm)	1883	0	1880	0	0	1883
Link Speed (k/h)	48		48			48
Link Distance (m)	206.9		19.1			165.1
Travel Time (s)	15.5		1.4			12.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	1191	21	2	818
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1212	0	0	820
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.2%		ICU Level of Service B	
Analysis Period (min) 15			

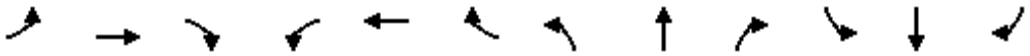
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1096	19	2	753
Future Vol, veh/h	0	0	1096	19	2	753
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1191	21	2	818

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2024	1202	0	0	1212	0
Stage 1	1202	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	64	225	-	-	576	-
Stage 1	285	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	64	225	-	-	576	-
Mov Cap-2 Maneuver	64	-	-	-	-	-
Stage 1	285	-	-	-	-	-
Stage 2	429	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	576	-
HCM Lane V/C Ratio	-	-	-	0.004	-
HCM Control Delay (s)	-	-	0	11.3	0
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0	-



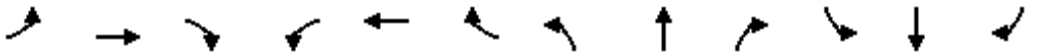
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	0	26	0	20	2	1098	2	0	743	4
Future Volume (vph)	7	0	0	26	0	20	2	1098	2	0	743	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.941						0.999	
Flt Protected		0.950			0.973							
Satd. Flow (prot)	0	1789	0	0	1724	0	0	1883	0	0	1882	0
Flt Permitted		0.952			0.822			0.999				
Satd. Flow (perm)	0	1793	0	0	1457	0	0	1882	0	0	1882	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					41						1	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		99.6			119.0			56.1			227.2	
Travel Time (s)		7.5			8.9			4.2			17.0	
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
Adj. Flow (vph)	8	0	0	28	0	22	2	1193	2	0	808	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	50	0	0	1197	0	0	812	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		55.0	55.0		55.0	55.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		68.8%	68.8%		68.8%	68.8%	
Maximum Green (s)	19.0	19.0		19.0	19.0		49.0	49.0		49.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.6			6.6			65.2			65.2	
Actuated g/C Ratio		0.09			0.09			0.86			0.86	
v/c Ratio		0.05			0.30			0.74			0.50	
Control Delay		33.0			19.1			9.7			4.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		33.0			19.1			9.7			4.5	
LOS		C			B			A			A	
Approach Delay		33.0			19.1			9.7			4.5	
Approach LOS		C			B			A			A	
Queue Length 50th (m)		1.2			1.4			82.8			35.9	
Queue Length 95th (m)		4.8			10.4			#227.4			70.3	
Internal Link Dist (m)		75.6			95.0			32.1			203.2	
Turn Bay Length (m)												
Base Capacity (vph)		449			396			1609			1609	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.13			0.74			0.50	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 76.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 8.0 — Intersection LOS: A
Intersection Capacity Utilization 72.8% — ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Ward St & Wilcox Street



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	1	9	0	8	0	1121	4	5	737	1
Future Volume (vph)	1	0	1	9	0	8	0	1121	4	5	737	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	40.0		0.0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.936							
Flt Protected		0.976			0.974					0.950		
Satd. Flow (prot)	0	1713	0	0	1717	0	0	1883	0	1789	1883	0
Flt Permitted		0.976			0.974					0.950		
Satd. Flow (perm)	0	1713	0	0	1717	0	0	1883	0	1789	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		136.4			134.8			227.2			59.2	
Travel Time (s)		10.2			10.1			17.0			4.4	
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
Adj. Flow (vph)	1	0	1	10	0	9	0	1218	4	5	801	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	19	0	0	1222	0	5	802	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane											Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			

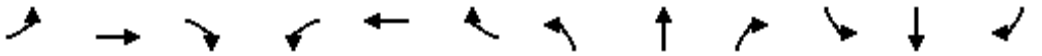
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	9	0	8	0	1121	4	5	737	1
Future Vol, veh/h	1	0	1	9	0	8	0	1121	4	5	737	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	40	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	10	0	9	0	1218	4	5	801	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2037	2034	802	2032	2032	1220	802	0	0	1222	0	0
Stage 1	812	812	-	1220	1220	-	-	-	-	-	-	-
Stage 2	1225	1222	-	812	812	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	57	384	42	57	220	822	-	-	570	-	-
Stage 1	373	392	-	220	253	-	-	-	-	-	-	-
Stage 2	219	252	-	373	392	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	40	56	384	42	56	220	822	-	-	570	-	-
Mov Cap-2 Maneuver	40	56	-	42	56	-	-	-	-	-	-	-
Stage 1	373	388	-	220	253	-	-	-	-	-	-	-
Stage 2	210	252	-	369	388	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	56.6	76.6	0	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	822	-	-	72	68	570	-	-
HCM Lane V/C Ratio	-	-	-	0.03	0.272	0.01	-	-
HCM Control Delay (s)	0	-	-	56.6	76.6	11.4	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1	0	-	-

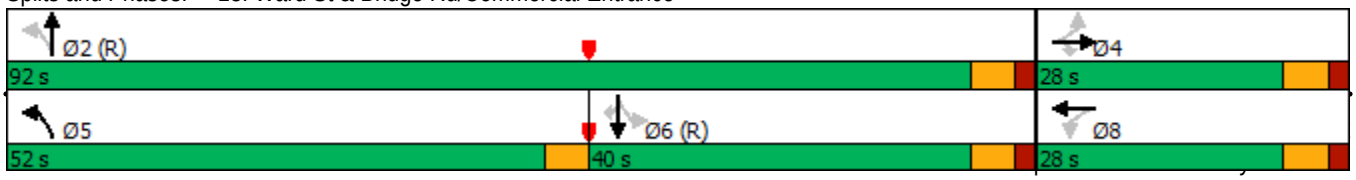


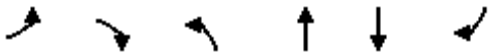
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	13	447	17	43	33	638	494	6	10	353	229
Future Volume (vph)	170	13	447	17	43	33	638	494	6	10	353	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	200.0		0.0	0.0		0.0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.952			0.998				0.850
Flt Protected		0.956			0.991		0.950				0.999	
Satd. Flow (prot)	0	1801	1601	0	1777	0	1789	1880	0	0	1882	1601
Flt Permitted		0.646			0.879		0.318				0.981	
Satd. Flow (perm)	0	1217	1601	0	1576	0	599	1880	0	0	1848	1601
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			486		20			1				249
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		366.6			55.6			82.0			152.8	
Travel Time (s)		27.5			4.2			6.2			11.5	
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
Adj. Flow (vph)	185	14	486	18	47	36	693	537	7	11	384	249
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	199	486	0	101	0	693	544	0	0	395	249
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		8.5	24.0		24.0	24.0	24.0
Total Split (s)	28.0	28.0	28.0	28.0	28.0		52.0	92.0		40.0	40.0	40.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		43.3%	76.7%		33.3%	33.3%	33.3%
Maximum Green (s)	22.0	22.0	22.0	22.0	22.0		48.0	86.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		4.0	6.0			6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
Act Effct Green (s)		21.2	21.2		21.2		88.8	86.8			44.3	44.3
Actuated g/C Ratio		0.18	0.18		0.18		0.74	0.72			0.37	0.37
v/c Ratio		0.93	0.71		0.34		0.84	0.40			0.58	0.33
Control Delay		93.5	10.3		37.8		21.9	7.6			37.5	5.3
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		93.5	10.3		37.8		21.9	7.6			37.5	5.3
LOS		F	B		D		C	A			D	A
Approach Delay		34.5			37.8			15.6			25.0	
Approach LOS		C			D			B			C	
Queue Length 50th (m)		46.2	0.0		16.6		77.5	45.2			77.1	0.0
Queue Length 95th (m)		#88.9	31.5		33.1		124.1	62.8			121.3	18.6
Internal Link Dist (m)		342.6			31.6			58.0			128.8	
Turn Bay Length (m)							200.0					
Base Capacity (vph)		223	690		305		919	1359			682	748
Starvation Cap Reductn		0	0		0		0	0			0	0
Spillback Cap Reductn		0	0		0		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		0.89	0.70		0.33		0.75	0.40			0.58	0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 23.6		Intersection LOS: C	
Intersection Capacity Utilization 86.2%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 13: Ward St & Bridge Rd/Commercial Entrance





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	2	0	911	620	16
Future Volume (vph)	6	2	0	911	620	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.970				0.997	
Flt Protected	0.963					
Satd. Flow (prot)	1759	0	0	1883	1878	0
Flt Permitted	0.963					
Satd. Flow (perm)	1759	0	0	1883	1878	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	137.7			165.1	56.1	
Travel Time (s)	10.3			12.4	4.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	2	0	990	674	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	0	990	691	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

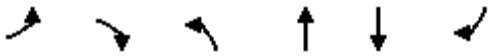
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	2	0	911	620	16
Future Vol, veh/h	6	2	0	911	620	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	0	990	674	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1673	683	691	0	-	0
Stage 1	683	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	105	449	904	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	105	449	904	-	-	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	360	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	904	-	130	-	-
HCM Lane V/C Ratio	-	-	0.067	-	-
HCM Control Delay (s)	0	-	34.7	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	46	26	47	1068	724	31
Future Volume (vph)	46	26	47	1068	724	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	35.0			0.0
Storage Lanes	1	1	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.994	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1789	1601	1789	1883	1872	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1789	1601	1789	1883	1872	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	45.3			43.4	225.9	
Travel Time (s)	3.4			3.3	16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	28	51	1161	787	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	28	51	1161	821	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.2%		ICU Level of Service C	
Analysis Period (min) 15			

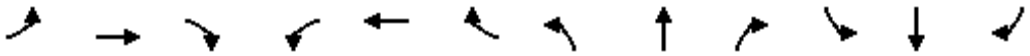
Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	26	47	1068	724	31
Future Vol, veh/h	46	26	47	1068	724	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	35	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	28	51	1161	787	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2067	804	821	0	-	0
Stage 1	804	-	-	-	-	-
Stage 2	1263	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	60	383	808	-	-	-
Stage 1	440	-	-	-	-	-
Stage 2	266	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	383	808	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	266	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	138.2	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	808	-	56	383	-	-
HCM Lane V/C Ratio	0.063	-	0.893	0.074	-	-
HCM Control Delay (s)	9.8	-	207.7	15.1	-	-
HCM Lane LOS	A	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	4	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	6	9	0	7	3	1093	6	6	722	22
Future Volume (vph)	15	0	6	9	0	7	3	1093	6	6	722	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	35.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959			0.940			0.999			0.996	
Flt Protected		0.966			0.973		0.950					
Satd. Flow (prot)	0	1745	0	0	1723	0	1789	1882	0	0	1876	0
Flt Permitted		0.966			0.973		0.950					
Satd. Flow (perm)	0	1745	0	0	1723	0	1789	1882	0	0	1876	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		35.8			31.4			91.2			43.4	
Travel Time (s)		2.7			2.4			6.8			3.3	
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
Adj. Flow (vph)	16	0	7	10	0	8	3	1188	7	7	785	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	18	0	3	1195	0	0	816	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
Analysis Period (min) 15			

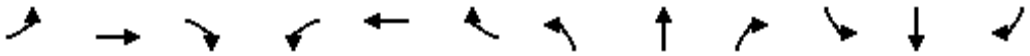
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	6	9	0	7	3	1093	6	6	722	22
Future Vol, veh/h	15	0	6	9	0	7	3	1093	6	6	722	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	35	-	-	-	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	7	10	0	8	3	1188	7	7	785	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2013	2012	797	2013	2021	1192	809	0	0	1195	0	0
Stage 1	811	811	-	1198	1198	-	-	-	-	-	-	-
Stage 2	1202	1201	-	815	823	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	44	59	387	44	58	228	817	-	-	584	-	-
Stage 1	373	393	-	227	259	-	-	-	-	-	-	-
Stage 2	225	258	-	371	388	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	42	57	387	42	56	228	817	-	-	584	-	-
Mov Cap-2 Maneuver	42	57	-	42	56	-	-	-	-	-	-	-
Stage 1	372	384	-	226	258	-	-	-	-	-	-	-
Stage 2	217	257	-	357	379	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	107.9	79.5	0	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	817	-	-	56	65	584	-	-
HCM Lane V/C Ratio	0.004	-	-	0.408	0.268	0.011	-	-
HCM Control Delay (s)	9.4	-	-	107.9	79.5	11.2	0	-
HCM Lane LOS	A	-	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	0.9	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	2	21	4	108	8	1016	49	71	699	23
Future Volume (vph)	11	0	2	21	4	108	8	1016	49	71	699	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	70.0		0.0	70.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.890			0.993			0.995	
Flt Protected		0.959			0.992		0.950			0.950		
Satd. Flow (prot)	0	1772	0	0	1663	0	1789	1870	0	1789	1874	0
Flt Permitted		0.959			0.992		0.950			0.950		
Satd. Flow (perm)	0	1772	0	0	1663	0	1789	1870	0	1789	1874	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		39.8			31.2			51.3			64.7	
Travel Time (s)		3.0			2.3			3.8			4.9	
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
Adj. Flow (vph)	12	0	2	23	4	117	9	1104	53	77	760	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	144	0	9	1157	0	77	785	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.3%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	17.9

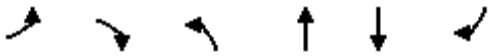
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	2	21	4	108	8	1016	49	71	699	23
Future Vol, veh/h	11	0	2	21	4	108	8	1016	49	71	699	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	70	-	-	70	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	2	23	4	117	9	1104	53	77	760	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2136	2102	773	2077	2088	1131	785	0	0	1157	0	0
Stage 1	927	927	-	1149	1149	-	-	-	-	-	-	-
Stage 2	1209	1175	-	928	939	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	36	52	399	39	53	248	834	-	-	604	-	-
Stage 1	322	347	-	242	273	-	-	-	-	-	-	-
Stage 2	223	265	-	321	343	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	16	45	399	35	46	248	834	-	-	604	-	-
Mov Cap-2 Maneuver	16	45	-	35	46	-	-	-	-	-	-	-
Stage 1	318	303	-	239	270	-	-	-	-	-	-	-
Stage 2	114	262	-	279	299	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 395.1	225.4	0.1	1.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	834	-	-	19	118	604	-	-
HCM Lane V/C Ratio	0.01	-	-	0.744	1.225	0.128	-	-
HCM Control Delay (s)	9.4	-	-	$ 395.1	225.4	11.8	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	2	9.2	0.4	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	46	46	73	1062	748	18
Future Volume (vph)	46	46	73	1062	748	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.997	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1713	0	1789	1883	1878	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1713	0	1789	1883	1878	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	19.7			53.8	69.8	
Travel Time (s)	1.5			4.0	5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	50	79	1154	813	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	0	79	1154	833	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

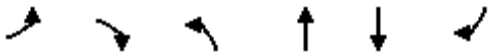
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	46	73	1062	748	18
Future Vol, veh/h	46	46	73	1062	748	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	50	79	1154	813	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2135	823	833	0	-	0
Stage 1	823	-	-	-	-	-
Stage 2	1312	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	54	373	800	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	252	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 49	373	800	-	-	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	388	-	-	-	-	-
Stage 2	252	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.2	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	800	-	225	-	-
HCM Lane V/C Ratio	0.099	-	0.444	-	-
HCM Control Delay (s)	10	-	33.2	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	2.1	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	3	6	1129	790	4
Future Volume (vph)	6	3	6	1129	790	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.959				0.999	
Flt Protected	0.966		0.950			
Satd. Flow (prot)	1745	0	1789	1883	1882	0
Flt Permitted	0.966		0.950			
Satd. Flow (perm)	1745	0	1789	1883	1882	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	18.9			64.7	53.8	
Travel Time (s)	1.4			4.9	4.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	3	7	1227	859	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	7	1227	863	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

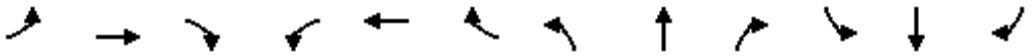
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	3	6	1129	790	4
Future Vol, veh/h	6	3	6	1129	790	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	3	7	1227	859	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2102	861	863	0	-	0
Stage 1	861	-	-	-	-	-
Stage 2	1241	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	57	355	779	-	-	-
Stage 1	414	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	355	779	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	273	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	779	-	210	-	-
HCM Lane V/C Ratio	0.008	-	0.047	-	-
HCM Control Delay (s)	9.7	-	23	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	0	21	27	0	60	16	1016	113	22	699	5
Future Volume (vph)	12	0	21	27	0	60	16	1016	113	22	699	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	15.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.914			0.907			0.985			0.999	
Flt Protected		0.982			0.985		0.950			0.950		
Satd. Flow (prot)	0	1690	0	0	1683	0	1789	1855	0	1789	1882	0
Flt Permitted		0.982			0.985		0.950			0.950		
Satd. Flow (perm)	0	1690	0	0	1683	0	1789	1855	0	1789	1882	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		27.4			28.6			59.2			51.3	
Travel Time (s)		2.1			2.1			4.4			3.8	
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
Adj. Flow (vph)	13	0	23	29	0	65	17	1104	123	24	760	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	94	0	17	1227	0	24	765	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97		97	97		97	97		97	97		97
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.4%		ICU Level of Service D	
Analysis Period (min) 15			

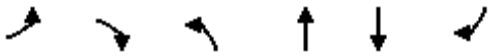
Intersection	
Int Delay, s/veh	9.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	21	27	0	60	16	1016	113	22	699	5
Future Vol, veh/h	12	0	21	27	0	60	16	1016	113	22	699	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	15	-	-	15	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	23	29	0	65	17	1104	123	24	760	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2043	2072	763	2022	2013	1166	765	0	0	1227	0	0
Stage 1	811	811	-	1200	1200	-	-	-	-	-	-	-
Stage 2	1232	1261	-	822	813	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	54	404	43	59	236	848	-	-	568	-	-
Stage 1	373	393	-	226	258	-	-	-	-	-	-	-
Stage 2	217	241	-	368	392	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	51	404	39	55	236	848	-	-	568	-	-
Mov Cap-2 Maneuver	29	51	-	39	55	-	-	-	-	-	-	-
Stage 1	366	376	-	221	253	-	-	-	-	-	-	-
Stage 2	154	236	-	333	376	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	99	185.1	0.1	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	848	-	-	71	92	568	-	-
HCM Lane V/C Ratio	0.021	-	-	0.505	1.028	0.042	-	-
HCM Control Delay (s)	9.3	-	-	99	185.1	11.6	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.1	6.1	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	34	0	955	960	44
Future Volume (vph)	0	34	0	955	960	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	0	1	0			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865			0.994	
Flt Protected						
Satd. Flow (prot)	0	1629	0	1883	1872	0
Flt Permitted						
Satd. Flow (perm)	0	1629	0	1883	1872	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	37.7			69.8	82.0	
Travel Time (s)	2.8			5.2	6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	37	0	1038	1043	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	37	0	1038	1091	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes		
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

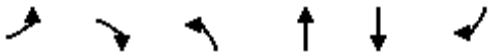
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	34	0	955	960	44
Future Vol, veh/h	0	34	0	955	960	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	0	1038	1043	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1067	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	270	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	270	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	270	-	-
HCM Lane V/C Ratio	-	0.137	-	-
HCM Control Delay (s)	-	20.4	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.5	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	43	13	13	1095	753	64
Future Volume (vph)	43	13	13	1095	753	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.969				0.989	
Flt Protected	0.963		0.950			
Satd. Flow (prot)	1758	0	1789	1883	1863	0
Flt Permitted	0.963		0.950			
Satd. Flow (perm)	1758	0	1789	1883	1863	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	37.7			69.8	82.0	
Travel Time (s)	2.8			5.2	6.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	47	14	14	1190	818	70
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	14	1190	888	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes		
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			

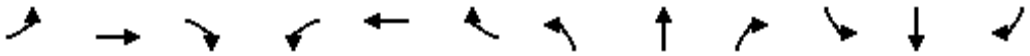
Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	43	13	13	1095	753	64
Future Vol, veh/h	43	13	13	1095	753	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	14	14	1190	818	70

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2071	853	888	0	-	0
Stage 1	853	-	-	-	-	-
Stage 2	1218	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	59	359	763	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	58	359	763	-	-	-
Mov Cap-2 Maneuver	58	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	280	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	162.5	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	763	-	72	-	-
HCM Lane V/C Ratio	0.019	-	0.845	-	-
HCM Control Delay (s)	9.8	-	162.5	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	4.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	1	2	0	2	3	1108	3	0	752	1
Future Volume (vph)	5	0	1	2	0	2	3	1108	3	0	752	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.977			0.932							
Flt Protected		0.960			0.976							
Satd. Flow (prot)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Flt Permitted		0.960			0.976							
Satd. Flow (perm)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		165.7			49.0			225.9			19.1	
Travel Time (s)		12.4			3.7			16.9			1.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	0	1	2	0	2	3	1204	3	0	817	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	4	0	0	1210	0	0	818	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	1	2	0	2	3	1108	3	0	752	1
Future Vol, veh/h	5	0	1	2	0	2	3	1108	3	0	752	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	2	0	2	3	1204	3	0	817	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2031	2031	818	2030	2030	1206	818	0	0	1207	0	0
Stage 1	818	818	-	1212	1212	-	-	-	-	-	-	-
Stage 2	1213	1213	-	818	818	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	57	376	42	57	224	810	-	-	578	-	-
Stage 1	370	390	-	222	255	-	-	-	-	-	-	-
Stage 2	222	255	-	370	390	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	41	56	376	42	56	224	810	-	-	578	-	-
Mov Cap-2 Maneuver	41	56	-	42	56	-	-	-	-	-	-	-
Stage 1	366	390	-	220	252	-	-	-	-	-	-	-
Stage 2	217	252	-	369	390	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	91.5	59	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	810	-	-	48	71	578	-	-
HCM Lane V/C Ratio	0.004	-	-	0.136	0.061	-	-	-
HCM Control Delay (s)	9.5	0	-	91.5	59	0	-	-
HCM Lane LOS	A	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1096	19	2	753
Future Volume (vph)	0	0	1096	19	2	753
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%		0%			0%
Storage Length (m)	0.0	0.0		0.0	0.0	
Storage Lanes	1	0		0	0	
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.998			
Flt Protected						
Satd. Flow (prot)	1883	0	1880	0	0	1883
Flt Permitted						
Satd. Flow (perm)	1883	0	1880	0	0	1883
Link Speed (k/h)	48		48			48
Link Distance (m)	206.9		19.1			165.1
Travel Time (s)	15.5		1.4			12.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	0	1191	21	2	818
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1212	0	0	820
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.2%		ICU Level of Service B	
Analysis Period (min) 15			

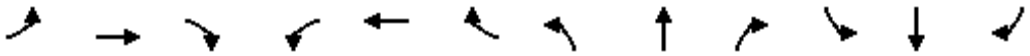
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1096	19	2	753
Future Vol, veh/h	0	0	1096	19	2	753
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1191	21	2	818

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2024	1202	0	0	1212	0
Stage 1	1202	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	64	225	-	-	576	-
Stage 1	285	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	64	225	-	-	576	-
Mov Cap-2 Maneuver	64	-	-	-	-	-
Stage 1	285	-	-	-	-	-
Stage 2	429	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	576	-
HCM Lane V/C Ratio	-	-	-	0.004	-
HCM Control Delay (s)	-	-	0	11.3	0
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	0	26	0	20	2	1098	2	0	743	4
Future Volume (vph)	7	0	0	26	0	20	2	1098	2	0	743	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.941						0.999	
Flt Protected		0.950			0.973							
Satd. Flow (prot)	0	1789	0	0	1724	0	0	1883	0	0	1882	0
Flt Permitted		0.950			0.973							
Satd. Flow (perm)	0	1789	0	0	1724	0	0	1883	0	0	1882	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		99.6			119.0			56.1			227.2	
Travel Time (s)		7.5			8.9			4.2			17.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	0	0	28	0	22	2	1193	2	0	808	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	50	0	0	1197	0	0	812	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		

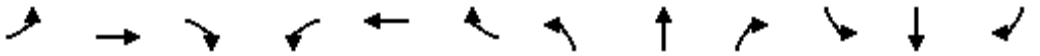
Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	7	0	0	26	0	20	2	1098	2	0	743	4
Future Vol, veh/h	7	0	0	26	0	20	2	1098	2	0	743	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	0	28	0	22	2	1193	2	0	808	4

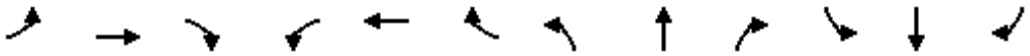
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2019	2009	810	2008	2010	1194	812	0	0	1195	0	0
Stage 1	810	810	-	1198	1198	-	-	-	-	-	-	-
Stage 2	1209	1199	-	810	812	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	43	59	380	44	59	227	814	-	-	584	-	-
Stage 1	374	393	-	227	259	-	-	-	-	-	-	-
Stage 2	223	259	-	374	392	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	39	59	380	44	59	227	814	-	-	584	-	-
Mov Cap-2 Maneuver	39	59	-	44	59	-	-	-	-	-	-	-
Stage 1	371	393	-	225	257	-	-	-	-	-	-	-
Stage 2	200	257	-	374	392	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	118.4	143.5	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	814	-	-	39	68	584	-	-
HCM Lane V/C Ratio	0.003	-	-	0.195	0.735	-	-	-
HCM Control Delay (s)	9.4	0	-	118.4	143.5	0	-	-
HCM Lane LOS	A	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	3.3	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	1	9	0	8	0	1121	4	5	737	1
Future Volume (vph)	1	0	1	9	0	8	0	1121	4	5	737	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	40.0		0.0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.932			0.936							
Flt Protected		0.976			0.974					0.950		
Satd. Flow (prot)	0	1713	0	0	1717	0	0	1883	0	1789	1883	0
Flt Permitted										0.130		
Satd. Flow (perm)	0	1755	0	0	1763	0	0	1883	0	245	1883	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			27							
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		136.4			134.8			227.2			59.2	
Travel Time (s)		10.2			10.1			17.0			4.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1	0	1	10	0	9	0	1218	4	5	801	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	19	0	0	1222	0	5	802	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane											Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

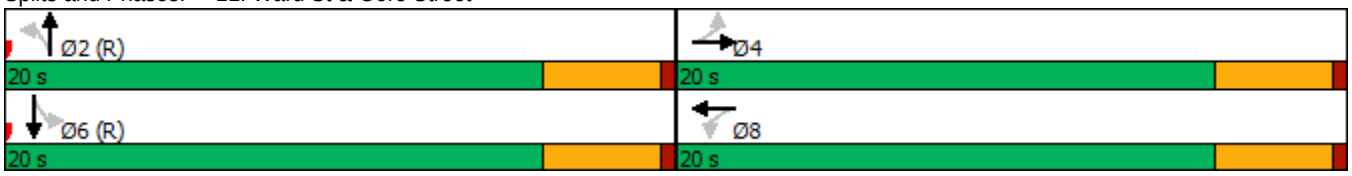


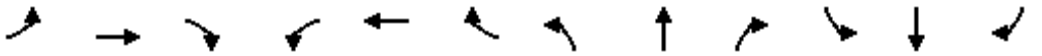
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0			4.0		4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		5.7			5.8			37.1		37.1	37.1	
Actuated g/C Ratio		0.14			0.14			0.93		0.93	0.93	
v/c Ratio		0.01			0.07			0.70		0.02	0.46	
Control Delay		0.0			6.9			8.2		2.0	2.8	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		0.0			6.9			8.2		2.0	2.8	
LOS		A			A			A		A	A	
Approach Delay					6.9			8.2			2.8	
Approach LOS					A			A			A	
Queue Length 50th (m)		0.0			0.0			0.0		0.0	0.0	
Queue Length 95th (m)		0.0			3.1			#150.8		0.8	49.8	
Internal Link Dist (m)		112.4			110.8			203.2			35.2	
Turn Bay Length (m)										40.0		
Base Capacity (vph)		718			721			1746		227	1746	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.00			0.03			0.70		0.02	0.46	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 40			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 6.0		Intersection LOS: A	
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			

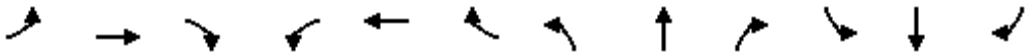
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: Ward St & Gore Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	13	447	17	43	33	638	494	6	10	353	229
Future Volume (vph)	170	13	447	17	43	33	638	494	6	10	353	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	200.0		0.0	0.0		0.0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.952			0.998				0.850
Flt Protected		0.956			0.991		0.950				0.999	
Satd. Flow (prot)	0	1801	1601	0	1777	0	1789	1880	0	0	1882	1601
Flt Permitted		0.646			0.879		0.318				0.981	
Satd. Flow (perm)	0	1217	1601	0	1576	0	599	1880	0	0	1848	1601
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			486		20			1				249
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		366.6			55.6			82.0			152.8	
Travel Time (s)		27.5			4.2			6.2			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	185	14	486	18	47	36	693	537	7	11	384	249
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	199	486	0	101	0	693	544	0	0	395	249
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												

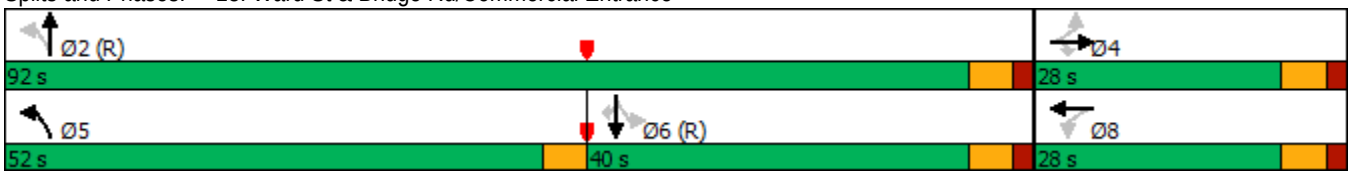


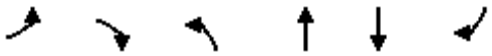
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		8.5	24.0		24.0	24.0	24.0
Total Split (s)	28.0	28.0	28.0	28.0	28.0		52.0	92.0		40.0	40.0	40.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		43.3%	76.7%		33.3%	33.3%	33.3%
Maximum Green (s)	22.0	22.0	22.0	22.0	22.0		48.0	86.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		4.0	6.0			6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
Act Effct Green (s)		21.2	21.2		21.2		88.8	86.8			44.3	44.3
Actuated g/C Ratio		0.18	0.18		0.18		0.74	0.72			0.37	0.37
v/c Ratio		0.93	0.71		0.34		0.84	0.40			0.58	0.33
Control Delay		93.5	10.3		37.8		21.9	7.6			37.5	5.3
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		93.5	10.3		37.8		21.9	7.6			37.5	5.3
LOS		F	B		D		C	A			D	A
Approach Delay		34.5			37.8			15.6			25.0	
Approach LOS		C			D			B			C	
Queue Length 50th (m)		46.2	0.0		16.6		77.5	45.2			77.1	0.0
Queue Length 95th (m)		#88.9	31.5		33.1		124.1	62.8			121.3	18.6
Internal Link Dist (m)		342.6			31.6			58.0			128.8	
Turn Bay Length (m)							200.0					
Base Capacity (vph)		223	690		305		919	1359			682	748
Starvation Cap Reductn		0	0		0		0	0			0	0
Spillback Cap Reductn		0	0		0		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		0.89	0.70		0.33		0.75	0.40			0.58	0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 23.6		Intersection LOS: C	
Intersection Capacity Utilization 86.2%		ICU Level of Service E	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Ward St & Bridge Rd/Commercial Entrance





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	2	0	911	620	16
Future Volume (vph)	6	2	0	911	620	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	0.0			0.0
Storage Lanes	1	0	0			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.970				0.997	
Flt Protected	0.963					
Satd. Flow (prot)	1759	0	0	1883	1878	0
Flt Permitted	0.963					
Satd. Flow (perm)	1759	0	0	1883	1878	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	137.7			165.1	56.1	
Travel Time (s)	10.3			12.4	4.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	7	2	0	990	674	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	0	990	691	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

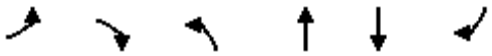
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	2	0	911	620	16
Future Vol, veh/h	6	2	0	911	620	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	0	990	674	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1673	683	691	0	-	0
Stage 1	683	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	105	449	904	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	105	449	904	-	-	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	360	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	904	-	130	-	-
HCM Lane V/C Ratio	-	-	0.067	-	-
HCM Control Delay (s)	0	-	34.7	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	46	26	47	1068	724	31
Future Volume (vph)	46	26	47	1068	724	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	35.0			0.0
Storage Lanes	1	1	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850			0.994	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1789	1601	1789	1883	1872	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1789	1601	1789	1883	1872	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	45.3			43.4	225.9	
Travel Time (s)	3.4			3.3	16.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	50	28	51	1161	787	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	28	51	1161	821	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.2%		ICU Level of Service C	
Analysis Period (min) 15			

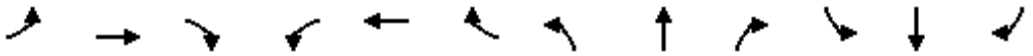
Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	26	47	1068	724	31
Future Vol, veh/h	46	26	47	1068	724	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	35	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	28	51	1161	787	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2067	804	821	0	-	0
Stage 1	804	-	-	-	-	-
Stage 2	1263	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	60	383	808	-	-	-
Stage 1	440	-	-	-	-	-
Stage 2	266	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	383	808	-	-	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	266	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	138.2	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	808	-	56	383	-	-
HCM Lane V/C Ratio	0.063	-	0.893	0.074	-	-
HCM Control Delay (s)	9.8	-	207.7	15.1	-	-
HCM Lane LOS	A	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	4	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	6	9	0	7	3	1093	6	6	722	22
Future Volume (vph)	15	0	6	9	0	7	3	1093	6	6	722	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	35.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.959			0.940			0.999			0.996	
Flt Protected		0.966			0.973		0.950					
Satd. Flow (prot)	0	1745	0	0	1723	0	1789	1882	0	0	1876	0
Flt Permitted		0.966			0.973		0.950					
Satd. Flow (perm)	0	1745	0	0	1723	0	1789	1882	0	0	1876	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		35.8			31.4			91.2			43.4	
Travel Time (s)		2.7			2.4			6.8			3.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	16	0	7	10	0	8	3	1188	7	7	785	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	18	0	3	1195	0	0	816	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

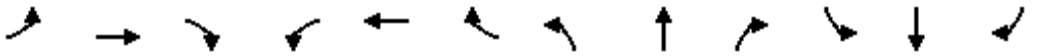
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	6	9	0	7	3	1093	6	6	722	22
Future Vol, veh/h	15	0	6	9	0	7	3	1093	6	6	722	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	35	-	-	-	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	7	10	0	8	3	1188	7	7	785	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2013	2012	797	2013	2021	1192	809	0	0	1195	0	0
Stage 1	811	811	-	1198	1198	-	-	-	-	-	-	-
Stage 2	1202	1201	-	815	823	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	44	59	387	44	58	228	817	-	-	584	-	-
Stage 1	373	393	-	227	259	-	-	-	-	-	-	-
Stage 2	225	258	-	371	388	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	42	57	387	42	56	228	817	-	-	584	-	-
Mov Cap-2 Maneuver	42	57	-	42	56	-	-	-	-	-	-	-
Stage 1	372	384	-	226	258	-	-	-	-	-	-	-
Stage 2	217	257	-	357	379	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	107.9	79.5	0	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	817	-	-	56	65	584	-	-
HCM Lane V/C Ratio	0.004	-	-	0.408	0.268	0.011	-	-
HCM Control Delay (s)	9.4	-	-	107.9	79.5	11.2	0	-
HCM Lane LOS	A	-	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	0.9	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	2	21	4	108	8	1016	49	71	699	23
Future Volume (vph)	11	0	2	21	4	108	8	1016	49	71	699	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	70.0		0.0	70.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.981			0.890			0.993			0.995	
Flt Protected		0.959			0.992		0.950			0.950		
Satd. Flow (prot)	0	1772	0	0	1663	0	1789	1870	0	1789	1874	0
Flt Permitted		0.959			0.992		0.950			0.950		
Satd. Flow (perm)	0	1772	0	0	1663	0	1789	1870	0	1789	1874	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		39.8			31.2			51.3			64.7	
Travel Time (s)		3.0			2.3			3.8			4.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	12	0	2	23	4	117	9	1104	53	77	760	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	144	0	9	1157	0	77	785	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.3%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	17.9

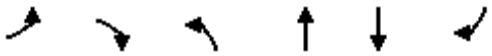
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	2	21	4	108	8	1016	49	71	699	23
Future Vol, veh/h	11	0	2	21	4	108	8	1016	49	71	699	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	70	-	-	70	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	2	23	4	117	9	1104	53	77	760	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2136	2102	773	2077	2088	1131	785	0	0	1157	0	0
Stage 1	927	927	-	1149	1149	-	-	-	-	-	-	-
Stage 2	1209	1175	-	928	939	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	36	52	399	39	53	248	834	-	-	604	-	-
Stage 1	322	347	-	242	273	-	-	-	-	-	-	-
Stage 2	223	265	-	321	343	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	16	45	399	35	46	248	834	-	-	604	-	-
Mov Cap-2 Maneuver	16	45	-	35	46	-	-	-	-	-	-	-
Stage 1	318	303	-	239	270	-	-	-	-	-	-	-
Stage 2	114	262	-	279	299	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 395.1	225.4	0.1	1.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	834	-	-	19	118	604	-	-
HCM Lane V/C Ratio	0.01	-	-	0.744	1.225	0.128	-	-
HCM Control Delay (s)	9.4	-	-	$ 395.1	225.4	11.8	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	2	9.2	0.4	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	46	46	73	1062	748	18
Future Volume (vph)	46	46	73	1062	748	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.997	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1713	0	1789	1883	1878	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1713	0	1789	1883	1878	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	19.7			53.8	69.8	
Travel Time (s)	1.5			4.0	5.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	50	50	79	1154	813	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	0	79	1154	833	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

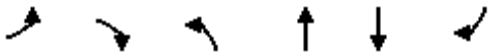
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	46	73	1062	748	18
Future Vol, veh/h	46	46	73	1062	748	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	50	79	1154	813	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2135	823	833	0	-	0
Stage 1	823	-	-	-	-	-
Stage 2	1312	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	54	373	800	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	252	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 49	373	800	-	-	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	388	-	-	-	-	-
Stage 2	252	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.2	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	800	-	225	-	-
HCM Lane V/C Ratio	0.099	-	0.444	-	-
HCM Control Delay (s)	10	-	33.2	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	2.1	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	3	6	1129	790	4
Future Volume (vph)	6	3	6	1129	790	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.959				0.999	
Flt Protected	0.966		0.950			
Satd. Flow (prot)	1745	0	1789	1883	1882	0
Flt Permitted	0.966		0.950			
Satd. Flow (perm)	1745	0	1789	1883	1882	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	18.9			64.7	53.8	
Travel Time (s)	1.4			4.9	4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	7	3	7	1227	859	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	7	1227	863	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

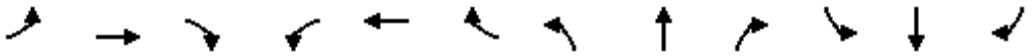
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	3	6	1129	790	4
Future Vol, veh/h	6	3	6	1129	790	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	3	7	1227	859	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2102	861	863	0	-	0
Stage 1	861	-	-	-	-	-
Stage 2	1241	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	57	355	779	-	-	-
Stage 1	414	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	355	779	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	273	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	779	-	210	-	-
HCM Lane V/C Ratio	0.008	-	0.047	-	-
HCM Control Delay (s)	9.7	-	23	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	0	21	27	0	60	16	1016	113	22	699	5
Future Volume (vph)	12	0	21	27	0	60	16	1016	113	22	699	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	15.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.914			0.907			0.985			0.999	
Flt Protected		0.982			0.985		0.950			0.950		
Satd. Flow (prot)	0	1690	0	0	1683	0	1789	1855	0	1789	1882	0
Flt Permitted		0.982			0.985		0.950			0.950		
Satd. Flow (perm)	0	1690	0	0	1683	0	1789	1855	0	1789	1882	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		27.4			28.6			59.2			51.3	
Travel Time (s)		2.1			2.1			4.4			3.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	13	0	23	29	0	65	17	1104	123	24	760	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	94	0	17	1227	0	24	765	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97		97	97		97	97		97	97		97
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		

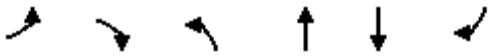
Intersection	
Int Delay, s/veh	9.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	21	27	0	60	16	1016	113	22	699	5
Future Vol, veh/h	12	0	21	27	0	60	16	1016	113	22	699	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	15	-	-	15	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	23	29	0	65	17	1104	123	24	760	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2043	2072	763	2022	2013	1166	765	0	0	1227	0	0
Stage 1	811	811	-	1200	1200	-	-	-	-	-	-	-
Stage 2	1232	1261	-	822	813	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	54	404	43	59	236	848	-	-	568	-	-
Stage 1	373	393	-	226	258	-	-	-	-	-	-	-
Stage 2	217	241	-	368	392	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	51	404	39	55	236	848	-	-	568	-	-
Mov Cap-2 Maneuver	29	51	-	39	55	-	-	-	-	-	-	-
Stage 1	366	376	-	221	253	-	-	-	-	-	-	-
Stage 2	154	236	-	333	376	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	99	185.1	0.1	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	848	-	-	71	92	568	-	-
HCM Lane V/C Ratio	0.021	-	-	0.505	1.028	0.042	-	-
HCM Control Delay (s)	9.3	-	-	99	185.1	11.6	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.1	6.1	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	15	10	945	960	44
Future Volume (vph)	19	15	10	945	960	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.942				0.994	
Flt Protected	0.972		0.950			
Satd. Flow (prot)	1725	0	1789	1883	1872	0
Flt Permitted	0.972		0.950			
Satd. Flow (perm)	1725	0	1789	1883	1872	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	37.7			69.8	82.0	
Travel Time (s)	2.8			5.2	6.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	21	16	11	1027	1043	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	11	1027	1091	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes		
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

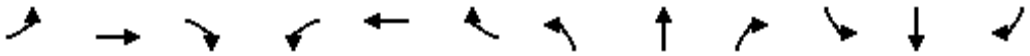
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	15	10	945	960	44
Future Vol, veh/h	19	15	10	945	960	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	16	11	1027	1043	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2116	1067	1091	0	-	0
Stage 1	1067	-	-	-	-	-
Stage 2	1049	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	56	270	640	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	55	270	640	-	-	-
Mov Cap-2 Maneuver	55	-	-	-	-	-
Stage 1	325	-	-	-	-	-
Stage 2	337	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	76.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	640	-	85	-	-
HCM Lane V/C Ratio	0.017	-	0.435	-	-
HCM Control Delay (s)	10.7	-	76.6	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.8	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	0	1	2	0	2	3	925	3	0	966	1
Future Volume (vph)	5	0	1	2	0	2	3	925	3	0	966	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.977			0.932							
Flt Protected		0.960			0.976							
Satd. Flow (prot)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Flt Permitted		0.960			0.976							
Satd. Flow (perm)	0	1767	0	0	1713	0	0	1883	0	0	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		165.7			49.0			225.9			19.1	
Travel Time (s)		12.4			3.7			16.9			1.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	0	1	2	0	2	3	1005	3	0	1050	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	4	0	0	1011	0	0	1051	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	0	1	2	0	2	3	925	3	0	966	1
Future Vol, veh/h	5	0	1	2	0	2	3	925	3	0	966	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	1	2	0	2	3	1005	3	0	1050	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2065	2065	1051	2064	2064	1007	1051	0	0	1008	0	0
Stage 1	1051	1051	-	1013	1013	-	-	-	-	-	-	-
Stage 2	1014	1014	-	1051	1051	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	40	54	276	40	55	292	662	-	-	687	-	-
Stage 1	274	304	-	288	316	-	-	-	-	-	-	-
Stage 2	288	316	-	274	304	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	39	53	276	40	54	292	662	-	-	687	-	-
Mov Cap-2 Maneuver	39	53	-	40	54	-	-	-	-	-	-	-
Stage 1	271	304	-	285	313	-	-	-	-	-	-	-
Stage 2	283	313	-	273	304	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	95.8	59.8	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	662	-	-	46	70	687	-	-
HCM Lane V/C Ratio	0.005	-	-	0.142	0.062	-	-	-
HCM Control Delay (s)	10.5	0	-	95.8	59.8	0	-	-
HCM Lane LOS	B	A	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	913	19	2	967
Future Volume (vph)	0	0	913	19	2	967
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%		0%			0%
Storage Length (m)	0.0	0.0		0.0	0.0	
Storage Lanes	1	0		0	0	
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.997			
Flt Protected						
Satd. Flow (prot)	1883	0	1878	0	0	1883
Flt Permitted						
Satd. Flow (perm)	1883	0	1878	0	0	1883
Link Speed (k/h)	48		48			48
Link Distance (m)	206.9		19.1			165.1
Travel Time (s)	15.5		1.4			12.4
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	0	992	21	2	1051
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1013	0	0	1053
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.8		4.8			4.8
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.8%		ICU Level of Service B	
Analysis Period (min) 15			

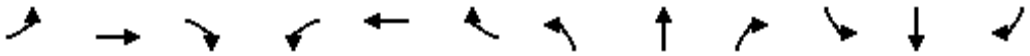
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	913	19	2	967
Future Vol, veh/h	0	0	913	19	2	967
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	992	21	2	1051

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2058	1003	0	0	1013	0
Stage 1	1003	-	-	-	-	-
Stage 2	1055	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	61	294	-	-	684	-
Stage 1	355	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	61	294	-	-	684	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	355	-	-	-	-	-
Stage 2	333	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	684	-
HCM Lane V/C Ratio	-	-	-	0.003	-
HCM Control Delay (s)	-	-	0	10.3	0
HCM Lane LOS	-	-	A	B	A
HCM 95th %tile Q(veh)	-	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	54	7	9	52	3	3	916	0	2	967	0
Future Volume (vph)	8	54	7	9	52	3	3	916	0	2	967	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.986			0.994							
Flt Protected		0.994			0.993							
Satd. Flow (prot)	0	1846	0	0	1859	0	0	1883	0	0	1883	0
Flt Permitted		0.994			0.993							
Satd. Flow (perm)	0	1846	0	0	1859	0	0	1883	0	0	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		99.6			119.0			56.1			227.2	
Travel Time (s)		7.5			8.9			4.2			17.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	9	59	8	10	57	3	3	996	0	2	1051	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	70	0	0	999	0	0	1053	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	8	54	7	9	52	3	3	916	0	2	967	0
Future Vol, veh/h	8	54	7	9	52	3	3	916	0	2	967	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	59	8	10	57	3	3	996	0	2	1051	0

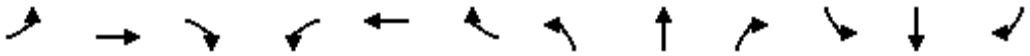
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2087	2057	1051	2091	2057	996	1051	0	0	996	0	0
Stage 1	1055	1055	-	1002	1002	-	-	-	-	-	-	-
Stage 2	1032	1002	-	1089	1055	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	39	~ 55	276	38	~ 55	297	662	-	-	695	-	-
Stage 1	273	302	-	292	320	-	-	-	-	-	-	-
Stage 2	281	320	-	261	302	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 54	276	-	~ 54	297	662	-	-	695	-	-
Mov Cap-2 Maneuver	-	~ 54	-	-	~ 54	-	-	-	-	-	-	-
Stage 1	270	300	-	289	317	-	-	-	-	-	-	-
Stage 2	226	317	-	203	300	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0	0
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	662	-	-	-	-	695	-	-
HCM Lane V/C Ratio	0.005	-	-	-	-	0.003	-	-
HCM Control Delay (s)	10.5	0	-	-	-	10.2	0	-
HCM Lane LOS	B	A	-	-	-	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	2	6	14	1	19	4	920	3	19	949	5
Future Volume (vph)	7	2	6	14	1	19	4	920	3	19	949	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	40.0		0.0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.944			0.923						0.999	
Flt Protected		0.977			0.980					0.950		
Satd. Flow (prot)	0	1737	0	0	1704	0	0	1883	0	1789	1882	0
Flt Permitted								0.997		0.338		
Satd. Flow (perm)	0	1778	0	0	1738	0	0	1878	0	637	1882	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			21						1	
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		136.4			134.8			227.2			59.2	
Travel Time (s)		10.2			10.1			17.0			4.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	2	7	15	1	21	4	1000	3	21	1032	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	37	0	0	1007	0	21	1037	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane											Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (m)	15.2	15.2		15.2	15.2		15.2	15.2		15.2	15.2	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												

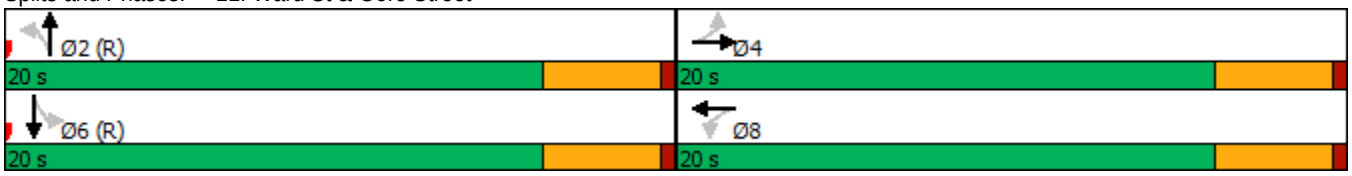


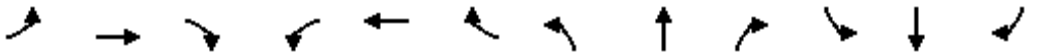
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)		0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)		4.0			4.0			4.0		4.0	4.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.1			6.2			36.9		36.9	36.9	
Actuated g/C Ratio		0.15			0.16			0.92		0.92	0.92	
v/c Ratio		0.06			0.13			0.58		0.04	0.60	
Control Delay		12.0			10.6			6.2		2.0	6.5	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay		12.0			10.6			6.2		2.0	6.5	
LOS		B			B			A		A	A	
Approach Delay		12.0			10.6			6.2			6.4	
Approach LOS		B			B			A			A	
Queue Length 50th (m)		0.6			1.0			0.0		0.0	0.0	
Queue Length 95th (m)		3.8			5.8			#118.6		2.0	#125.5	
Internal Link Dist (m)		112.4			110.8			203.2			35.2	
Turn Bay Length (m)										40.0		
Base Capacity (vph)		715			707			1731		587	1735	
Starvation Cap Reductn		0			0			0		0	0	
Spillback Cap Reductn		0			0			0		0	0	
Storage Cap Reductn		0			0			0		0	0	
Reduced v/c Ratio		0.02			0.05			0.58		0.04	0.60	

Intersection Summary			
Area Type:	Other		
Cycle Length: 40			
Actuated Cycle Length: 40			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 6.4		Intersection LOS: A	
Intersection Capacity Utilization 61.8%		ICU Level of Service B	
Analysis Period (min) 15			

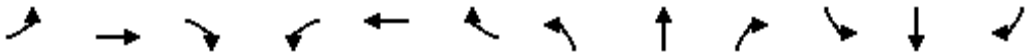
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: Ward St & Gore Street





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	234	69	566	23	61	24	516	427	21	17	416	121
Future Volume (vph)	234	69	566	23	61	24	516	427	21	17	416	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	200.0		0.0	0.0		0.0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.970			0.993				0.850
Flt Protected		0.963			0.989		0.950				0.998	
Satd. Flow (prot)	0	1814	1601	0	1807	0	1789	1870	0	0	1880	1601
Flt Permitted		0.657			0.422		0.258				0.972	
Satd. Flow (perm)	0	1237	1601	0	771	0	486	1870	0	0	1831	1601
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			615		10			5				129
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		366.6			55.6			82.0			152.8	
Travel Time (s)		27.5			4.2			6.2			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	254	75	615	25	66	26	561	464	23	18	452	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	329	615	0	117	0	561	487	0	0	470	132
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	1	1	1	1		1	1		1	1	1
Detector Template												
Leading Detector (m)	15.2	15.2	15.2	15.2	15.2		15.2	15.2		15.2	15.2	15.2
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	4	4	4	8	8		5	2		6	6	6
Switch Phase												



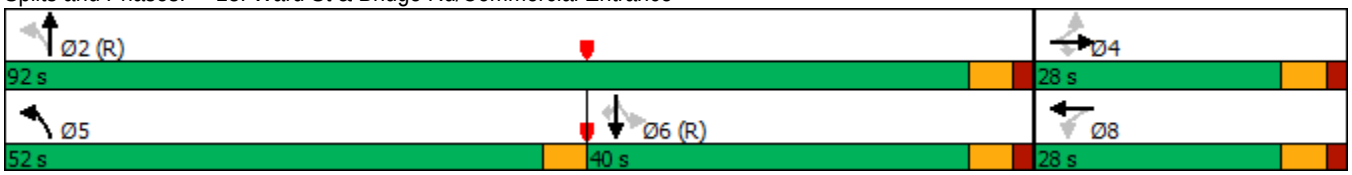
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0		8.5	24.0		24.0	24.0	24.0
Total Split (s)	28.0	28.0	28.0	28.0	28.0		52.0	92.0		40.0	40.0	40.0
Total Split (%)	23.3%	23.3%	23.3%	23.3%	23.3%		43.3%	76.7%		33.3%	33.3%	33.3%
Maximum Green (s)	22.0	22.0	22.0	22.0	22.0		48.0	86.0		34.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0		4.0	6.0			6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	0
Act Effct Green (s)		22.0	22.0		22.0		88.0	86.0			46.3	46.3
Actuated g/C Ratio		0.18	0.18		0.18		0.73	0.72			0.39	0.39
v/c Ratio		1.46	0.77		0.79		0.75	0.36			0.67	0.19
Control Delay		264.0	11.0		77.1		18.1	7.3			38.4	6.3
Queue Delay		0.0	0.0		0.0		0.0	0.0			0.0	0.0
Total Delay		264.0	11.0		77.1		18.1	7.3			38.4	6.3
LOS		F	B		E		B	A			D	A
Approach Delay		99.2			77.1			13.1			31.4	
Approach LOS		F			E			B			C	
Queue Length 50th (m)		~105.7	0.0		24.4		57.0	38.5			90.6	0.4
Queue Length 95th (m)		#161.5	36.3		#56.2		91.9	54.0			#166.4	14.8
Internal Link Dist (m)		342.6			31.6			58.0			128.8	
Turn Bay Length (m)							200.0					
Base Capacity (vph)		226	795		149		877	1341			706	696
Starvation Cap Reductn		0	0		0		0	0			0	0
Spillback Cap Reductn		0	0		0		0	0			0	0
Storage Cap Reductn		0	0		0		0	0			0	0
Reduced v/c Ratio		1.46	0.77		0.79		0.64	0.36			0.67	0.19

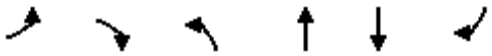
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.46			
Intersection Signal Delay: 49.9		Intersection LOS: D	
Intersection Capacity Utilization 89.7%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 13: Ward St & Bridge Rd/Commercial Entrance





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	2	0	913	967	16
Future Volume (vph)	6	2	0	913	967	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	0.0			0.0
Storage Lanes	1	0	0			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.970				0.998	
Flt Protected	0.963					
Satd. Flow (prot)	1759	0	0	1883	1880	0
Flt Permitted	0.963					
Satd. Flow (perm)	1759	0	0	1883	1880	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	137.7			165.1	56.1	
Travel Time (s)	10.3			12.4	4.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	7	2	0	992	1051	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	0	992	1068	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.9%		ICU Level of Service B	
Analysis Period (min) 15			

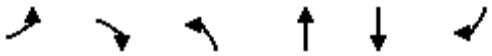
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	2	0	913	967	16
Future Vol, veh/h	6	2	0	913	967	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	0	992	1051	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2052	1060	1068	0	-	0
Stage 1	1060	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	61	272	653	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	359	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	61	272	653	-	-	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	359	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	58.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	653	-	76	-	-
HCM Lane V/C Ratio	-	-	0.114	-	-
HCM Control Delay (s)	0	-	58.4	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	52	22	32	879	887	82
Future Volume (vph)	52	22	32	879	887	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	35.0			0.0
Storage Lanes	1	1	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt		0.850			0.989	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1789	1601	1789	1883	1863	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1789	1601	1789	1883	1863	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	45.3			43.4	225.9	
Travel Time (s)	3.4			3.3	16.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	57	24	35	955	964	89
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	24	35	955	1053	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			

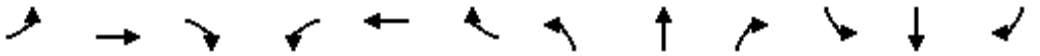
Intersection	
Int Delay, s/veh	6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	52	22	32	879	887	82
Future Vol, veh/h	52	22	32	879	887	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	35	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	24	35	955	964	89

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2034	1009	1053	0	-	0
Stage 1	1009	-	-	-	-	-
Stage 2	1025	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	63	292	661	-	-	-
Stage 1	352	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	60	292	661	-	-	-
Mov Cap-2 Maneuver	60	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	346	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	154.4	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	661	-	60	292	-	-
HCM Lane V/C Ratio	0.053	-	0.942	0.082	-	-
HCM Control Delay (s)	10.7	-	212	18.4	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	4.4	0.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	0	10	11	0	12	3	885	6	6	885	18
Future Volume (vph)	14	0	10	11	0	12	3	885	6	6	885	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	35.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.943			0.930			0.999			0.997	
Flt Protected		0.972			0.977		0.950					
Satd. Flow (prot)	0	1726	0	0	1711	0	1789	1882	0	0	1878	0
Flt Permitted		0.972			0.977		0.950					
Satd. Flow (perm)	0	1726	0	0	1711	0	1789	1882	0	0	1878	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		35.8			31.4			91.2			43.4	
Travel Time (s)		2.7			2.4			6.8			3.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	15	0	11	12	0	13	3	962	7	7	962	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	25	0	3	969	0	0	989	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	62.5%	ICU Level of Service	B
Analysis Period (min)	15		

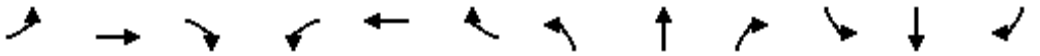
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	0	10	11	0	12	3	885	6	6	885	18
Future Vol, veh/h	14	0	10	11	0	12	3	885	6	6	885	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	35	-	-	-	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	0	11	12	0	13	3	962	7	7	962	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1964	1961	972	1964	1968	966	982	0	0	969	0	0
Stage 1	986	986	-	972	972	-	-	-	-	-	-	-
Stage 2	978	975	-	992	996	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	47	63	306	47	63	309	703	-	-	711	-	-
Stage 1	298	326	-	304	331	-	-	-	-	-	-	-
Stage 2	301	330	-	296	322	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	44	61	306	44	61	309	703	-	-	711	-	-
Mov Cap-2 Maneuver	44	61	-	44	61	-	-	-	-	-	-	-
Stage 1	297	319	-	303	330	-	-	-	-	-	-	-
Stage 2	287	329	-	279	315	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	87.7	69.3	0	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	703	-	-	68	80	711	-	-
HCM Lane V/C Ratio	0.005	-	-	0.384	0.313	0.009	-	-
HCM Control Delay (s)	10.1	-	-	87.7	69.3	10.1	0	-
HCM Lane LOS	B	-	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	1.2	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	1	20	3	91	4	858	32	61	916	21
Future Volume (vph)	10	0	1	20	3	91	4	858	32	61	916	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	70.0		0.0	70.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.989			0.892			0.995			0.997	
Flt Protected		0.956			0.991		0.950			0.950		
Satd. Flow (prot)	0	1781	0	0	1665	0	1789	1874	0	1789	1878	0
Flt Permitted		0.956			0.991		0.950			0.950		
Satd. Flow (perm)	0	1781	0	0	1665	0	1789	1874	0	1789	1878	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		39.8			31.2			51.3			64.7	
Travel Time (s)		3.0			2.3			3.8			4.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	11	0	1	22	3	99	4	933	35	66	996	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	124	0	4	968	0	66	1019	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

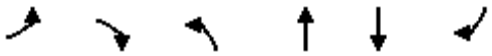
Intersection	
Int Delay, s/veh	10.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	1	20	3	91	4	858	32	61	916	21
Future Vol, veh/h	10	0	1	20	3	91	4	858	32	61	916	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	70	-	-	70	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	1	22	3	99	4	933	35	66	996	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2150	2116	1008	2099	2110	951	1019	0	0	968	0	0
Stage 1	1140	1140	-	959	959	-	-	-	-	-	-	-
Stage 2	1010	976	-	1140	1151	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	35	51	292	38	51	315	681	-	-	712	-	-
Stage 1	244	276	-	309	335	-	-	-	-	-	-	-
Stage 2	289	329	-	244	272	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	21	46	292	35	46	315	681	-	-	712	-	-
Mov Cap-2 Maneuver	21	46	-	35	46	-	-	-	-	-	-	-
Stage 1	243	250	-	307	333	-	-	-	-	-	-	-
Stage 2	195	327	-	221	247	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	273.2	151.1	0	0.6
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	681	-	-	23	123	712	-	-
HCM Lane V/C Ratio	0.006	-	-	0.52	1.007	0.093	-	-
HCM Control Delay (s)	10.3	-	-	273.2	151.1	10.6	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1.5	6.9	0.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	18	30	23	937	972	3
Future Volume (vph)	18	30	23	937	972	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.916					
Flt Protected	0.981		0.950			
Satd. Flow (prot)	1692	0	1789	1883	1883	0
Flt Permitted	0.981		0.950			
Satd. Flow (perm)	1692	0	1789	1883	1883	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	19.7			53.8	69.8	
Travel Time (s)	1.5			4.0	5.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	20	33	25	1018	1057	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	25	1018	1060	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.3%		ICU Level of Service B	
Analysis Period (min) 15			

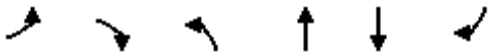
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	30	23	937	972	3
Future Vol, veh/h	18	30	23	937	972	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	33	25	1018	1057	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2127	1059	1060	0	-	0
Stage 1	1059	-	-	-	-	-
Stage 2	1068	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	55	273	657	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	330	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	53	273	657	-	-	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	330	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.9	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	657	-	224	-	-
HCM Lane V/C Ratio	0.038	-	0.233	-	-
HCM Control Delay (s)	10.7	-	25.9	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	4	955	993	9
Future Volume (vph)	5	5	4	955	993	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)	0.0	0.0	15.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.999	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1713	0	1789	1883	1882	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1713	0	1789	1883	1882	0
Link Speed (k/h)	48			48	48	
Link Distance (m)	18.9			64.7	53.8	
Travel Time (s)	1.4			4.9	4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	5	5	4	1038	1079	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	4	1038	1089	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			

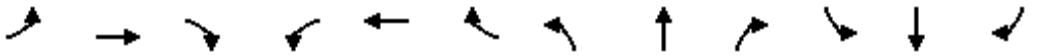
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	4	955	993	9
Future Vol, veh/h	5	5	4	955	993	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	15	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	4	1038	1079	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2130	1084	1089	0	-	0
Stage 1	1084	-	-	-	-	-
Stage 2	1046	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	55	264	641	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	55	264	641	-	-	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	322	-	-	-	-	-
Stage 2	338	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	641	-	211	-	-
HCM Lane V/C Ratio	0.007	-	0.052	-	-
HCM Control Delay (s)	10.7	-	23	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	0	17	28	0	24	11	855	80	6	928	3
Future Volume (vph)	15	0	17	28	0	24	11	855	80	6	928	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	15.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.929			0.937			0.987				
Flt Protected		0.977			0.974		0.950			0.950		
Satd. Flow (prot)	0	1709	0	0	1719	0	1789	1859	0	1789	1883	0
Flt Permitted		0.977			0.974		0.950			0.950		
Satd. Flow (perm)	0	1709	0	0	1719	0	1789	1859	0	1789	1883	0
Link Speed (k/h)		48			48			48			48	
Link Distance (m)		27.4			28.6			59.2			51.3	
Travel Time (s)		2.1			2.1			4.4			3.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	16	0	18	30	0	26	12	929	87	7	1009	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	0	0	56	0	12	1016	0	7	1012	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97		97	97		97	97		97	97		97
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.6%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	0	17	28	0	24	11	855	80	6	928	3
Future Vol, veh/h	15	0	17	28	0	24	11	855	80	6	928	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	15	-	-	15	-	-
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	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	0	18	30	0	26	12	929	87	7	1009	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2035	2065	1011	2031	2023	973	1012	0	0	1016	0	0
Stage 1	1025	1025	-	997	997	-	-	-	-	-	-	-
Stage 2	1010	1040	-	1034	1026	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	42	54	291	42	58	306	685	-	-	683	-	-
Stage 1	284	312	-	294	322	-	-	-	-	-	-	-
Stage 2	289	307	-	280	312	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	38	52	291	39	56	306	685	-	-	683	-	-
Mov Cap-2 Maneuver	38	52	-	39	56	-	-	-	-	-	-	-
Stage 1	279	309	-	289	316	-	-	-	-	-	-	-
Stage 2	260	301	-	260	309	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	97	181.1	0.1	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	685	-	-	71	65	683	-	-
HCM Lane V/C Ratio	0.017	-	-	0.49	0.87	0.01	-	-
HCM Control Delay (s)	10.3	-	-	97	181.1	10.3	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2	4.1	0	-	-

Appendix H: Preliminary Cost Estimate

Preliminary Construction Cost Estimate

Project: Ward St EA - County of Peterborough
Project No: 22129
Updated: 2024-12-20
By: JS

Item No.	Item	Unit	Quantity	Unit Price	Preliminary Construction Cost
1.0 Site Preparation, Removals, Erosion Control					
1.01	Insurance and Bonding	LS	1	$ 275,000.00	$ 275,000.00
1.02	Mobilization / Demobilization	LS	1	$ 150,000.00	$ 150,000.00
1.03	Traffic/Pedestrian Control	LS	1	$ 150,000.00	$ 150,000.00
1.04	Erosion and Sediment Control Devices	LS	1	$ 50,000.00	$ 50,000.00
1.05	Tree Clearing, Grubbing and Removal	LS	1	$ 50,000.00	$ 50,000.00
1.06	Removals - Asphalt	m^2	20000	$ 7.50	$ 150,000.00
1.07	Removals - Concrete Curb	m	2700	$ 25.00	$ 67,500.00
1.08	Removals - Concrete Sidewalk/Pads	m^2	2000	$ 18.00	$ 36,000.00
1.09	Earth Excavation (Excess Soil Reg 406/19)	m^3	13500	$ 30.00	$ 405,000.00
1.10	Utility Relocate (Allowance)	LS	1	$ 2,500,000.00	$ 2,500,000.00
1.11	Property Acquisition (Allowance)	LS	1	$ 100,000.00	$ 100,000.00
1.12	Layout / As Constructed Drawings	LS	1	$ 40,000.00	$ 40,000.00
				Subtotal	**$ 3,973,500.00**
2.0 Storm Sewer - based on existing conditions					
2.01	Connect to Existing Outlet	ea	11	$ 7,500.00	$ 82,500.00
2.02	250mm - 450mm PVC Storm Sewer	m	985	$ 300.00	$ 295,500.00
2.03	525mm - 900mm Concrete Storm Sewer	m	140	$ 650.00	$ 91,000.00
2.04	> 900mm Concrete Storm Sewer	m		$ 800.00	$ -
2.05	600mm Catchbasin	ea	12	$ 3,000.00	$ 36,000.00
2.06	600mm x 1400mm Double Catchbasin	ea		$ 4,000.00	$ -
2.07	1200mm Storm Manhole	ea	18	$ 7,500.00	$ 135,000.00
2.08	1500mm Storm Manhole	ea	6	$ 12,000.00	$ 72,000.00
2.09	1800mm Storm Manhole	ea		$ 18,000.00	$ -
2.10	Area Drains	ea	5	$ 1,800.00	$ 9,000.00
2.11	LID Features (Allowance)	LS	1	$ 300,000.00	$ 300,000.00
2.12	Oil Grit Separator	ea	2	$ 90,000.00	$ 180,000.00
				Subtotal	**$ 1,201,000.00**
3.0 Surface Works					
3.01	Fine Grading Subgrade	m^2	24000	$ 1.25	$ 30,000.00
3.02	Granular 'B' Type 1 (300mm depth)	m^2	17525	$ 11.00	$ 192,775.00
3.03	Granular 'A' (150mm depth)	m^2	14500	$ 7.00	$ 101,500.00
3.04	Granular 'A' (200mm depth - Driveways/Trails)	m^2	4340	$ 20.00	$ 86,800.00
3.05	HL8 Hot Mix Asphalt (90mm depth)	m^2	14500	$ 31.00	$ 449,500.00
3.06	HL3 Hot Mix Asphalt (40mm depth)	m^2	14500	$ 14.00	$ 203,000.00
3.07	HL8 Hot Mix Asphalt (50mm depth)	m^2	1655	$ 40.00	$ 66,200.00
3.08	HL3F Hot Mix Asphalt (50mm depth - Driveways)	m^2	1655	$ 45.00	$ 74,475.00
3.09	HL3F Hot Mix Asphalt (50mm depth - Trail)	m^2	2685	$ 40.00	$ 107,400.00
3.10	Concrete Curb and Gutter (Ward St)	m	2550	$ 85.00	$ 216,750.00
3.11	Concrete Curb (All other curb)	m	145	$ 150.00	$ 21,750.00
3.12	150mm Subdrain	m	2550	$ 20.00	$ 51,000.00
3.13	Concrete Sidewalk (incl Granular Base & Reinforcing Mesh)	m^2	2015	$ 125.00	$ 251,875.00
3.14	Stamped Asphalt Boulevard (50mm depth)	m^2	974	$ 150.00	$ 146,100.00
3.15	Iron Tactile Indicators (OPSD 310.039)	ea	96	$ 300.00	$ 28,800.00
3.16	Retaining Walls	m^2	75	$ 900.00	$ 67,500.00

3.17	Signage and Line Painting	LS	1	$ 75,000.00	$ 75,000.00
				Subtotal	**$ 2,170,425.00**
4.0 Landscaping					
4.01	Topsoil and Sod	m^2	2100	$ 20.00	$ 42,000.00
4.02	Plantings - Trees and Shrubs (Allowance)	LS	1	$ 150,000.00	$ 150,000.00
4.03	Pedestrian Amenities - Benches/Bike Racks/etc. (Allowance)	LS	1	$ 250,000.00	$ 250,000.00
				Subtotal	**$ 442,000.00**
5.0 Streetlighting and Traffic Signals					
5.01	Decorative Streetlighting	ea	20	$ 12,000.00	$ 240,000.00
5.02	Conduit and Wiring	LS	1	$ 40,000.00	$ 40,000.00
5.03	Traffic/Pedestrian Signals	LS	1	$ 35,000.00	$ 35,000.00
				Subtotal	**$ 315,000.00**
				TOTAL	**$ 8,101,925.00**
				CONSTRUCTION CONTINGENCY (40%)	**$ 3,240,770.00**
				ENGINEERING/APPROVALS (7%)	**$ 793,988.65**
				2024 COST ESTIMATE TOTAL	**$ 12,136,683.65**
				2027 COST ESTIMATE TOTAL	**$ 14,049,728.41**

Allowances have been for Utility Relocates, Property Acquisition, LID Features, Plantings and Pedestrian Amenities. These items scale will be determined during detailed design.

Engineering, Landscaping, Electrical, Geo-Tech, Topo and Legal Survey, etc. costs have been carried on a separate line item representing 7% of the Preliminary Construction Cost Estimate