

### Washington Plaza Traffic Impact Analysis

City of Madison Dane County, Wisconsin April 26, 2021





### TRAFFIC IMPACT ANALYSIS

**DATE:** April 26, 2021

**TO:** Steve Doran

Galway Companies, Inc.

**FROM:** Don Lee, P.E.

John A Bieberitz, P.E., PTOE Traffic Analysis & Design, Inc.

**SUBJECT:** Washington Plaza Development Traffic Impact Analysis

City of Madison, WI

### INTRODUCTION

Washington Plaza Capital LLC is proposing a mixed-use development to be located on the northwest corner of the East Washington Avenue intersection with North First Street in the City of Madison, Dane County, Wisconsin (Exhibit 1). Access to the site is proposed via three driveways; one full access driveway along North First Street and two right-in/right-out driveways, one along North First Street and one along East Washington Avenue (Exhibit 2). This traffic impact analysis (TIA) report was prepared to address the weekday morning and weekday evening peak hour traffic impacts of the proposed development traffic on the adjacent transportation system.

### **STUDY AREA**

### **Study Intersections**

The study area for this TIA includes the following existing and proposed intersections:

- North First Street & East Johnson Street (traffic signal control)
- North First Street & East Dayton Street (one-way stop control)
- North First Street & East Mifflin Street/proposed full access driveway (two-way stop control)
- North First Street & existing and proposed right-in/right-out driveway (one-way stop control)
- North First Street & East Washington Avenue (traffic signal control)
- East Washington Avenue & proposed right-in/right-out driveway (one-way stop control)

Each intersection is shown on the study area map on Exhibit 1. A transportation detail illustrating existing intersection lane configurations, speed limits, and approximate intersection spacing is shown in Exhibit 3.

Washington Plaza Development - Madison, Wisconsin Page 2 of 10 April 26, 2021

### **Study Area Roadways**

East Johnson Street (also known as STH 113 to the north of First Street) is a southwest/northeast, six-lane arterial highway to the north of the North First Street intersection that transitions to a four-lane cross section through the intersection and to the south. The posted speed limit on East Johnson Street is 30 miles per hour (mph). There are sidewalks located along the north side of the roadway and the Yahara River bike path is located along the south side of the roadway within the study area. The Wisconsin Department of Transportation (WisDOT) 2018 annual average daily traffic (AADT) volume along East Johnson Street was 26,900 vehicles per day(vpd) to the northeast of North First Street.

East Washington Avenue (also known as USH 151) is a southwest/northeast, six-lane arterial highway with a posted speed limit of 35-mph. There are sidewalks located along both sides of the roadway within the study area. The WisDOT 2018 AADT volumes along East Washington Avenue were 38,800-vpd to the northeast of North First Street and 50,400-vpd (2019 count) to the southwest.

North First Street (also known as STH 113 between East Johnson Street and East Washington Avenue) is a four-lane partially divided arterial with a posted speed limit of 25-mph. Sidewalks are located along both sides of the roadway within the study area and dedicated bike lanes are also provided within the roadway. The WisDOT 2018 AADT volumes along North First Street were 15,600-vpd to the southeast of East Johnson Street.

### DATA COLLECTION

### **Existing Traffic Counts**

Turning movement traffic counts were collected at the study area intersections in mid-March of 2021 during the weekday morning (6:00-9:00 a.m.) and weekday afternoon (3:00-6:00 p.m.) peak periods. In addition, during these same time periods, turning movement counts were collected at the driveways to the existing site. Since the existing land uses are being displaced as part of the project, these counts were used to reduce these existing driveway trips from the overall transportation network.

Based on the turning movement traffic counts at the main study area intersections, the peak traffic hours at the study intersections were determined to occur from 7:15-8:15 a.m. (AM peak hour) and from 4:30-5:30 p.m. (PM peak hour). The traffic volume counts were compiled for these peak hours, balanced between the study area intersections, and are shown on Exhibit 4A as the Existing traffic volumes. The full traffic count data collected for this study is included in Appendix A.

### **Factored Traffic Volumes**

Since the turning movement counts for this study were conducted during the spring of the current health crisis/pandemic, historic hourly data from WisDOT's 2018 AADT count stations located along the East Johnson Street and East Washington Avenue corridors were compared to the weekday morning and weekday evening hourly through volumes collected at the study area intersections as part of this study as follows:

- The East Johnson Street volumes from the 2021 turning movement counts, northeast of North First Street, were approximately 82-percent lower during the weekday morning peak hour and 53-percent lower during the weekday evening peak hour than the 2018 WisDOT traffic volumes along the corridor during the typical pre-Covid weekday peak hour traffic conditions.
- The East Washington Avenue volumes from the 2021 turning movement counts, northeast of North First Street, were approximately 102-percent lower during the weekday morning peak hour and 63-percent lower during the weekday evening peak hour than the 2018 WisDOT traffic volumes along the corridor during the typical pre-Covid weekday peak hour traffic conditions.

Based on the comparison of historic WisDOT hourly weekday morning and weekday evening data, since the peak hour traffic volumes collected as part of this study were determined to be lower than the typical pre-Covid weekday peak hour traffic conditions, the year 2021 updated traffic volumes were "factored up" to typical (pre-Covid 2021) conditions based on this comparison. The existing factored traffic volumes were balanced through the adjacent study intersections and are shown as the Background (Factored) traffic volumes on Exhibit 4B. The historic WisDOT AADT hourly traffic count data and pre-Covid factor calculations are included in Appendix A.

### PROPOSED DEVELOPMENT Site Description

The conceptual footprint of the first floor for the proposed mixed-use development is shown on Exhibit 2. The proposed 6 story building is expected to include the following:

- Apartments/Townhouses 306 units
- Commercial/Retail Space (first floor) 16,500 square feet

Surface and underground (basement and first floor) parking are also included within the site. Access to the site is proposed via three driveways; one full access driveway along North First Street and two right-in/right-out driveways, one along North First Street and one along East Washington Avenue. The mixed-use development is planned to be constructed and operational in the year 2022 and is therefore included in the Full Build (with development) traffic volumes.

### **Trip Generation**

To address any potential future traffic impacts at the study area intersections, it is necessary to identify the hourly volume of traffic generated by anticipated development. Traffic volumes expected to be generated are based on the size and type of the proposed uses and on trip rates and fitted curve equations as published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10<sup>th</sup> Edition.

The proposed development is expected to include linked trips. Linked trips occur when a motorist visits one or more tenant or land use within a development site (e.g., a motorist from the residential component visits a retail shop prior to leaving the overall site). Approximately 10-percent of the new commercial trips are expected to be linked trips.

Washington Plaza Development - Madison, Wisconsin Page 4 of 10 April 26, 2021

The trip generation table developed for the proposed mixed-use development is shown on Exhibit 6. As shown, after linked trip reductions, the proposed development is expected to generate about 2,230 total trips over a typical weekday, with 115 new trips (35 in/80 out) expected during the weekday AM peak hour and 185 trips (105 in/80 out) expected during the weekday PM peak hour.

Madison Metro Transit runs several routes through the limits of the study area including routes 6, 15 and 23 along East Washington Avenue; routes 5 and 10 along East Johnson Street and route 27 which traverses both roadways via First Street. Most routes operate with approximately 30-minute headways. In addition, the City of Madison is working to implement a Bus Rapid Transit (BRT) system with a BRT station planned along East Washington Avenue near First Street.

Transit, pedestrians, and bicyclists may use their respective modes to access the identified development. However, to allow for a conservative (highest vehicular volume) analysis, these modes were assumed to make up a relatively small portion of the overall trips to/from the study area. For the purpose of this TIA, all trips to/from the proposed development site were assumed to occur via motor vehicle.

### **Trip Distribution**

The trip distribution for the proposed development, listed below and shown in table format in Exhibit 6, was determined based on the existing traffic counts, the type of proposed land uses and the location of existing populations within the immediate study area.

- 20% to/from the north on East Johnson Street
- 20% to/from the south on East Johnson Street
- 25% to/from the north on East Washington Avenue
- 30% to/from the south on East Washington Avenue
- 5% to/from the east on North First Street

### **Traffic Assignment**

The proposed mixed-use development new trips were assigned to the study intersections based on the above trip distributions. The traffic assignment is shown on Exhibit 7A.

Since the existing site was operational during the data collection, the existing driveway trips at the site were tabulated and distributed through the study area intersections within the transportation network based on the existing traffic patterns. The existing driveway trip traffic assignment, used as a reduction in overall trips to the system, is shown on Exhibit 5. The net new trips, which include adding the development new trips (Exhibit 7A) to the existing site driveway trips (Exhibit 5) are shown as the net new trips in Exhibit 7B.

The net new trips (Exhibit 7B) were added to the Background (factored) traffic volumes (Exhibit 4B) to generate the "Full Build" traffic volumes for the analysis. The Full Build traffic volumes are shown on Exhibit 8.

### PEAK HOUR TRAFFIC OPERATIONS & QUEUES

The study intersections were analyzed using the Synchro 11 traffic analysis model (outputs based on the Highway Capacity Manual, 6<sup>th</sup> Edition) and the peak hour turning movement

Washington Plaza Development - Madison, Wisconsin Page 5 of 10 April 26, 2021

volumes estimated for the study area intersections. Intersection operation is defined by "level of service". Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A', to very poor, represented by LOS 'F'. For the purposes of this study, LOS D or better was used to define acceptable peak hour operating conditions.

The capacity analysis tables show the peak hour LOS, delays (in seconds per vehicle), and queues (in feet) for both the Background traffic condition and for the Full Build traffic condition. The Synchro capacity analysis worksheets for all analysis scenarios are located in Appendix B.

### **Background Traffic Operations**

Table 1 shows the results of the weekday morning and weekday evening peak hour operational analysis at the study area intersections. The study intersections were evaluated using the existing geometrics and traffic control as shown on Exhibit 3 and the Background (factored) traffic volumes shown in Exhibit 4B.

Table 1

Background Traffic Peak Hour Operating Conditions

With Existing Geometrics and Traffic Control

		WITH E	AI SUITE							ement	by Ap	proac	h		I/S
	Peak		Ea	stbou	nd	We	stbou	ınd	No	rthbou	ınd .	So	uthboi	und	LOS &
Intersection	Hour	Metric	7	$\rightarrow$	И	Ł	+	K	ĸ	1	7	И	<b>\</b>	Ľ	Delay
		Lanes->		-		2		2	,	3	1	2	1	2	
Node 100: E Johnson Street &		LOS		-		D		0		В	Α	D		A	С
First Street	AM	Delay		-		43		<u>!</u> 4		6	8	48		5	21
Traffic Signal Control		Queue		-		130'	9			55'	40'	200'		55'	
		LOS		-		D		0		В	Α	D		A	В
	PM	Delay		-		37		.9		5	6	42		5	18
		Queue		-		130'		30'	26	35'	70'	125'		)5'	
		Lanes->		1	-	-		3		-			1		
Node 200: First Street &		LOS		4	-	-		*		-			С		Α
Dayton Street	AM	Delay		9	-	-		*		-			16		1
One-Way Stop Control		Queue	2		-	-		*		-			25'		
		LOS		4	-	-		*		-			В		Α
	PM	Delay		9	-	-		k k		-			14		1
		Queue	2		-	-							25'		
N 1 000 F: 101 10		Lanes->		1	1	1		<u>2</u>		1			1		
Node 300: First Street &		LOS		١	*	Α		*		С			В		Α
Mifflin Street	AM	Delay		3	*	9		*		19			14		1
Two-Way Stop Control		Queue	2	_	*	25'		*		25'			25'		
		LOS		4	*	Α		*		С			В		A
	PM	Delay		3	*	9		*		15			13		1
		Queue	2	5		25'	1			25'		1	25'		
Nada EOO: E Washington Street 9	-	Lanes->	1 D		2 C	1	C	1	2	3	1		3	1	_
Node 500: E Washington Street & First Street	AM	LOS	37	D 37	30	D	28	25	76	14	B	13	C 32	16	<b>C</b> 30
	AIVI	Delay	80'	95'	130'	45 140'	∠8 155'	40'	180'	210'	11 45'	30'	570'	70'	30
Traffic Signal Control		Queue	80°	95°	130°	140°	C	40°	180°	210°	45°	C C	570°	C	С
	РМ	Delay	58	52	22	62	28	24	40	26	13	24	26	20	30
	FIVI	Queue	280'	265'	75'	195'	200'	65'	175'	490'	65'	40'	290'	85'	30
		Queue	∠00	∠00	70	190	∠00	บว	1/5	490	บอ	40	290	65	

<sup>(-)</sup> indicates a movement that is prohibited or does not exist; (\*) indicates a freeflow movement.

As shown in Table 1, all turning movements at the existing study area intersections are currently operating acceptably at LOS D or better during the peak hours under the Background (factored) traffic volumes developed for this study except the northbound left-

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet. Where zero is shown for the volume at a particular movement, a minimum value of 1 was used in the model.

Washington Plaza Development - Madison, Wisconsin Page 6 of 10 April 26, 2021

turn movements (LOS E) during the AM peak hour and the eastbound and westbound leftturn movements (LOS E) during the PM peak hour at the East Washington Avenue intersection with First Street.

### **Full Build Traffic Operations**

The proposed site access driveways were evaluated with stop control on the development site approach. Table 2 shows the results of the weekday morning and weekday evening peak hour operational analysis at the study area intersections with the proposed development operational. The study intersections were evaluated using the Full Build traffic volumes shown in Exhibit 8.

Table 2
Full Build Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

		With E	xisting												
									er Mov						I/S
	Peak			stbou			estbou			rthbou			uthbou		LOS &
Intersection	Hour	Metric	7	$\rightarrow$	K	Ľ	+	K	K	↑	7	ĸ	$\downarrow$	Ľ	Delay
		Lanes->		-		2		2		3	1	2	2	2	
Node 100: E Johnson Street &		LOS		-		D			_	В	Α	D		4	С
First Street	AM	Delay		-		44		24	1	6	8	48		3	21
Traffic Signal Control		Queue		-		135'		0'		55'	40'	200'	15	55'	
		LOS		-		D		0		В	Α	D		4	В
	PM	Delay		-		37		28		5	6	42		5	18
		Queue		-		130'		35'	26	35'	70'	125'	10	)5'	
		Lanes->		1	-	-	,	3		-			1		
Node 200: First Street &		LOS		4	-	-		*		-			С		Α
Dayton Street	AM	Delay		9	-	-		*		-			15		1
One-Way Stop Control		Queue	2	5'	-	•		*		-			25'		
		LOS	-	4	-	-		k		-			В		Α
	PM	Delay	9	9	-	-		*		-			14		1
		Queue	2	5'	-	-		*		-			25'		
		Lanes->		1	1	1	- 2	2		1		ì	1		
Node 300: First Street &		LOS		Α	*	Α		*		С			С		Α
Mifflin Street	AM	Delay		3	*	9		*		18			16		1
Two-Way Stop Control		Queue	2		*	25'		*		25'			25'		1
The Tray Crop Common		LOS		4	*	A		k		В			С		Α
wo-way Stop Control	РМ	Delav		3	*	9		*		14			15		1
	1 '''	Queue	2		*	25'		*		25'			25'		l '
	1	Lanes->	-		3	20	2			- 20	1		-		
Node 400: First Street &		LOS	-		*		*				В				Α
East Driveway	АМ	Delav			*		*				12		-		1
One-Way Stop Control	Aivi	Queue	_		*		*				25'				l '
One-way Stop Control		LOS			*		*				B	-	<u> </u>		Α
	РМ		_	-	*		*		<b>-</b>		12		÷		1
	FIVI	Delay	-		*		*				25'		÷		! '
	1	Queue Lanes->	1	1	2	1	1	1	2	3	1	1	3	1	
Node 500: E Washington Street &															
First Street	АМ	LOS	D	D	C	D 46	<b>C</b> 28	<b>C</b> 25	<b>F</b> 84	14	B	B	<b>C</b> 33	<b>B</b>	<b>C</b> 31
	Alvi	Delay	38	37	30						11	13			31
Traffic Signal Control		Queue	100'	100'	130'	140'	155'	40'	190'	210'	45'	30'	570'	70'	
		LOS	E	D	C	E	С	C	D	C	В	C	C	С	С
	PM	Delay	58	52	22	66	28	24	41	26	13	24	26	20	31
		Queue	280'	265'	70'	205'	195'	65'	180'	490'	65'	40'	295'	80'	
N 1 000 F.W 1: 1 0: :0		Lanes->		-	1		-			3			3	1	
Node 600: E Washington Street &		LOS		-	Е		-			*			*	*	Α
South Driveway	AM	Delay		•	39		-			*			*	*	1
One-Way Stop Control		Queue		-	25'		-			*			*	*	
		LOS		-	С		-			*			*	*	Α
	PM	Delay		-	19		-			*			*	*	1
		Queue		-	25'		-			*			*	*	I

<sup>(-)</sup> indicates a movement that is prohibited or does not exist; (\*) indicates a freeflow movement.

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet. Where zero is shown for the volume at a particular movement, a minimum value of 1 was used in the model.

As shown in Table 2, with the additional traffic from the proposed development, all turning movements at the study intersections are expected to continue to operate acceptably at LOS D or better during the peak hours under the Full Build traffic volumes except the northbound left-turn movements (LOS F) during the AM peak hour and the eastbound and westbound left-turn movements (LOS E) during the PM peak hour at the East Washington Avenue intersection with First Street. In addition, the right-turn movements out of the East Washington Avenue intersection with the south development driveway are expected to operate at LOS E (only 4 seconds above the LOS D threshold) during the AM peak period under the Full Build traffic volume conditions, but with gaps created by the existing traffic signal located immediately to the north at First Street, this intersection is expected to operate better than reflected in the modeling software.

### RECOMMENDATION MODIFICATIONS

Modifications are expected to be necessary at the study area intersections to allow for acceptable and safe operations under the Background and Full Build traffic volume conditions. The following modifications, as shown in Exhibit 9, are recommended to accommodate the Background and Full Build traffic volume conditions. *Modifications are for jurisdictional consideration and are not legally binding. The City of Madison reserves the right to determine alternative solutions.* 

### Node 100: East Johnson Street & First Street

- Background Traffic: No modifications
- Full Build Traffic: No modifications

### Node 200: First Street & Dayton Street

- Background Traffic: No modifications
- Full Build Traffic: No modifications

### Node 300: First Street & Mifflin Street/Proposed West Driveway

- Background Traffic: No modifications
- Full Build Traffic:
  - o Provide a full access driveway onto First Street as shown on the conceptual site plan.
  - o Provide stop sign control on the driveway approach.

### Node 400: First Street & Proposed East Driveway

- Background Traffic: No modifications
- Full Build Traffic:
  - o Provide a right-in/right-out access driveway onto First Street as shown on the conceptual site plan.
  - o Provide stop sign control on the driveway approach.

### Node 500: First Street & Dillon Street

- Year 2022 Background Traffic:
  - Adjust green times for the northbound left-turn movement off of East Washington Avenue (expected adjustment of 2 seconds) during the weekday AM peak period.
  - O Adjust green times for the eastbound/westbound left-turn movement off of First Street (expected adjustment of 2 seconds) during the weekday PM peak period.
- Year 2032 Build Traffic: No additional modifications

### Node 600: East Washington Avenue & Proposed South Driveway

- Background Traffic: No modifications
- Full Build Traffic:
  - O Provide a right-in/right-out access driveway onto East Washington Avenue as shown on the conceptual site plan.
  - o Provide stop sign control on the driveway approach.

Table 3 shows the results of the weekday morning and weekday evening peak hour operational analysis at the study area intersections with the proposed development operational and with the aforementioned modifications constructed including signal timing modifications implemented.

Table 3
Full Build Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control - Adjusted Signal Timings

		ig Geom								ement		proac	h		I/S
	Peak		Ea	astbou			estbou			rthbou			uthbo	und	LOS &
Intersection	Hour	Metric	7	$\rightarrow$	Я	Ľ	+	K	K	1	7	И	\	Ľ	Delay
		Lanes->		-		2		2		3	1	2	2	2	
Node 100: E Johnson Street &		LOS		-		D		C		В	Α	D	4	4	С
First Street	AM	Delay		-		44		24		6	8	48		ô	21
Traffic Signal Control		Queue		-		135'	9	5'	1:	55'	40'	200'	1:	55'	
		LOS		-		D		C		В	Α	D		4	В
	PM	Delay		-		37		28		5	6	42		5	18
		Queue		-		125'		35'	26	35'	70'	125'		)5'	
		Lanes->		1	-	-		3		-			1		
Node 200: First Street &		LOS		Α	-	-		*		-			С		Α
Dayton Street	AM	Delay		9	-	-		*		-			15		1
One-Way Stop Control		Queue		!5'	-	-		*		-			25'		
		LOS		A	-	-		*		-			В		Α
	PM	Delay		9	-	-		*		-			14		1
		Queue		!5'	-	-		*		-			25'		
		Lanes->		1	1	1		2		1			1		
Node 300: First Street &		LOS		Α	*	Α		*		С			С		Α
Mifflin Street	AM	Delay		8	*	9		*		18			16		1
Two-Way Stop Control		Queue		!5'	*	25'		*		25'			25'		
		LOS		Α	*	Α		*		В			С		Α
	PM	Delay		8	*	9		*		14			15		1
		Queue	2	!5'	*	25'		*		25'			25'		
N. I. 400 F. 404 40		Lanes->	-		3		2			-	1		-		
Node 400: First Street &		LOS			*					-	В				Α
East Driveway	AM	Delay			*		*			-	12		-		1
One-Way Stop Control		Queue	-		*		*			-	25'		-		
	5	LOS	-		*		*			-	В		-		Α
	PM	Delay	-		*		*			-	12		-		1
		Queue	-			,				-	25'		-		
Nede FOO: F Washington Street 8	-	Lanes->	1	1	2	1	1	1	2	3	1	1	3	1	
Node 500: E Washington Street & First Street		LOS	D	D	C	D	C	C	D	В	В	В	D	В	C
	AM	Delay	39	37	28	46	28	25	51	14	11	14	39	17	32
Traffic Signal Control		Queue	100'	100'	130'	140'	155'	40'	170'	210'	45'	30'	595'	75' C	_
	PM	LOS	D 52	<b>D</b> 45	21	<b>D</b> 45	<b>C</b> 26	23	<b>D</b> 41	<b>C</b> 30	В	<b>C</b> 25	<b>C</b> 29	22	<b>C</b> 32
	PIVI	Delay	270'	255'	70'	45 175'			180'	560'	14	45'	_	85'	32
	ļ	Queue	270	255		1/5	190'	65'	180	3	70'		335'		
Node 600: E Washington Street &		Lanes->			1					*			3	1	
South Driveway		LOS		-	E 20		-			*			*	*	A
-	AM	Delay		-	39		-					<b>!</b>			1
One-Way Stop Control		v/c		-	0.13 25'					*			*	- *	-
		Queue LOS	_	<u>-</u>	25°					*			*	*	_
	PM									*			*	*	A
	PIVI	Delay		-	19	<b>-</b>	-		<b>-</b>	*			*	*	1
	1	Queue		-	25'		-			-		Ī		ı ^	I

<sup>(-)</sup> indicates a movement that is prohibited or does not exist; (\*) indicates a freeflow movement.

As shown in Table 3, with the recommended modifications provided to accommodate the additional traffic from the proposed development, all turning movements at the study intersections are expected to improve to operate acceptably at LOS D or better during the peak hours under the Full Build traffic volumes except the right-turn movements out of the development at the East Washington Avenue intersection with the south driveway which are expected to operate at LOS E during the AM peak period under the Full Build traffic volume conditions. It is expected that with a peak hour right turn volume of only 15 vehicles and delays of only 4 seconds above the LOS D threshold, and with gaps created by

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

Where zero is shown for the volume at a particular movement, a minimum value of 1 was used in the model.

Washington Plaza Development - Madison, Wisconsin Page 10 of 10 April 26, 2021

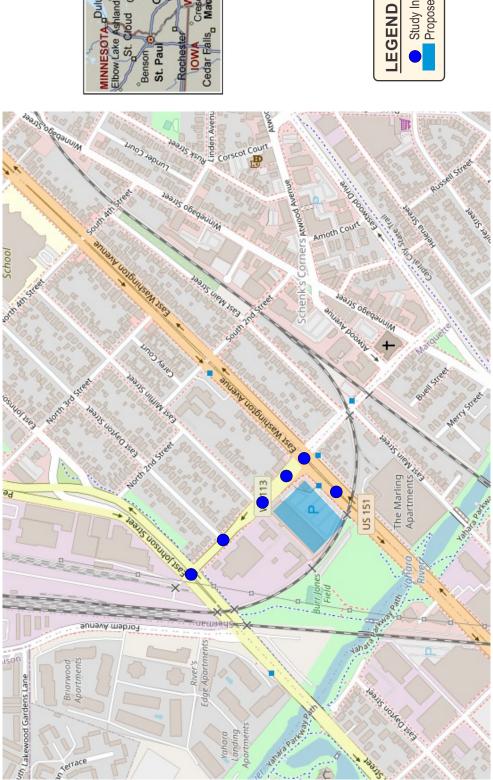
the existing traffic signal located immediately to the north at First Street, this intersection is expected to operate better than reflected in the modeling software.

### **CONCLUSION**

Based on the projected traffic volumes and with the recommended modifications as shown on Exhibit 9, all three site driveway connections are expected to operate acceptably with stop sign control on the development site approach under full build conditions. In addition, minor traffic signal timing modifications would benefit traffic operations at the East Washington Avenue intersection with First Street. All movements at the study area intersections are expected to operate safely and efficiently with the modifications identified in this TIA through the opening year and with full buildout and full occupancy of the proposed development.

## EXHIBIT 1 PROJECT LOCATION MAP





Cloud Crandon Traverse Albena Antigo City, Mio Creen Bay MICHIGA MICHIGA Manitowoc

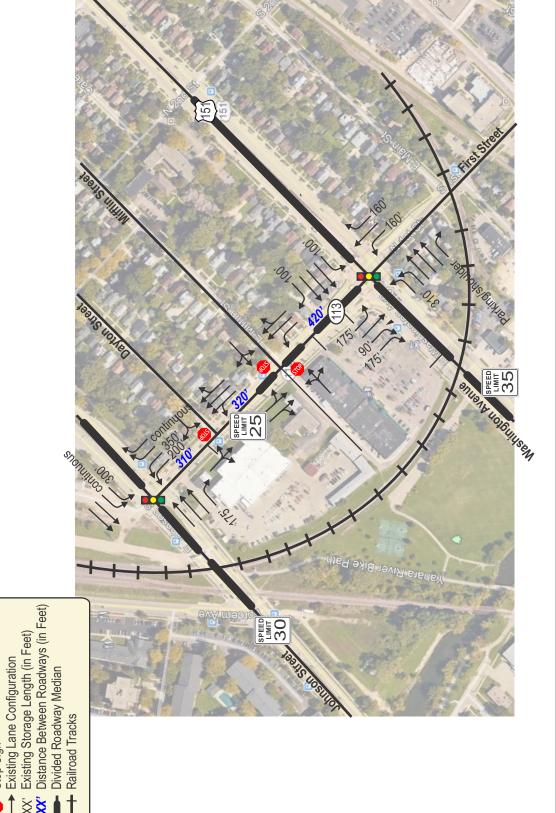
Sault Ste. Marie







# EXISTING TRANSPORTATION DETAIL



Traffic Signal Stop Sign

LEGEND













EXHIBIT 4B
YEAR 2021 BACKGROUND TRAFFIC VOLUMES
FACTORED & BALANCED
MADISON, WISCONSIN



NOT TO SCALE









TRAFFIC ANALYSIS & DESIGN, INC 2656: 04-26-21

### Exhibit 6 On-Site Trip Generation Table

	Ŀ		Medical		Jool M			JOOG MC	
	<u>ц</u>		Weekday	F	AINI FEAK			LINI LEAK	
Land Use	Code	Proposed Size	Daily	ln	Out	Total	ln	Out	Total
Apartments (Mid-Rise - includes	700	21ial 1 906	1,670	25	22	100	80	20	130
apartments & townhouses)	177	JUD UIIIIS	FCE	(36%)	(74%)	FCE	(61%)	(39%)	FCE
(science)/licted/leicenmen	UCO	16 500 v 1 000 CE	620	10	2	15	30	35	92
	020	10.300 X 1,000 SF	(37.75)	(62%)	(38%)	(0.94)	(48%)	(52%)	(3.81)
Total Trips			2,290	35	80	115	110	85	195
Minus Linked Trips (820)	(820)	10%	09-	0	0	0	-5	-2	-10
Total New Trips			2,230	35	80	115	105	80	185

<sup>\*</sup> FCE = Fitted Curve Equation, ITE Trip Generation, 10th Edition

### TRIP DISTRIBUTION

INITIALISM								
North on Johnson Street	20%	450	2	15	20	20	15	35
South on Johnson Street	20%	450	2	15	20	20	15	35
North on East Washington Ave	25%	220	10	20	30	30	20	20
South on East Washington Ave	30%	029	15	25	40	30	25	22
East on First Street	2%	110	0	2	5	2	2	10
	<b>400</b> %	2230	35	80	115	105	80	185



# EXHIBIT 7A DEVELOPMENT NEW TRIPS







**EXHIBIT 7B** 





RAFFIC ANALYSIS & DESIGN, INC. 2656: 04-26-21

NOT TO SCALE

### Appendix A Traffic

Existing Turning Movement Counts

Historic WisDOT Hourly AADT Traffic Backup & Calculations

Existing Traffic Signal Timings

Count Basics	Version 20	13.J4.1	Page 1 of 13
Start Date:	Wednesday, March 17, 2021	Weekday	Schools in Session
Total Number of Hou	urs Counted: 4.75	Non-Holiday	No Special Events

### Base Information, Observed (4.75) Hour and Estimated (24) Hour Volume Summaries

### Intersection of: Washington Ave & 3 DWS

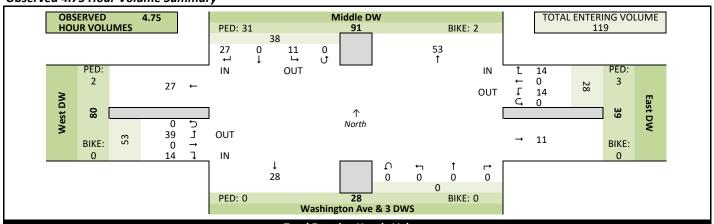
### **Site Information**

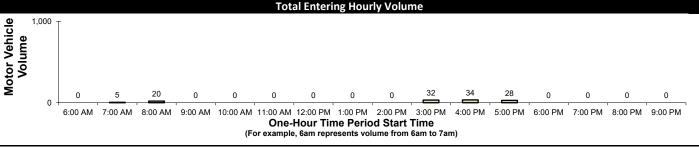
orte milorina	,		
Municipality	City of Madiso	n	
County			OT Region SW-M
Traffic Control	Partial Stop Co	ontrol	
Roadway Names		North Direct	tion 1
	Middle DW		
East Leg	East DW		
South Leg	Washington A	Ave & 3 DWS	
West Leg	West DW		
Special Consider	ations		
Schools	In Session		
Holidays	None		
Special Events			
Special Pedestria	ns Observed		
		Pre-school childre	en None
	Elemen	itry school age childre	en None
Visua	ally impaired (	white cane/helper do	g) None
	Elderly/disable	ed (except wheelchair	s) None
	Wheel	chairs/electric scoote	rs None
Other (de	scribe)	Nor	ne None

### **Count Information**

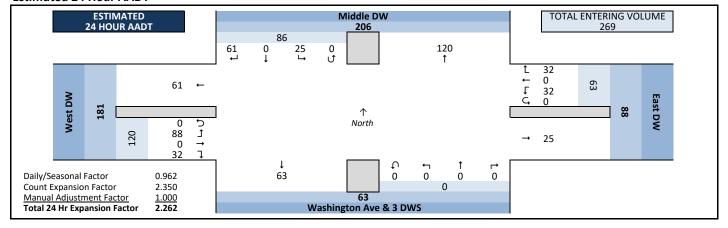
Hrs Counted: 7	:15 AM-9:00 A	M and	3:00 PN	1-6:00 PM		
1st Day of Count	t Wednes	day, Ma	arch 17	2021	Weath	ner
AM Peak Pe	eriod Thursday	y, Marc	h 18, 20	021	Clear	& Dry
Midday Peak Pe	eriod Wednes	day, Ma	arch 17,	2021	Clear	& Dry
PM Peak P	eriod Wednes	day, Ma	arch 17,	2021	Overc	ast & Wet
Calculated Peak	Hours					
AM 8	:00-9:00am	MD			PM	3:15-4:15pm
Peak Hours Sele	cted for Analys	sis				
	:15-8:15am	MD			PM	4:30-5:30pm
Daily/Season	al Adjustment	Group	(2) Urb	an Arterials & C	Collecto	irs
Co	unt Expansion	Group	(2) Urb	an Arterials & C	Collecto	irs
Daily/Season	al Adjustment	Factor	0.962	Count Ex	pansio	n Factor 2.350
Company N	Name TADI, Inc					ual Adj. 1.000
Observers	AM Peak	Period	Amy So	heuerlein - Vide	eo Cou	nts
	Midday Peak	Period	None			
	PM Peak	Period	Amy So	heuerlein - Vide	eo Cou	nts
Comments 2	019 DOT Seaso	nal Fac	ctors			

### **Observed 4.75 Hour Volume Summary**





### **Estimated 24 Hour AADT**



### **Peak Hour Volume Graphical Summary**

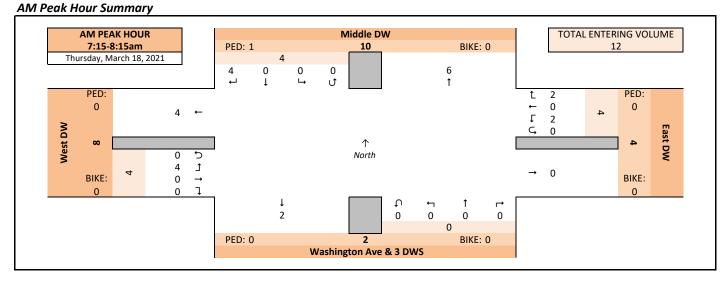
### Washington Ave & 3 DWS

 Count Basics
 Page 2 of 13

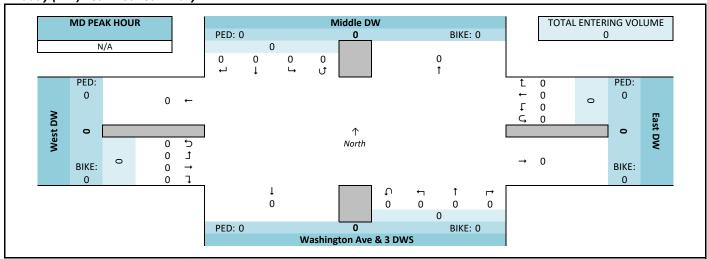
 Start Date:
 Wednesday, March 17, 2021
 Weekday
 Schools in Session

 Total Number of Hours Counted: 4.75
 Non-Holiday
 No Special Events

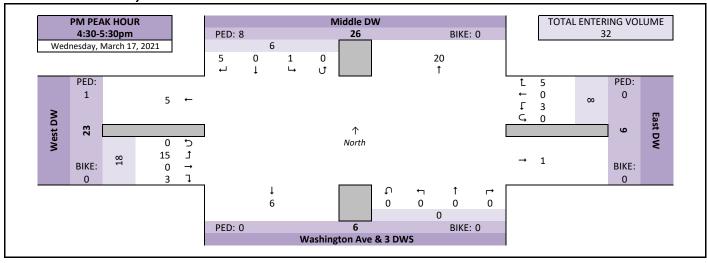




Midday (MD) Peak Hour Summary



### **PM Peak Hour Summary**



### **Peak Hour Volume Summary**

Washington Ave & 3 DWS

Peak Hour Volumes, Truck Percentages, and PHFs

<b>Count Basics</b>			Page 3 of 13
Start Date:	Wednesday, March 17, 2021	Weekday	Schools in Session
Total Number	of Hours Counted: 4.75	Non-Holiday	No Special Events



Th	ursday, March 18, 2021			Ψ					+					<b>1</b>					<b>→</b>			
			Fro	m No	rth			Fre	om Ea	st			Fro	m Sou	ıth			Fro	m We	est		
	AM Peak Hour		Mi	ddle D	W			E	ast DV	1		W	ashingt	on Ave	& 3 D	WS		W	est DV	V		
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
'n	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
오	7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
×	8:00 AM	3	0	0	0	3	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	7
Je G	Peak Hour Volume	4	0	0	0	4	2	0	2	0	4	0	0	0	0	0	0	0	4	0	4	12
Ē	Rounded Hourly Volume	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	10
Ā	% Single Unit Trucks	25.0	0.0	0.0	0.0	25.0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	25.0	0.0	0.0	0.0	25.0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7
	Peak Hour Factor (PHF)	0.33	0.00	0.00	0.00	0.33	0.25	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50	0.43

N/	A		Fro	<b>↓</b> m No	rth			Fre	<b>←</b> om Ea	st			Fro	<b>个</b> om Sou	ıth			Fro	→ om We	est		
	MD Peak Hour		Mi	ddle D	W			E	ast DV	/		W	ashingt	on Ave	& 3 D	WS		W	/est D\	V		
_ ⊾	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
10	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
k t	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ea	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
da	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
lid Jid	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

We	dnesday, March 17, 2021		Ero	₩ m No	rth			Ex	← om Ea	ct			Ero	↑ m Sou	ıth			Eve	→ om We	nct.		
	PM Peak Hour			ddle D					ast DV			W	ashingt		_	WS			/est D\			
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	4:30 PM	1	0	1	0	2	3	0	1	0	4	0	0	0	0	0	1	0	4	0	5	11
×	4:45 PM	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	1	0	6	0	7	10
P	5:00 PM	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2	6
ΙŽ	5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4	5
Sec.	Peak Hour Volume	5	0	1	0	6	5	0	3	0	8	0	0	0	0	0	3	0	15	0	18	32
ĪĒ	Rounded Hourly Volume	5	0	0	0	5	5	0	5	0	10	0	0	0	0	0	5	0	15	0	20	35
٦	% Single Unit Trucks	20.0	0.0	0.0	0.0	16.7	20.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.2
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	20.0	0.0	0.0	0.0	16.7	20.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.2
	Peak Hour Factor (PHF)	0.62	0.00	0.25	0.00	0.75	0.42	0.00	0.37	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.62	0.00	0.64	0.73

### **Peak Hour Pedestrian and Bicyclist Volumes**

Pe	destrians and Bicyclists	Cr	ossing 🛨		Cr	ossing	1	Cr	ossing		Cr	ossing 🛧	L	Total
	* *	North App	oroach		East App	oroach	ı.	South App	oroach 💠		West App	oroach 🗼		Ped &
	<b>K</b> 00	Mi	iddle DW		E	ast DW		Washingt	on Ave & 3 D	WS	W	est DW		Bike
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
18	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	1	0	1	0	0	0	0	0	0	0	0	0	1
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
_	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
100	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
								1						
	4:30 PM	4	0	4	0	0	0	0	0	0	0	0	0	4
	4:45 PM	2	0	2	0	0	0	0	0	0	1	0	1	3
M	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	2
	Total	8	0	8	0	0	0	0	0	0	1	0	1	9

### Hourly Volume Summary - Motor Vehicle Data

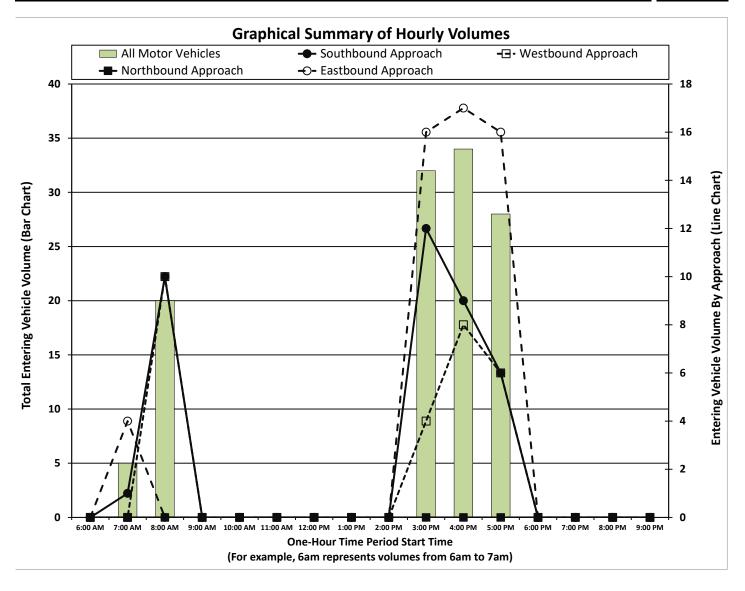
### Washington Ave & 3 DWS

**One-Hour Motor Vehicle Data** 

<b>Count Basics</b>				Page 4 of 13
Start Date:	Wednesday, March 17, 2021	Weekday	Schools in Session	
Total Number	of Hours Counted: 4.75	Non-Holiday	No Special Events	



On	e-Hour		Fro	₩ m No	rth			Fr	← om Ea	st			Fro	↑ m Sou	ıth			Fro	→ om We	st		Total	Direction	nal
Tir	ne Period		M	iddle D	W			E	ast DW	ı		W	ashingt	on Ave	& 3 D	ws		W	est DW	V		Vehicle	Volume	Totals
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	E/W	N/S
	6:00 AM	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Σ	7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5	4	1
	8:00 AM	10	0	0	0	10	4	0	6	0	10	0	0	0	0	0	0	0	0	0	0	20	10	10
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
a	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
S	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	6	0	6	0	12	1	0	3	0	4	0	0	0	0	0	6	0	10	0	16	32	20	12
	4:00 PM	5	0	4	0	9	4	0	4	0	8	0	0	0	0	0	4	0	13	0	17	34	25	9
Z	5:00 PM	5	0	1	0	6	5	0	1	0	6	0	0	0	0	0	4	0	12	0	16	28	22	6
И	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
To	tals	27	0	11	0	38	14	0	14	0	28	0	0	0	0	0	14	0	39	0	53	119	81	38



### 15-Minute Motor Vehicle Data

### Washington Ave & 3 DWS

15-Minute Motor Vehicle Data

### Count Basics Page 5 of 13 Start Date: Wednesday, March 17, 2021 Weekday Schools in Session Total Number of Hours Counted: 4.75 Non-Holiday No Special Events



13	-Minute N	notoi	Veill		ıta																			
			_	Ψ.				_	←_				_	1				_	→					
15-	Minute			om N					rom E					om Sc					rom W					
	e Period			∕liddle					East D				Nashing						West D		•	15-Min	Hourly	
Sta	rt Time	Right				Total	Right		Left			Right		Left	U-Tn		Right		Left	_		Totals	Sum	PHF
	6:00 AM	0	0			0	0		0			0		0	_		0			_		0		_
	6:15 AM 6:30 AM	0	0	_					0			0												$\vdash$
	6:45 AM	0	0				0		0			0	_	0			0 0							$\vdash$
	7:00 AM	0	0						0			0		0	_									
Period	7:15 AM	0	0			0	0				0	0	0	0	0	C	0					1	12	0.43
eri	7:30 AM	0	0	0		0	0	0	0	0	0	0	0	0	0	C	0	0	1	. 0	1	1	14	
k F	7:45 AM	1	C			1	. 0		0			0		0	_		0					3	15	
Peak	8:00 AM	3	0			3	2	0		. 0		0		0			0					7	20	0.63
N	8:15 AM 8:30 AM	0	0			0	1	0	1			0		0			0 0					_		
AM	8:45 AM	5	0	_			0			0		0			_			_						-
	9:00 AM	0	0				0		0			0					0 0							-
	9:15 AM	0	C			0			0			0		0			_					0		
	9:30 AM	0	C	0			0			0	0	0	0	0	0	C	0	0	0	0	0	0		
	9:45 AM	0	0				0					0					U							
	10:00 AM	0	0									0												ш
	10:15 AM 10:30 AM	0	0				0					0												$\vdash\vdash$
	10:30 AM	0	0				0		0			0		0	_		·							$\vdash$
pc	11:00 AM	0	0			0	0		0			0		0	_		0 0	_				0		$\vdash$
Period	11:15 AM	0	0			0	0		0		0	0					0					0		
P	11:30 AM	0	C	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0			0	0		
Peak	11:45 AM	0	C			0	0		0			0		0			0					0		
	12:00 PM	0	0			0	0		0			0					0							
Midday	12:15 PM 12:30 PM	0	0				0					0					0 0							
lid	12:45 PM	0	0									0												$\vdash$
>	1:00 PM	0	0									0		0										
	1:15 PM	0	C				0					0			_			_						
	1:30 PM	0	0				0			0	0	0	0	0			0					0		
	1:45 PM	0										0					_	_						
	2:00 PM	0										0												_
	2:15 PM 2:30 PM	0	0				0		0			0					_							_
	2:45 PM	0	0			0	0					0					_					0		$\vdash$
	3:00 PM	0	0	_	0	-	0					0		_	_			_				3	32	0.67
	3:15 PM	2	0				1	0	1			0		0			1					12	35	0.73
	3:30 PM	3	0			5	0		1			0		_			2	0				10	30	
	3:45 PM	1	0		0		0					0		0			_						31	
	4:00 PM 4:15 PM	0	0				1	0	0			0		0								6	34	
	4:15 PM	3	0	_	0	3	3	0		. 0		0		0			2	0				11	32	
	4:45 PM	1	0				. 0					0	_	_	_		_					10	30	
	5:00 PM	2	0			2	. 2					0	_	_			0					6	28	
iod	5:15 PM	1	0	0	0	1	. 0	0	0		0	0	0				1	0	3	0	4	5		
Period	5:30 PM	1	0			2	2	0	0			0		0								9		
ik.	5:45 PM	1	0			1	1	0	1	. 0		0		0			0			_		8		Ш
Peak	6:00 PM 6:15 PM	0	0			0	0		0			0		0			0 0							$\vdash\vdash$
2	6:30 PM	0				-					-	0	0	_	_		0 0					0		$\vdash$
Ы	6:45 PM	0																						$\vdash$
	7:00 PM	0									-	_												
	7:15 PM	0	0	0	0	0		0	0										0	0				
	7:30 PM	0																						ш
	7:45 PM	0																						igspace
	8:00 PM 8:15 PM	0										0					_							$\vdash\vdash$
	8:30 PM	0																						$\vdash \vdash$
	8:45 PM	0										0												$\vdash$
	9:00 PM	0		_								_										_		$\Box$
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C		0	0	0	0	0		
	9:30 PM	0										0												
	9:45 PM	0														_	_			_				
Tot	als	27	0	11	0	38	14	0	14	0	28	0	0	0	0	C	14	0	39	0	53	119		

### Peak Hour All Vehicle Volume Summary

				$oldsymbol{\Psi}$					←					<b>1</b>					<b>→</b>			i
Ηοι	ırly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	'est		Total
Tim	e Period		N	1iddle I	DW				East D	W		٧	Vashing	ton Av	re & 3 D	ows		'	Nest D	W		Hourly
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	4	0	0	0	4	2	0	2	0	4	0	0	0	0	0	0	0	4	0	4	12
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	5	0	1	0	6	5	0	3	0	8	0	0	0	0	0	3	0	15	0	18	32

PHF	
0.43	
0.73	

### 15-Minute Automobile Data

### Washington Ave & 3 DWS

### Page 6 of 13 Schools in Session No Special Events Count Basics Start Date: Wednesday, March 17, 2021 Total Number of Hours Counted: 4.75 Weekday Non-Holiday



### 15-Minute Automobile Data

1.5 Minute   Trom Period   From Past   From Sust   From Sust   From West   Minute   From We	ime	/linute	1		•										<b>1</b>					<b>→</b>				
Time Periods   Start Time   S	ime			Fr	om No	orth		I	F	_	ast			Fr		outh			Fr	-	/est			
Start Time			-						-				١				DWS						15-Min	н
Second M	·u.		Right				Total	Right	Thru			Total						Right				Total	Totals	Sı
G15AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				+												-							0	P
G-35 AM															_								0	
Proposition		6:30 AM					0																0	
8 7:35 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							0																0	
\$ 25	8						·											_				0	0	
\$ 25	ĕ																					1	1	
\$ 25	Pei		_																			1	1	l F
8 830 AM	χ																						3	l H
8 330 AM	Pe		2				2	1															3	
0.33 AM			0		_		0	1															2	l
9:15 AM	A	8:45 AM					5	0															8	
930 AM		9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9.45 M. O O O O O O O O O O O O O O O O O O							0																0	
10:35 AM			_												_								0	
10.15 AM	_																						0	I <b>├</b> -
10.30 AM																							0	<b> </b> -
No.			_	_											_								0	⊢
100   20   20   20   20   20   20   20					_											_							0	<b> </b> -
13   5   M	00																						0	
13   5   M	eri		_	_											_								0	
The color   The																							0	
The color   The	βğ															_							0	
100 PM							·						v							_			0	
1:10 PM	ğ						_																0	<u> </u>
1:00 PM	ğ																						0	l F
1:15 PM	≥ I						_						Ŭ				_						0	H
130 PM																							0	
2:30 PM		1:30 PM	0	0			0											0	0			0	0	
2:15 PM			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM			_																				0	
2.45 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			_	_	_		·								_	_							0	<u> </u>
3:00 PM 0 0 1 1 0 1 0 0 1 0 1 0 0 0 0 0 0 0 0							0																0	<u> </u>
3:15 PM							1															0	0	<u> </u> -
Name				_	_		4								_	_		_					12	<u> </u>
3:45 PM			3	_			5	0										_				4	10	
#15 PM 3 0 0 0 0 3 0 0 1 0 1 0 1 0 0 0 0 0 0 2 0 1 0 3 4 4 30 PM 1 0 1 0 0 1 0 0 2 3 0 1 0 0 4 0 0 0 0 0 0 0 1 1 0 0 4 0 0 5 5 445 PM 1 0 0 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0		3:45 PM	1				2											2				5	7	
### 430 PM			0	0			3	_										0	0			2	6	
4:45 PM 1 0 0 0 1 1 0 0 2 0 2 0 0 0 0 0 1 0 6 0 7 7 5:00 PM 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							_								_	_						3	7	
Since   PM   2   0   0   0   2   1   0   0   0   1   0   0   0   0   0			_	_											_	_						5	11	
\$\frac{515 \text{ PM}}{530 \text{ PM}} & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 & 0 &			-																			7	10	
\$\frac{600\text{ PM}}{600\text{ PM}}\$\tag{0}\$\	pc						2																5	<b> </b> -
\$\frac{600\text{ PM}}{600\text{ PM}}\$\tag{0}\$\	er.r			_			1	_							_	_		_			_	4	7	<b> </b> -
6:00 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9			_			1											_				5	7	
6:30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Sak	6:00 PM	0				0															0	0	
6:45 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							0											0				0	0	
7:00 PM	Ž.							·			·	_			·			v		·		0	0	
7:15 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0													_										0	I⊫
7:30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					_																		0	L
7:45 PM         0 </td <td></td> <td>0</td> <td>  <b> </b>-</td>																							0	<b> </b> -
8:00 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0								_								_								⊢
8:15 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					_													_					0	⊢
8:30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																							0	-
			_				0	0			0	0				_				0	0		0	
					_																		0	
		9:00 PM	0					_	0							_		0				0	0	L
9:15 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			_		_																		0	
9:30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					_																		0	l
			25		_	-	_		0		_		_				_	-	_	_	-	0 52	0 112	l

### **Peak Hour Automobile Volume Summary**

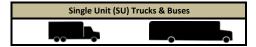
	ait iioai 7						,															
				¥					+					<b>1</b>					<b>→</b>			
Ηοι	ırly		Fr	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	/est		Total
Tim	e Period		N	1iddle I	DW				East D	W		٧	Vashing	ton Av	e & 3 E	OWS		1	West D	W		Hourly
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	3	0	0	0	3	2	0	1	0	3	0	0	0	0	0	0	0	4	0	4	10
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	4	0	1	0	5	4	0	3	0	7	0	0	0	0	0	3	0	15	0	18	30

### 15-Minute Single Unit (SU) Truck & Bus Data

Washington Ave & 3 DWS

15-Minute Single Unit (SU) Truck & Bus Data

<b>Count Basics</b>			Page 7 of 13
Start Date:	Wednesday, March 17, 2021	Weekday	Schools in Session
Total Number	of Hours Counted: 4.75	Non-Holiday	No Special Events



L <b>5</b> -	Minute		From N					<b>←</b> rom E					↑ om So					→ om W				
Γim	ne Period		Middle	_	•			East D				Vashing					_	Nest D			15-Min	Н
ta	rt Time	Right	Thru Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Su
	6:00 AM	0		0	0	0	0	_		0	0	0	0		0	0	0	0			0	
	6:15 AM	0		0	0	0	0											0			0	
	6:30 AM	0		0		0	0								0	0	0	0			0	L
	6:45 AM	0		0 0		0	0	_				0			0	v		0			0	┕
8	7:00 AM	0		0		0	0	_					_		0	·		0	_		0	
Period	7:15 AM	0		0 0	0	0					0	0			0	0	0	0			0	_
ē	7:30 AM	0		0 0		0	0				0	0			0	0		0			0	-
	7:45 AM	0		0	0	0	0				0	0	_		0	0	0	0			0	-
reak	8:00 AM	1		0	1	0	0		0		0	0	0		0	0	0	0			2	⊢
	8:15 AM 8:30 AM	0		0 0		0	0								0	v		0			0	⊢
Ž	8:45 AM	0		0 0		0	0								0	0		0			0	-
	9:00 AM	0				0	0	_			0	0			0	0	0	0			0	┢
	9:15 AM	0		0 0		0	0								0	0	0	0			0	┢
	9:30 AM	0		0 0		0	0				0				0	0		0			0	-
	9:45 AM	0		0		0												0			0	┢
	10:00 AM	0		0 0		0	0	_								0		0	_		0	-
	10:00 AM	0		0 0		0	0									0	0	0			0	$\vdash$
	10:30 AM	0		0 0		0	0								0			0			0	$\vdash$
	10:45 AM	0		0 0		0	0								Ŭ	0		0			0	H
ă	11:00 AM	0		0 0		0	0				0	0				0	0	0			0	H
Ĕ	11:15 AM	0		0 0		0	0								0			0			0	H
Perioa	11:30 AM	0		0 0		0	0									0		0			0	H
Реак	11:45 AM	0		0 0	0	0	0				0	0			0	0	0	0			0	H
ĕ	12:00 PM	0		0 0	0	0	0					0			0			0			0	
	12:15 PM	0		0 0		0									0			0			0	
VIIdaay	12:30 PM	0		0 0	0	0	0					0						0			0	H
ĕ	12:45 PM	0		0 0	0	0	0							_	_			0			0	H
<	1:00 PM	0		0 0		0	0								_	0		0			0	H
	1:15 PM	0		0 0		0	0					0			0			0			0	F
	1:30 PM	0		0 0		0	0				0				0			0			0	
	1:45 PM	0	0 (	0 0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 PM	0	0 (	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ı
	2:15 PM	0	0 (	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0 (	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0 (	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0 (	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0 (	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0 (	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0		0		0				0						·		0			0	
	4:00 PM	0		0		0	0	_								0	0	0			0	
	4:15 PM	0		0		0	0									v					0	
	4:30 PM	0		0 0		0										·		0			0	
	4:45 PM	0		0		0	0	_			0					0	0	0			0	$\perp$
0	5:00 PM	0		0 0		1	0				0				_	v		0			1	$\vdash$
Period	5:15 PM	1		0		0	0								0	·		0			1	$\vdash$
e e	5:30 PM	0		1 0		0	0	_			0				0	1	0	0			2	$\vdash$
×	5:45 PM	0		0 0		1	0	_			0	0	_			0		0			1	$\vdash$
reak	6:00 PM 6:15 PM	0		0 0	0	0	0								0			0			0	$\vdash$
		0		0 0	0	0	0				0	0			0	0	0	0			0	$\vdash$
ξ		0		0 0		0	0	0			0		_	U	0	_			0		0	$\vdash$
	7:00 PM	0		0 0		0																$\vdash$
	7:00 PM	0		0 0																	0	$\vdash$
	7:30 PM	0		0 0															_			$\vdash$
	7:45 PM	0		0 0														0				$\vdash$
	8:00 PM	0		0 0																	0	$\vdash$
	8:15 PM	0		0 0												_						$\vdash$
	8:30 PM	0		0 0		0		_													0	H
	8:45 PM	0		0 0		0															0	$\vdash$
	9:00 PM	0		0 0		0								_		_						$\vdash$
	9:15 PM	0		0 0		0		_													0	_
	9:30 PM	0		0 0		0															0	
	9:45 PM	0		0 0		0								_							n o	
	3.43 F IVI																					

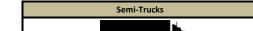
Peak Hour Single Unit (SU) Truck & Buses Volume Summary	Peak Hour Single Unit	(SU) Truck &	<b>Buses Volume Summary</b>
---	-----------------------	--------------	-----------------------------

	uk 110ul 0		J	<del>.</del> .		~ D 43 C			<b></b>	u.,												
				¥					+					<b>1</b>					<b>→</b>			
Ηοι	ırly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	est		Total
Tim	e Period		N	liddle I	DW				East D	W		٧	Vashing	ton A	/e & 3 E	ws		,	West D	W		Hourly
Star	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2

### 15-Minute Semi-Truck Data

15-Minute Semi-Truck Data

Washington Ave & 3 DWS



Count Basics
Start Date: Wednesday, March 17, 2021
Total Number of Hours Counted: 4.75



Weekday Non-Holiday

Page 8 of 13
Schools in Session
No Special Events

				T					+					<b>1</b>					<b>→</b>				
15-1	Minute		Fr	om No	orth			F	rom E	ast			Fr	om So	outh			Fr	om W	/est			
	e Period		N	1iddle I	DW				East D			٧			ve & 3 E	ows	1	١	West D	w		15-Min	Hourl
Star	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	0	_			0				0	0	0	_	_	0		0					
	6:15 AM	0	0				0				0					0		0					
	6:30 AM 6:45 AM	0	0				0				0	0	0			0	0	0					
	7:00 AM	0					0				0	0						0	_				
po	7:15 AM	0	0				0				0	0	0			0	0	0					
Period	7:30 AM	0	0			0	0	0			0	0	0	0	0	0	0	0			C	0	
	7:45 AM	0	0				0				0	0	0			0	0	0				·	
Peak	8:00 AM	0	0				0				0	0	0			0	0	0					
	8:15 AM 8:30 AM	0					0				0		0			0	_	0					
AM	8:45 AM	0	0				0				0	0	0			0	0	0					
	9:00 AM	0	0				0				0					0		0					
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	
	9:30 AM	0	0				0				0	0	0			0	0	0					
	9:45 AM	0		_			0				0							0					-
	10:00 AM 10:15 AM	0	0				0				0	0	0			0	0	0					-
	10:30 AM	0					0				0					0		0					
	10:45 AM	0					0				0	0	0			0	0	0				_	
po	11:00 AM	0	0	0	0	0	0	0			0	0	0		0	0	0	0				0	
Period	11:15 AM	0		_			0				0							0					
akF	11:30 AM	0	0	_			0				0		0	_		0	0	0					
Pea	11:45 AM 12:00 PM	0	0				0				0							0					
	12:15 PM	0	0				0				0	0	0		_	0	0	0					
Midday	12:30 PM	0	0				0				0					0		0					
ž	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0		0	C	0	
	1:00 PM	0	0	_			0			_	0		0	_		0	0	0					
	1:15 PM	0	0	_			0				0		0				·	0					
	1:30 PM 1:45 PM	0	0				0				0		0			0	0	0					
	2:00 PM	0	0	_			0				0		0					0					-
	2:15 PM	0	0				0				0					0		0					
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	
	2:45 PM	0	0				0				0		0			0	·	0					
	3:00 PM	0	0				0				0			_		0		0					-
	3:15 PM 3:30 PM	0	0				0				0	0	0			0	0	0					-
	3:45 PM	0	0				0				0					0		0					
	4:00 PM	0	0				0				0	0	0	_		0	0	0					
	4:15 PM	0					0		0	0	0		0		_	0		0	0			0	
	4:30 PM	0	0				0				0		0			0		0					
	4:45 PM	0	0				0				0	0	0		_	0	0	0				·	-
p	5:00 PM 5:15 PM	0	0				0				0	0	0			0	_	0			_	_	-
Period	5:30 PM	0	0				0				0	0	0			0	0	0				_	
k Pe	5:45 PM	0	0				0				0		0	_		0		0					
Peak	6:00 PM	0	0	0	0	0	0	0	0	0	0	_	0	_	_	0		0		0	C	0	
	6:15 PM	0	0				0				0	0	0	_		0	0	0	_				
PM	6:30 PM	0									0							0					
	6:45 PM 7:00 PM	0					0									0		0					-
	7:00 PM 7:15 PM	0																0					-
	7:30 PM	0																					
	7:45 PM	0					0											0					
	8:00 PM	0																0					
	8:15 PM	0																0					
	8:30 PM	0					0			_				_				0					-
	8:45 PM 9:00 PM	0																0					-
	9:15 PM	0					0											0					
	9:30 PM	0												_	_			0					
	9:45 PM	0															_	0					
_		_		_	_																		

### **Peak Hour Semi-Truck Volume Summary**

0

		_																				
				+					+					<b>1</b>					<b>→</b>			
Ηοι	ırly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	/est		Total
Tim	e Period		N	1iddle I	DW				East D	W		V	Vashing	ton A	re & 3 D	ws		1	West D	W		Hourly
Star	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

0

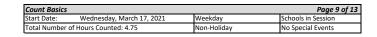
0

0

### 15-Minute Heavy Vehicle Data

### Washington Ave & 3 DWS

15-Minute Heavy Vehicle Data





				Jie Da					+					<b>1</b>					<b>→</b>			
15-	Minute		Fr	om No	orth			F	rom E	ast			Fr	om So	outh			Fr	om W	Vest		
Tim	e Period		N	/liddle	DW				East D	W		V	Vashing	ton A	/e & 3 [	ows			West D	w		15-Min
Sta	t Time	Right		Left	U-Tn	Total	Right	Thru	_	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right		Left	_		Totals
	6:00 AM 6:15 AM	0	0				0			0	0	0	0				0					Ŭ
	6:30 AM	0					0				0											
	6:45 AM	0					0				0											
-	7:00 AM	0					0				0	0	0				0					
Period	7:15 AM 7:30 AM	0	_				0				0	0	0									
Pe	7:45 AM	0	0				0				0	0	0				0					Ŭ
Peak	8:00 AM	1	0				0			0	1	0	0				•					
	8:15 AM	0					0				0	0	0				0					
AM	8:30 AM 8:45 AM	0	0				0			0	0	0	0				0					
	9:00 AM	0					0				0	0	0	_			0					0
	9:15 AM	0		0	0		0	0	0	0	0	0	0		0	0	0	0	0	0		0
	9:30 AM	0					0				0			_								
	9:45 AM 10:00 AM	0	_			-	0	_			0		0				0					
	10:15 AM	0					0				0											
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	) C	0	0
7	10:45 AM	0					0				0						_					
Period	11:00 AM 11:15 AM	0					0				0		0	_			0					
	11:30 AM	0					0				0			_						_		
ak	11:45 AM	0	0	0	0	0	0	0	0	0	0	0				0		0	0	) C	0	
, Pe	12:00 PM	0					0				0		0									
g)	12:15 PM 12:30 PM	0		_			0				0		0									
Midday	12:45 PM	0	0				0				0		0									
<	1:00 PM	0	0			0	0		0	0	0	0				0				0	0	0
	1:15 PM	0					0				0	0		_								
	1:30 PM 1:45 PM	0	_				0				0	0										
	2:00 PM	0	_				0										_					
	2:15 PM	0		0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	) C	0	0
	2:30 PM	0					0				0											
	2:45 PM 3:00 PM	0	_				0				0	0	0	_			0					
	3:15 PM	0					0				0		0	_						_		
	3:30 PM	0		0	0		0	0			0	0	0				0	0	0	0	0	0
	3:45 PM	0					0				0	0	0	_			0			_		
	4:00 PM 4:15 PM	0					0				0											
	4:30 PM	0					0				0	0					0			_		
	4:45 PM	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	) C	0	0
9	5:00 PM	0					1				1	0					_					1
Perioa	5:15 PM 5:30 PM	0	0				0				0	0	0				0	0				1
	5:45 PM	0					1				1	0	0				0					1
Peak	6:00 PM	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	) C	0	
Z Z	6:15 PM	0					0			0	0	0	0									0
€	6:30 PM 6:45 PM	0		_			0			0	0	0	·			·	0					0
	7:00 PM	0					0															
	7:15 PM	0					0															
	7:30 PM 7:45 PM	0					0			0												
	7:45 PM 8:00 PM	0					0															
	8:15 PM	0					0			0												
	8:30 PM	0	0	0			0			0	0			0	0		0	0	0			
	8:45 PM	0					0															
	9:00 PM 9:15 PM	0					0			0		0		_						_		
	9:30 PM	0					0													_		
	9:45 PM	0					0			0		0										
ot	als	2	0	1	0	3	2	0	1	0	3	0	0	0	0	0	1	0	0	0	1	7

		,					- ,															
				¥					+					<b>1</b>					<b>→</b>			
Hou	ırly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	est		Total
Tim	e Period		N	1iddle I	DW				East D	W		٧	Vashing	ton A	re & 3 D	ows		1	West D	W		Hourly
Star	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2

### 15-Minute Heavy Vehicle Percentages

Washington Ave & 3 DWS

15-Minute Heavy Vehicle Percentages

 Count Basics
 Page 10 of 13

 Start Date:
 Wednesday, March 17, 2021
 Weekday
 Schools in Session

 Total Number of Hours Counted: 4.75
 Non-Holiday
 No Special Events

Midday Peak Period   Midday Peak Peak Peak Peak Peak Peak Peak Peak	Period	Right 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	NMThru 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	0m No liddle E Left		Total 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Right  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0	Thru  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0	East DV Left 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	U-Tn 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Total 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Right 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	/ashing Thru  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0	7. Thru 0.0 0.0 0.0 0.0 0.0 0.0 0.0	West DV Left 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		Total 0.0 0.0 0.0 0.0 0.0 0.0 0.0	Vehicle Percent  0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	Heavy Vehicle Percent
Midday Peak Period	Time :00 AM :15 AM :330 AM :45 AM :00 AM :15 AM :30 AM :45 AM :00 AM :15 AM :30 AM :45 AM	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	Thru  0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	Left 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	U-Tn 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	Thru  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 50.0	U-Tn 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 25.0	Right  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0	U-Tn 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0	U-Tn 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	Percent
Midday Peak Period	6:00 AM 6:15 AM 6:30 AM 6:30 AM 6:45 AM 6:00 AM 6:15 AM 6:00 AM 6:15 AM 6:30 AM 6:45 A	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 25.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0	
Midday Peak Period   Midday Peak Peak Peak Peak Peak Peak Peak Peak	215 AM 330 AM 445 AM 500 AM 115 AM 330 AM 145 AM 140 AM 145 AM 140 AM 141 AM	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 25.0	0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	16.7
Midday Peak Period   Midday Peak Peak Peak Peak Peak Peak Peak Peak	i:30 AM i:45 AM i:45 AM i:00 AM i:15 AM i:30 AM i:45 A	0.0 0.0 0.0 0.0 0.0 0.0 33.3 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 33.3 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 25.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	16.7
Midday Peak Period   AM Peak Period   AM Peak Period   Midday Peak Peak Peak Peak Peak Peak Peak Peak	i.45 AM :00 AM :15 AM :30 AM :45 AM :00 AM :315 AM :00 AM :320 AM :330 AM :345 AM :30 AM :35 AM :30 AM :35 AM :30 AM :35 AM :30 AM :35 AM :30 AM :35 AM :30 AM :35 AM :30 AM :30 AM :30 AM :31 AM :30 AM :32 AM :33 AM :33 AM :34 AM :30 AM :33 AM :34 AM :30 AM :35 AM :30 AM :35 AM :30 AM :30 AM :30 AM :30 AM :30 AM :30 AM :30 AM :30 AM :31 AM :32 AM :33 AM :34 AM :35 AM :36 AM :37 AM :38 AM :38 AM :38 AM :39 AM :30 AM :30 AM :30 AM :30 AM :31 AM :31 AM :32 AM :33 AM :34 AM :35 AM :36 AM :37 AM :38 AM :	0.0 0.0 0.0 0.0 0.0 33.3 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 33.3 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 25.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	16.7
Nidday Peak Period	1:00 AM 1:15 AM 1:30 AM 1:45 AM 1:00 AM 1:15 AM 1:30 AM 1:15 AM 1:30 AM 1:45 AM 1:30 AM 1:45 AM 1:30 AM 1:45 AM 1:15 AM 1:15 AM 1:15 AM 1:15 AM 1:15 AM	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 33.3 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 25.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7
Midday Peak Period	115 AM 330 AM 145 AM 1300 AM 1315 AM 1300 AM 1315 AM 1300 AM 1315 AM 1300 AM 1315 AM 1300 AM 1315 AM 1300 AM 1315 AM 1310 AM 1	0.0 0.0 0.0 33.3 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 33.3 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 25.0	0.0 0.0 0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	16.7
Midday Peak Period   Midday Peak Peak Peak Peak Peak Peak Peak Peak	":30 AM ":45 AM ":00 AM ":315 AM ":30 AM ":45 AM ":00 AM ":45 AM ":00 AM ":15 AM ":30 AM ":45 AM ":0:00 AM ":15 AM ":0:30 AM ":45 AM ":11 AM ":11 AM ":11 AM ":11 AM ":11 AM ":11 AM	0.0 0.0 33.3 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 33.3 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 50.0 0.0	0.0 0.0 0.0	0.0 0.0 25.0	0.0	0.0			0.0							
Midday Peak Period   Midday Peak Peak Peak Peak Peak Peak Peak Peak	::00 AM ::15 AM ::30 AM ::45 AM ::00 AM ::45 AM ::00 AM ::45 AM ::000 AM ::45 AM ::000 AM ::45 AM ::30 AM ::45 AM ::30 AM ::45	0.0 33.3 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 33.3 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 50.0 0.0	0.0 0.0 0.0	0.0 25.0	0.0			U.U	0.0	0.0	0.0				0.0	14.3
Midday Peak Period   Midday Peak Peak Peak Peak Peak Peak Peak Peak	3:15 AM 3:30 AM 3:45 AM 3:00 AM 3:15 AM 3:30 AM 3:45 AM 0:00 AM 0:15 AM 0:30 AM 0:30 AM 0:45 AM 1:15 AM 1:15 AM	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3
Midday Peak Period   Midday Peak Peak Peak Peak Peak Peak Peak Peak	3:30 AM 3:45 AM 3:00 AM 3:15 AM 3:30 AM 3:45 AM 0:00 AM 0:15 AM 0:30 AM 0:30 AM 1:00 AM 1:15 AM	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6	10.0
9:9:9:9:9:9:9:9:9:9:9:9:9:9:9:9:9:9:9:	2:45 AM 2:00 AM 2:15 AM 2:30 AM 2:45 AM 0:00 AM 0:15 AM 0:15 AM 0:30 AM 0:45 AM 1:00 AM 1:15 AM	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:9:9:9:9:9:9:9:9:9:9:9:9:9:9:9:9:9:9:	0:00 AM 0:15 AM 0:30 AM 0:45 AM 0:00 AM 0:15 AM 0:30 AM 0:45 AM 1:00 AM 1:15 AM	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:3:3:3:3:3:3:3:3:3:3:3:3:3:3:3:3:3:3:3	1:15 AM 1:30 AM 1:45 AM 10:00 AM 10:15 AM 10:30 AM 10:45 AM 1:00 AM 1:15 AM 1:30 AM	0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:3:9:00   9:3:00   9	0:30 AM 0:45 AM 0:00 AM 0:15 AM 0:30 AM 0:45 AM 1:00 AM 1:15 AM 1:30 AM	0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9:3:00   0   0   0   0   0   0   0   0   0	0:45 AM 0:00 AM 0:15 AM 0:30 AM 0:45 AM 1:00 AM 1:15 AM 1:30 AM	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
100   100	0:15 AM 0:30 AM 0:45 AM 1:00 AM 1:15 AM 1:30 AM	0.0 0.0 0.0 0.0	0.0 0.0 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Widday Peak Period  10 10 11 11 11 12 12 12 13 13 13 13 13 13 13 13 14 15 15 16 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	0:30 AM 0:45 AM 1:00 AM 1:15 AM 1:30 AM	0.0 0.0 0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
100   111   111   112   112   113   114   115	0:45 AM 1:00 AM 1:15 AM 1:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
11   11   11   12   12   12   12   13   14   15   15   15   15   15   15   15	1:00 AM 1:15 AM 1:30 AM	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak  11 12 12 12 12 13 13 14 15 15 16 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	1:15 AM 1:30 AM			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak  11 12 12 12 12 13 13 14 15 15 16 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	1:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak  11 12 12 12 12 13 13 14 15 15 16 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
12   12   12   13   14   15   15   15   15   15   15   15		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
12   12   12   13   14   15   15   15   15   15   15   15	.2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:0 1:1 1:1 1:2 2:1 2:1 2:1 3:0 3:1	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:0 1:1 1:1 1:2 2:1 2:1 2:1 3:0 3:1	.2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:0 1:1 1:1 1:2 2:1 2:1 2:1 3:0 3:1	.2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:: 1:: 2:: 2:: 2:: 2:: 3::	:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1:4 2:0 2:2 2:4 3:0 3:0	:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:0 2:1 2:2 3:0 3:0	:30 PM :45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:: 2:: 2:: 3:: 3::	::00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2:: 2:: 3:: 3::	::15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:0 3::	::30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3::	::45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3::	:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2.	30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	:45 PM :00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9
	:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.2
	:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3
	:00 PM	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	17.9
•=	:15 PM	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	
5:	:30 PM	0.0	0.0	100.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	20.0	22.2	
	:45 PM	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	
0	5:00 PM 5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
0	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	':15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	':30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	':45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	-
	3:15 PM 3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	-
	3:15 PM 3:30 PM 3:45 PM		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	<u> </u>
	8:15 PM 8:30 PM 8:45 PM 9:00 PM		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	3:15 PM 3:30 PM 3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Totals	8:15 PM 8:30 PM 8:45 PM 9:00 PM 9:15 PM	0.0		9.1	0.0	7.9		0.0	7.1	0.0												_	

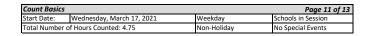
**Peak Hour Heavy Vehicle Percentages Summary** 

	aix 110 ai 1	,	• • • • • • • • • • • • • • • • • • • •			45C3 G 4		. ,														
				¥					+					<b>1</b>					<b>→</b>			Hourly
Ηοι	ırly		Fr	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	'est		Heavy
Tim	e Period		N	liddle I	DW				East D\	W		٧	Vashing	ton Av	e & 3 E	ows		١	Vest D	W		Vehicle
Sta	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:15 AM	25.0	0.0	0.0	0.0	25.0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:30 PM	20.0	0.0	0.0	0.0	16.7	20.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.2

### 15-Minute Pedestrian and Bicyclist Data

### Washington Ave & 3 DWS

### 15-Minute Pedestrian and Bicyclist Data





	-Minute		ossing 🛨	•	Cr East App	ossing proach	<b>1</b>	Cro South App	ossing oroach		Cro West App	ossing troach			
Tin	ne Period		liddle DW			East DW		Washing	ton Ave & 3	DWS	V	Vest DW		15-Min	Hourly
Sta	rt Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
	6:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	2	l
	6:15 AM 6:30 AM	<u>1</u> 2	0	2	0	0	0	0	0	0	0	0	0	2	l
	6:45 AM	3	0	3	1	0	1	0	0	0	0	0	0	4	
þ	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Period	7:15 AM 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Pe	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1 0
Peak	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pe	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
٨	8:45 AM 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	l
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	l <del> </del>
	9:30 AM	Ö	0	0	Ö	Ö	0	0	0	0	Ö	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	ı
	10:15 AM 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	ı <b>—</b> —
_	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	ı <del> </del>
jo	11:00 AM	0	0	Ö	0	0	0	0	0	0	0	0	0	0	l
Period	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
k F	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak	11:45 AM 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
γP		0	0	0	0	0	0	0	0	0	0	0	0	0	
idday	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Δid	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
<	1:00 PM 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	l
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	l
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	l
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	l
	2:30 PM 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	l
	3:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	6
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	3:30 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	12
	3:45 PM	3	0	3	0	0	0	0	0	0	0	0	0	3	14
	4:00 PM 4:15 PM	<u>1</u> 5	0	<u>1</u> 5	0	0	0	0	0	0	0	0	1 0	<u>2</u> 5	14
	4:30 PM	4	0	4	0	0	0	0	0	0	0	0	0	4	12
	4:45 PM	2	0	2	0	0	0	0	0	0	1	0	1	3	9
0	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Peak Period	5:15 PM 5:30 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	ı
Pe	5:30 PM 5:45 PM	2 1	<u>1</u>	3	0	0	0	0	0	0	0	0	0	2	ı <b>—</b> —
ak	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	i
		0	0	0	0	0	0	0	0	0	0	0	0	0	
Z	6:30 PM 6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	i
٩	6:45 PM 7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	ı
	7:00 PM 7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	ı
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	ı
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM 8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	i
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	l
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	ı
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	i
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	i
Tot	tals	31	2	33	3	0	3	0	0	0	2	0	2	38	l

### **Special Pedestrians**

Special i caestrians						
Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	Х					
Elementry School Age Children	х					
Visually Impaired (white cane/helper dog)	х					
Elderly/Disabled (except wheelchairs)	х					
Wheelchairs/Electric Scooters	х					
Other (None)	х					

### 15-Minute Adult & Children Count (Manual Entry)

Washington Ave & 3 DWS

Adults & Children ķ

Weekday Non-Holiday

Count Basics
Start Date: Wednesday, March 17, 2021
Total Number of Hours Counted: 4.75

Page 12 of 13
Schools in Session
No Special Events

### 15-Minute Adult & Children Pedestrian Data

		Cr	ossing 🛨		Cr	ossing	<b>+</b>	Cr	ossing		Cr	ossing 🛔			ı
15.	Minute	North App			East App	-	<b>1</b>	South App	-		West App	- 1			
	ne Period		liddle DW			East DW	•					West DW		15-Min	
							r		ton Ave & 3	_				ŧ I	
Sta	rt Time	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	ı
	6:00 AM	2		2	0		0	0		0	0		0	2	ŀ
	6:15 AM 6:30 AM	1		1	0		0	0		0	0		0	1	ı
	6:45 AM	3		3	0 1		0 1	0		0	0		0	<u>2</u> 4	ı
_	7:00 AM	0		0	0		0	0		0	0		0	0	
Period	7:15 AM	0		0	0		0	0		0	0		0	0	
ini	7:30 AM	1		1	0		0	0		0	0		0	1	
	7:45 AM	0		0	0		0	0		0	0		0	0	ŀ
ak	8:00 AM	0		0	0		0	0		0	0		0	0	ŀ
Pe	8:15 AM	0		0	0		Ö	0		0	0		0	0	ı
Ž	8:30 AM	0		0	0		0	0		0	0		0	0	Ī
₹	8:45 AM	0		0	0		0	0		0	0		0	0	ı
	9:00 AM	0		0	0		0	0		0	0		0	0	Ī
	9:15 AM	0		0	0		0	0		0	0		0	0	Ī
	9:30 AM	0		0	0		0	0		0	0		0	0	
	9:45 AM	0		0	0		0	0		0	0		0	0	
	10:00 AM	0		0	0		0	0		0	0		0	0	ſ
	10:15 AM	0		0	0		0	0		0	0		0	0	L
	10:30 AM	0		0	0		0	0		0	0		0	0	L
ğ	10:45 AM	0		0	0		0	0		0	0		0	0	ŀ
Period	11:00 AM 11:15 AM	0		0	0		0	0		0	0		0	0	ŀ
Pe	11:15 AM 11:30 AM	0		0	0		0	0		0	0		0	0	ŀ
eak	11:45 AM	0		0	0		0	0		0	0		0	0	F
ē	12:00 PM	0		0	0		0	0		0	0		0	0	- 1-
5	12:15 PM	0		0	0		0	0		0	0		0	0	- 1-
ē	12:30 PM	0		0	0		0	0		0	0		0	0	F
idday	12:45 PM	0		0	0		0	0		0	0		0	0	H
Š	1:00 PM	0		0	0		0	0		0	0		0	0	F
	1:15 PM	0		0	0		0	0		0	0		0	0	- 1-
	1:30 PM	0		0	0		0	0		0	0		0	0	ı
	1:45 PM	0		0	0		0	0		0	0		0	0	ı
	2:00 PM	0		0	0		0	0		0	0		0	0	
	2:15 PM	0		0	0		0	0		0	0		0	0	
	2:30 PM	0		0	0		0	0		0	0		0	0	
	2:45 PM	0		0	0		0	0		0	0		0	0	
	3:00 PM	0		0	1		1	0		0	0		0	1	
	3:15 PM	0		0	0		0	0		0	0		0	0	L
	3:30 PM	2		2	0		0	0		0	0		0	2	L
	3:45 PM	3		3	0		0	0		0	0		0	3	L
	4:00 PM	1		1	0		0	0		0	1		1	2	L
	4:15 PM	5		5	0		0	0		0	0		0	5	_
	4:30 PM	4		4	0		0	0		0	0		0	4	
	4:45 PM 5:00 PM	2		2	0		0	0		0	1		1	3	F
pc	5:15 PM	2		0	0		0	0		0	0		0	0	╟
Period	5:30 PM	2		2	1		1	0		0	0		0	3	╟
	5:45 PM	1		1	0	1	0	0		0	0		0	1	H
×	6:00 PM	0		0	0		0	0		0	0		0	0	┢
Peak	6:15 PM	0		0	0		0	0		0	0		0	0	F
	6:30 PM	0		0	0		0	Ö		0	0		0	0	ŀ
M	6:45 PM	0	ì	0	0	1	0	0		0	0	ì	0	0	F
	7:00 PM	0		0	0		0	0		0	0		0	0	ı
	7:15 PM	0		0	0		0	0		0	0		0	0	ı
	7:30 PM	0		0	0		0	0		0	0		0	0	ı
	7:45 PM	0		0	0		0	0		0	0		0	0	Γ
	8:00 PM	0		0	0		0	0		0	0		0	0	ſ
	8:15 PM	0		0	0		0	0		0	0		0	0	Γ
	8:30 PM	0		0	0		0	0		0	0		0	0	
	8:45 PM	0		0	0		0	0		0	0		0	0	L
	9:00 PM	0		0	0		0	0		0	0		0	0	L
	9:15 PM	0		0	0		0	0		0	0		0	0	
	9:30 PM	0		0	0		0	0		0	0		0	0	
	9:45 PM	0		0	0		0	0		0	0		0	0	
To	als	31	0	31	3	0	3	0	0	0	2	0	2	36	

Count Basics
Start Date: Wednesday, March 17, 2021
Total Number of Hours Counted: 4.75 Page 13 of 13
Schools in Session
No Special Events Weekday Non-Holiday

### 15-Minute Bicycle Turning Movement Count (Manual Entry)

Washington Ave & 3 DWS

Bicyclists ्र

15-	Minute E	Bicycle	Data	ı																			
		<u> </u>		¥					+					<b>1</b>					<b>→</b>				
15-N	<b>Vinute</b>		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	rom W	/est			
Tim	e Period		N	1iddle I	DW				East D				Vashing		re & 3 [	ows			West D			15-Min	Hour
Star	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM					0					0					C	1				0		
	6:15 AM 6:30 AM					0					0										0		<u> </u>
	6:45 AM					0					0										0	0	-
	7:00 AM					0					0										0	0	
jog	7:15 AM					0					0					C	)				0	0	
Period	7:30 AM					0					0					C	)				0	0	
ž	7:45 AM					0					0					C	)				0		<u> </u>
Peak	8:00 AM 8:15 AM					0					0						)				0	0	-
AM	8:30 AM					0					0						1				0		
₹	8:45 AM					0					0					C					0		
	9:00 AM					0					0					C	)				0	0	
	9:15 AM					0					0					C	)				0		<u> </u>
	9:30 AM 9:45 AM					0					0										0		<u> </u>
	10:00 AM					0					0										0	_	$\vdash$
	10:15 AM					0					0					C					0		
	10:30 AM					0					0					Č					0		
~	10:45 AM					0					0					C					0		
Period	11:00 AM 11:15 AM					0					0										0		<u> </u>
Pel	11:15 AM 11:30 AM					0					0						1				0		$\vdash$
Peak	11:45 AM					0					0						Ó				0		
Pe	12:00 PM					0					0					C					0		
à	12:15 PM					0					0					C	)				0		
Midday	12:30 PM					0					0					C					0		
Σ	12:45 PM 1:00 PM					0					0					C					0	_	<u> </u>
	1:15 PM					0					0										0		-
	1:30 PM					0					0					0					0		
	1:45 PM					0					0					C	)				0	0	
	2:00 PM					0					0					C	)				0		
	2:15 PM					0					0						_				0		<u> </u>
	2:30 PM 2:45 PM					0					0										0		-
	3:00 PM					0					0										0		-
	3:15 PM					0					0					C					0		
	3:30 PM					0					0					C	)				0		
	3:45 PM					0					0					C					0		<u> </u>
	4:00 PM 4:15 PM					0					0										0		-
	4:30 PM					0					0										0		
	4:45 PM					0					0										0		
7	5:00 PM					0					0					C					0	0	
Period	5:15 PM					0					0					C					0	_	$\vdash$
Pel	5:30 PM 5:45 PM					0					0										0	Ŭ	$\vdash$
eak	6:00 PM					0					0										0		$\vdash$
4	6:15 PM					0					0					C					0	0	
PN	6:30 PM					0					0					C	)				0	0	
4	6:45 PM					0					0					C					0		
	7:00 PM					0					0					C					0		<u> </u>
	7:15 PM 7:30 PM					0					0					0					0		$\vdash$
	7:45 PM					0					0										0		H
	8:00 PM					0					0					C					0		
	8:15 PM					0					0					Č					0	0	
	8:30 PM					0					0					C					0		
	8:45 PM					0					0					C					0		<u> </u>
	9:00 PM 9:15 PM					0					0										0		Ь
	9:30 PM					0					0										0		
	9:45 PM					0					0					C					0		
rate.	als	0	0	0	0		-	0	0	0			0	0	0		_	0	0	0			

Tour nour bioyate furning movement volume ourinnary																						
		•				+					<b>^</b>					<b>→</b>						
Hourly		From North				From East					From South					From West					Total	
Time Period		Middle DW					East DW					Washington Ave & 3 DWS					West DW					Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Count Basics	Versio	n 2013.J4.1	Page 1 of 13
Start Date:	Wednesday, March 17, 2021	Weekday	Schools in Session
Total Number o	f Hours Counted: 5.25	Non-Holiday	No Special Events

## Base Information, Observed (5.25) Hour and Estimated (24) Hour Volume Summaries

#### Intersection of: N 1st Street & 2 DWs

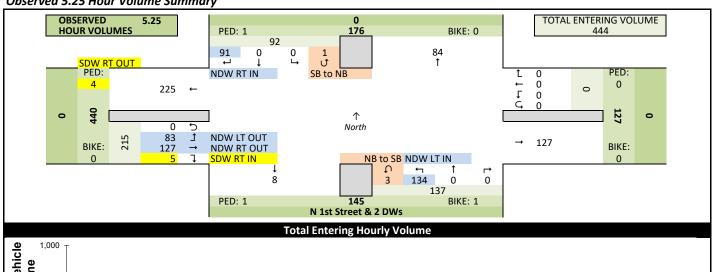
#### Site Information

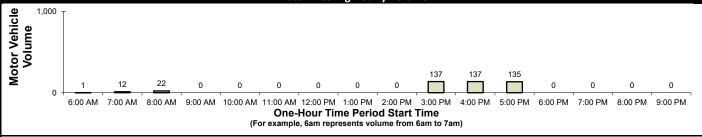
J. 10			
Municipality	City of Madiso	n	
County			OT Region SW-M
Traffic Control	Partial Stop Co	ontrol	
Roadway Names		North Direct	ion 1
North Leg			
East Leg			
South Leg	N 1st Street &	2 DWs	_
West Leg			
Special Considera			
Schools	In Session		
Holidays	None		
Special Events			
Special Pedestria	ns Observed		
		Pre-school childre	n None
		try school age childre	
		vhite cane/helper dog	
	Elderly/disable	d (except wheelchairs	None None
	Wheeld	chairs/electric scooter	s None
Other (de	scribe)	Non	e None

#### **Count Information**

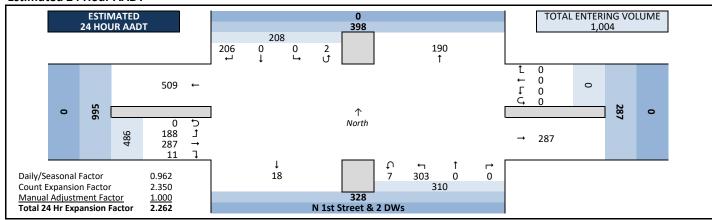
Hrs Counted: 6:4	45 AM-9:00 A	M and	3:00 PN	1-6:00 PM		
1st Day of Count	Wednes	day, Ma	arch 17	2021	Weath	ner
AM Peak Pe	riod Thursday	y, Marc	:h 18, 2	021	Clear 8	& Dry
Midday Peak Pe	riod Wednes	day, Ma	arch 17	2021	Clear 8	& Dry
PM Peak Pe	riod Wednes	day, Ma	arch 17	2021	Overc	ast & Wet
Calculated Peak H	Hours					
AM 8:0	00-9:00am	MD			PM	3:45-4:45pm
Peak Hours Selec	ted for Analys	sis				
	15-8:15am	MD			PM	4:30-5:30pm
Daily/Seasona	l Adjustment	Group	(2) Urb	an Arterials & C	ollecto	irs
Cou	nt Expansion	Group	(2) Urb	an Arterials & C	ollecto	irs
Daily/Seasona	l Adjustment	Factor	0.962	Count Exp	pansior	n Factor 2.350
Company Na	ame TADI, Inc					ual Adj. 1.000
Observers				heuerlein - Vide	eo Coui	nts
	Midday Peak	Period	None			
	PM Peak	Period	Amy So	heuerlein - Vide	eo Coui	nts
Comments 20	19 DOT Seaso	nal Fac	ctors			_

#### **Observed 5.25 Hour Volume Summary**



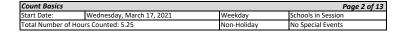


#### **Estimated 24 Hour AADT**

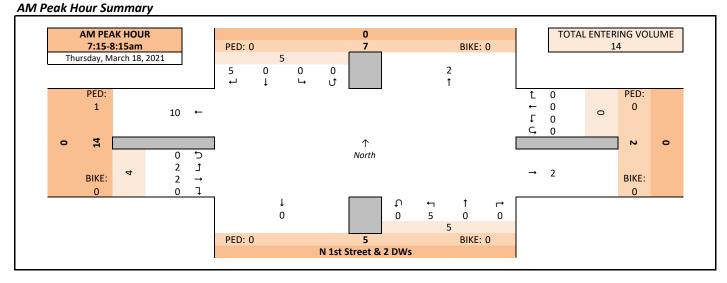


### **Peak Hour Volume Graphical Summary**

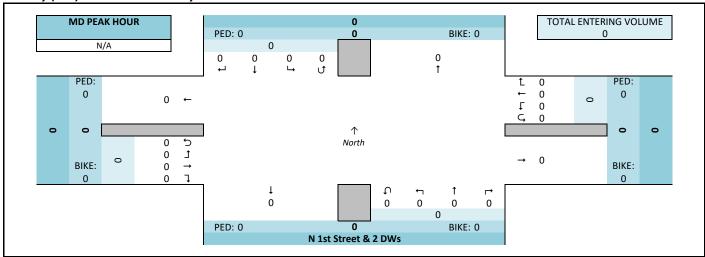
#### N 1st Street & 2 DWs



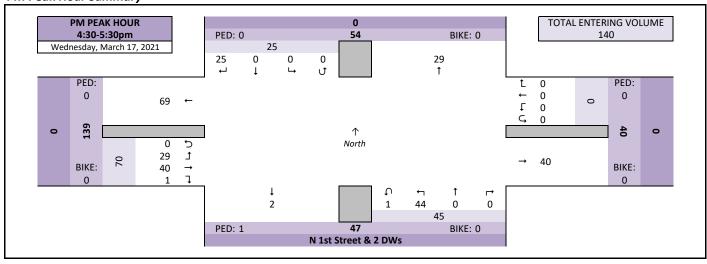




#### Midday (MD) Peak Hour Summary



#### **PM Peak Hour Summary**



## **Peak Hour Volume Summary**

#### N 1st Street & 2 DWs

Peak Hour Volumes, Truck Percentages, and PHFs

# Count Basics Page 3 of 13 Start Date: Wednesday, March 17, 2021 Weekday Schools in Session Total Number of Hours Counted: 5.25 Non-Holiday No Special Events



Thu	ursday, March 18, 2021		Fro	m No	rth			Fre	<b>←</b> om Ea	st			Fro	↑ m Sou	ıth			Fro	→ om We	est		
	AM Peak Hour			0					0				N 1st St	reet &	2 DWs	;			0			
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	1	0	1	5
¥	7:30 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
ē	7:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
$\bar{\epsilon}$	8:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
ğ	Peak Hour Volume	5	0	0	0	5	0	0	0	0	0	0	0	5	0	5	0	2	2	0	4	14
Ē	Rounded Hourly Volume	5	0	0	0	5	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	10
₹	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.42	0.00	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.31	0.00	0.25	0.50	0.00	0.50	0.70

N/	А		Fro	₩ m No	rth			Fre	<b>←</b> om Ea	st			Fro	<b>↑</b> om Sou	ıth			Fro	→ om We	est		
	MD Peak Hour			0					0				N 1st S	treet &	2 DWs	5			0			
⊾ ا	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Ιo	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
k T	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ea	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
da	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
lid	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

We	dnesday, March 17, 2021		Fro	<b>↓</b> m No	rth			Fr	<b>←</b> om Ea	st			Fro	↑ m Sou	ıth			Fro	→ om We	est		
	PM Peak Hour			0					0				N 1st St	reet &	2 DW	5			0			
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	4:30 PM	5	0	0	0	5	0	0	0	0	0	0	0	16	0	16	1	11	8	0	20	41
×	4:45 PM	5	0	0	0	5	0	0	0	0	0	0	0	8	0	8	0	7	7	0	14	27
19	5:00 PM	9	0	0	0	9	0	0	0	0	0	0	0	10	1	11	0	11	7	0	18	38
Ιž	5:15 PM	6	0	0	0	6	0	0	0	0	0	0	0	10	0	10	0	11	7	0	18	34
Jec 2	Peak Hour Volume	25	0	0	0	25	0	0	0	0	0	0	0	44	1	45	1	40	29	0	70	140
Ī	Rounded Hourly Volume	25	0	0	0	25	0	0	0	0	0	0	0	45	0	45	0	40	30	0	70	140
P	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	2.2	0.0	2.5	0.0	0.0	1.4	1.4
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	2.2	0.0	2.5	0.0	0.0	1.4	1.4
	Peak Hour Factor (PHF)	0.69	0.00	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.25	0.70	0.25	0.91	0.91	0.00	0.87	0.85

#### **Peak Hour Pedestrian and Bicyclist Volumes**

Pe	destrians and Bicyclists	Cr	ossing 🛨		Cr	ossing	1	Cr	ossing		Cr	ossing 🛊		Total
	* *	North App	oroach		East App	oroach	ı.	South App	oroach 💠	-	West App	oroach 🗼		Ped &
	<b>K</b> 010		0			0		N 1st St	treet & 2 DW:	S		0		Bike
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
18	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1	8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
	Total	0	0	0	0	0	0	0	0	0	1	0	1	1
											1			
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
١,	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
ND N	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
			1								1	1		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
_	4:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
M	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	1	0	1	0	0	0	1

### Hourly Volume Summary - Motor Vehicle Data

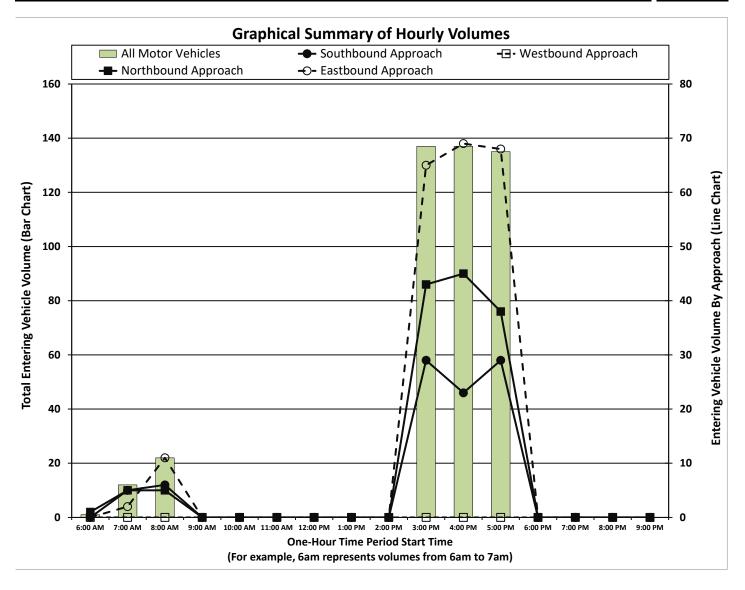
#### N 1st Street & 2 DWs

**One-Hour Motor Vehicle Data** 

<b>Count Basics</b>				Page 4 of 13
Start Date:	Wednesday, March 17, 2021	Weekday	Schools in Session	
Total Number	of Hours Counted: 5.25	Non-Holiday	No Special Events	



				Ψ					+					<b>1</b>					<b>→</b>				_	
On	e-Hour		Fro	m No	rth			Fr	om Ea	st			Fro	om Sou	ıth			Fro	m We	st		Total	Direction	nal
Tin	ne Period			0					0				N 1st S	treet &	2 DWs	;			0			Vehicle	Volume	Totals
Sta	art Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	E/W	N/S
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Z	7:00 AM	5	0	0	0	5	0	0	0	0	0	0	0	5	0	5	0	0	2	0	2	12	2	10
A		6	0	0	0	6	0	0	0	0	0	0	0	5	0	5	1	6	4	0	11	22	11	11
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
a		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	29	0	0	0	29	0	0	0	0	0	0	0	42	1	43	1	35	29	0	65	137	65	72
	4:00 PM	23	0	0	0	23	0	0	0	0	0	0	0	45	0	45	2	41	26	0	69	137	69	68
N	5:00 PM	28	0	0	1	29	0	0	0	0	0	0	0	36	2	38	1	45	22	0	68	135	68	67
Ы	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
To	tals	91	0	0	1	92	0	0	0	0	0	0	0	134	3	137	5	127	83	0	215	444	215	229



### 15-Minute Motor Vehicle Data

#### N 1st Street & 2 DWs

15-Minute Motor Vehicle Data

## Count Basics Page 5 of 13 Start Date: Wednesday, March 17, 2021 Weekday Schools in Session Total Number of Hours Counted: 5.25 Non-Holiday No Special Events



15-	Minute N	Vlotor	Vehi	cle Da	ita																	-	
15-N	Vinute		Fr	om No	orth		F	← rom E	ast			Fre	↑ om So	outh			Fr	→ om W	/est				
	e Period	Di-l-A	Th	0	U.T. T.A.	l Di-la	Th	0		T-4-1	Di-la	N 1st S		& 2 DW: U-Tn		D:-ba	Th	0		T-4-1	15-Min	Hourly	D. 1.F
Star	t Time 6:00 AM	Right 0		Left	U-Tn Tota	I Right	_	<b>Left</b>	<b>U-Tn</b>	Total ∩	Right 0	inru 0	Left 0	_	Total	Right 0	Thru 0	Left 0	U-Tn	Total	Totals	Sum	PHF
	6:15 AM	0				0 (			_	0			0		0	0	0			0	_		1
	6:30 AM	0		_		0 (				0			0		0	0				0	0		
	6:45 AM	0				0 (		_	_	0	0		1		1	0	0			0	) 1	11	
p	7:00 AM 7:15 AM	1 0				0 (				0	0		<u>0</u>		0	0	0			0	1	12	
Period	7:30 AM	3	0	_		3 (				0	0	0	0		0	0	0			1	1 4	11	
	7:45 AM	1	0			1 (				0	0		1		1	0	0			0	) 2	14	
Peak	8:00 AM	1	0			1 (				0			0		0	0	2	0		2	3	22	0.55
	8:15 AM	1	0			1 (				0	0		0		0	0	1	0		1	. 2		
AM	8:30 AM 8:45 AM	3	0	_		3 (				0			2		2	0	0	2	0	2	7		-
	9:00 AM	0	0	_		0 (				0	0		3 0		<u>3</u>	0	3			0	10		+
	9:15 AM	0				0 0				0			0		0	0				0			+
	9:30 AM	0		_		0 (				0			0		0	0				0	0		
	9:45 AM	0		_		0 (		_		0	0		0		0	0		_		0	0		
	10:00 AM	0		_		0 (				0			0		0	0				0			<del>                                     </del>
	10:15 AM 10:30 AM	0		_		0 (				0	0		0		0	0	_			0	0 0		+
	10:45 AM	0				0 (				0			0		0	0				0	-		+
pa	11:00 AM	0				0 (		_		0	0	0	0		0	0				0	0		
eriod	11:15 AM	0		_		0 (	0 0	0	0	0	0	0	0	0	0	0	0	0		0	0		
٩	11:30 AM	0		_		0 (		_		0	Ŭ		0		0	0	_			0	, ,		
Peak	11:45 AM	0				0 (				0	0	0	0		0	0	0			0	0		
γP	12:00 PM 12:15 PM	0				0 (	0 0			0			0		0	0	0			0	0 0		
Midday	12:30 PM	0				0 (				0			0		0	0				0	0 0		+
Nio	12:45 PM	0				0 (				0			0		0	0				0			
_	1:00 PM	0		_		0 (		_		0	0		0		0	0	0	0		0	0		
	1:15 PM	0				0 (				0			0		0	0				0			
	1:30 PM 1:45 PM	0		_			0 0			0					0	0				0			-
	2:00 PM	0		_			0 0			0					0	0		_		0			_
	2:15 PM	0					0 0			0					0	0	_			0			1
	2:30 PM	0	0	0	0	0 (	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0		_		0 (				0	·		0		0	0				0			
	3:00 PM	6		_		6 (				0	·		6		6	0				15		137	
	3:15 PM 3:30 PM	6	0	_		6 ( 7 (				0	_	_	13 14		13 15	0		8 4		12 18		146	
	3:45 PM	10				10 (				0	_ ĭ		9		9	1	10			20		149	
	4:00 PM	6				6 (				0			13		13	0		5		17		137	
	4:15 PM	7	0			7 (				0			8		8	1	11	6		18		139	
	4:30 PM	5	0			5 (				0			16		16	1	11	8		20		140	
	4:45 PM 5:00 PM	5 9				5 ( 9 (				0	0	0	8 10		8 11	0	7 11	7		14 18		135	
pc	5:15 PM	6				6 (				0	0	0	10		10	0	11	7		18		133	0.09
Period	5:30 PM	7	0			7 (	-	_		0			9		10	0		6		19			<del>                                     </del>
	5:45 PM	6	0	0		7 (	0 0	0	0	0	0	0	7	0	7	1	10	2	0	13	3 27		
Peak	6:00 PM	0				0 (				0	0		0		0	0	0			0			
_	6:15 PM	0		_			0 0			0			0		0	0			_	0			4
P	6:30 PM 6:45 PM	0				0 (	0 0			0			0		0	0				0		-	+
	7:00 PM	0				0 (				0	_				0	0				0			+
	7:15 PM	0		_			0 0			0					0	0				0			
	7:30 PM	0	0	0	0	0 (	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0				0 (				0					0	0				0			
	8:00 PM 8:15 PM	0		_			0 0			0					0	0				0			₩
	8:15 PM 8:30 PM	0				0 0	0 0		_	0					0	0	_			0			+
	8:45 PM	0					0 0			0			0		0					0			+-
	9:00 PM	0		_		0 (				0			0		0	0				0			
	9:15 PM	0		_			0 0			0					0	0				0			
	9:30 PM	0					0 0			0			0		0	0				0			
Tota	9:45 PM	91		_		0 (				0	_			_	127	0		_		215			
100	ai s	91	0	0	1	92 (	0	0	0	0	0	0	134	3	137	5	127	83	0	215	444		

			Ψ					+					<b>1</b>					<b>→</b>			
Hourly		Fr	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	est		Total
Time Period			0					0				N 1st S	Street &	& 2 DW	's			0			Hourly
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
<b>AM</b> 7:15 AM	5	Right Thru Left U-Tn Tota  5 0 0 0					0	0	0	0	0	0	5	0	5	0	2	2	0	4	14
<b>MD</b> 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:30 PM	25	0	0	0	25	0	0	0	0	0	0	0	44	1	45	1	40	29	0	70	140

PHF
0.70
0.85

#### 15-Minute Automobile Data

#### N 1st Street & 2 DWs

15-Minute Automobile Data

## Count Basics Page 6 of 13 Start Date: Wednesday, March 17, 2021 Weekday Schools in Session Total Number of Hours Counted: 5.25 Non-Holiday No Special Events



.5-1	Vinute		Fro	₩ om No	orth			F	← rom E	ast				↑ om So				Fr	→ om W	/est			
	e Period			0					0						& 2 DW				0			15-Min	Но
tar	t Time	Right			_	Total	Right		Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right		Left	U-Tn	Total	Totals	Su
	6:00 AM	0	0	0		0	0	0	_			0	0	0		0	0	0	0			0	<u> </u>
	6:15 AM	0	0	0		0	0	0				0			_	0							-
	6:30 AM 6:45 AM	0	0	0		0	0	0	_			0	0			0	0	0	0			0	-
	7:00 AM	0 1	0	0		0	0	0				0				0						1	┢
g	7:15 AM	0	0	0		0	0	0	_			0	0	_			0	0	1	0		5	-
rerioa	7:30 AM	3	0	0		3	0	0				0	0			0	0	0	1	0		4	-
	7:45 AM	1	0	0		1	0	0				0	0		0	1	0	0	0			2	-
reak	8:00 AM	1	0	0		1	0	0				0	0	0		0	0	2	0			3	
	8:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	
Ž	8:30 AM	3	0	0	0	3	0	0	0	0	0	0	0	2	0	2	0	0	2	0	2	7	
٠	8:45 AM	0	0	0		0	0	0	_			0	0			3	1	3	2			9	L
	9:00 AM	0	0	0		0	0	0				0				0	0					0	L
	9:15 AM	0	0	0		0	0	0				0		_		0	0	0	0			0	
	9:30 AM	0	0	0		0	0	0	_			0					0		0			_	-
	9:45 AM 10:00 AM	0	0	0		0	0	0	_			_	_				_						$\vdash$
	10:00 AM 10:15 AM	0	0	0		0	0	0				0					0	0	0				$\vdash$
	10:15 AM	0	0	0		0	0	0				_				0	_		0				$\vdash$
	10:35 AM	0	0	0			0	0								Ŭ	0					_	$\vdash$
rerioa	11:00 AM	0	0	0		0	0	0				0	0	0			0	0	0				<b>-</b>
Ĕ	11:15 AM	0	0	0		0	0	0				0		_		0	_						
ξ.	11:30 AM	0	0	0			0	0								0	0					0	
Реак	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<del>}</del>	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
viiaaay	12:30 PM	0	0	0		0	0	0				0	0	0	_	0	_		0			0	
Ē.	12:45 PM	0	0	0		0	0	0								_	_						L
7	1:00 PM	0	0	0			0	0				_					0					0	
	1:15 PM	0	0	0		0	0	0				0	0			0	v					0	-
	1:30 PM 1:45 PM	0	0	0			0																-
	2:00 PM	0	0	0			0	0					_				Ŭ						┢
	2:15 PM	0	0	0		0	0		_			_		_								_	$\vdash$
	2:30 PM	0	0	0		0	0	0				0	0				0	0	0				-
	2:45 PM	0	0	0		0	0	0				0	0	0		0	0	0	0				┢
	3:00 PM	6	0	0		6	0	0	_			_		_		6			8			27	-
	3:15 PM	6	0	0		6	0	0				0	0				_	4	8				
	3:30 PM	7	0	0	0	7	0	0	0	0	0	0	0	14		15	0	14	4	0		40	
	3:45 PM	10	0	0	0	10	0	0	0	0	0	0	0	9	0	9	1	10	9	0	20	39	
	4:00 PM	6	0	0	0	6	0	0	0	0	0	0	0	13	0	13	0	12	5	0	17	36	
	4:15 PM	7	0	0	0	7	0	0			0	0			0	8	1	11	6				
	4:30 PM	5	0	0		5	0					_						11	8				
	4:45 PM	5	0	0		5	0	0				0						7	7	0			$\perp$
0	5:00 PM	9	0	0		9	0	0				0				11			7				$\perp$
5	5:15 PM	6	0	0		6	0					0							7	_			$\vdash$
rerioa	5:30 PM 5:45 PM	6	0	0		6	0	0	_			0	0			10	0	12	6				$\vdash$
Y D	6:00 PM	6	0	0		0	0	0	_			0				0		9	2 0				$\vdash$
reak	6:15 PM	0	0	0		0	0	0	_			0	0		_	0	0	0	0				$\vdash$
2	6:30 PM	0	0	0		<u> </u>	0	<u>0</u>	0			0	0			0	0			0		0	$\vdash$
Σ	6:45 PM	0	0	0		0	0	0	_			0		_	U	0	_					0	H
	7:00 PM	0	0	0			0																$\vdash$
	7:15 PM	0	0	0			0					_											
	7:30 PM	0	0	0			0	0									0						
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	
	8:00 PM	0	0	0			0															_	
	8:15 PM	0	0	0			0		_														
	8:30 PM	0	0	0			0		_			_											
	8:45 PM	0	0	0			0		_						_								
	9:00 PM	0	0	0		0	0		_			_											ᆫ
	9:15 PM	0	0	0			0		_			_											
	9:30 PM	0	0	0	_		0		_						_								
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

#### **Peak Hour Automobile Volume Summary**

_																							
					<b>+</b>					+					<b>1</b>					<b>→</b>			
Н	lourl	y		Fre	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	est		Total
Т	ime	Period			0					0				N 1st S	Street 8	ኔ 2 DW	's			0			Hourly
s	tart '	Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
Α	M 7	7:15 AM	5	0	0	0	5	0	0	0	0	0	0	0	5	0	5	0	2	2	0	4	14
Ν	/ID 1	L2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Р	<b>M</b> 4	1:30 PM	25	25 0 0 0 2					0	0	0	0	0	0	43	1	44	1	39	29	0	69	138

## 15-Minute Single Unit (SU) Truck & Bus Data

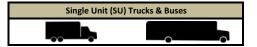
#### N 1st Street & 2 DWs

15-Minute Single Unit (SU) Truck & Bus Data

 Count Basics
 Page 7 of 13

 Start Date:
 Wednesday, March 17, 2021
 Weekday
 Schools in Session

 Total Number of Hours Counted: 5.25
 Non-Holiday
 No Special Events



15-I	Minute		Fr	↓ om No	orth			F	← rom E	ast			Fr	↑ om So	outh			Fr	→ om W	est -			
	e Period			0					0				N 1st S	Street	& 2 DW	s	1		0			15-Min	Hourly
Star	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	0	0		0	0			0	0	0	0			0	0		_		0	0	
	6:15 AM	0	0	0		0	0			0	0	0	0			0	0				0	0	
	6:30 AM 6:45 AM	0	0	0		0	0				0					0	0		0	_	0	0	
	7:00 AM	0	0			0	0					0	0			0	0					0	
po	7:15 AM	0	0			0	0		_			0	0			0	0			_		0	
Period	7:30 AM	0	0	0		0	0	0			0	0	0			0	0		0	0	0	0	
ΚP	7:45 AM	0	0			0	0				0	0	0			0	0		0			0	
Peak	8:00 AM	0	0			0	0				0	0	0			0	0					0	
	8:15 AM 8:30 AM	0	0	0		0	0				0	0	0			0	0		0		0	0	
AM	8:45 AM	1	0			1	0				0					0	0					1	
	9:00 AM	0	0	0		0	0				0	0	0			0	0		0		0	0	
	9:15 AM	0	0	0		0	0				0	0	0			0	0				0	0	
	9:30 AM	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	_				0	_	_			_				0	0					0	
	10:00 AM	0	0				0									0	v					0	-
	10:15 AM 10:30 AM	0	0	0		0	0				0		0			0	0		0			0	
	10:45 AM	0	0	_		·	0				0					0			_			0	
po	11:00 AM	0	0	0			0				0	_				0	0					0	
Period	11:15 AM	0		0	0	0	0		0	0	0		0	0		0	0		0	0	0	0	
κP	11:30 AM	0	0	0			0				0					0	0					0	
Peak	11:45 AM 12:00 PM	0	0			0	0				0					0	Ŭ					0	
ν.	12:00 PM 12:15 PM	0	0	0		0	0				0		0			0	0		0			0	
Midday	12:30 PM	0	0			0	0				0					0						0	-
Ϊā	12:45 PM	0	0			0	0				0		0			0	0		0			0	
<	1:00 PM	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0		0	0				0		0	_		0	0					0	
	1:30 PM 1:45 PM	0	0	0		0	0				0					0	0					0	
	2:00 PM	0	0	0			0		_			_				0	Ŭ			_		0	-
	2:15 PM	0	0	0		0	0				0	0	0		_	0	0					0	
	2:30 PM	0	0			0	0		_		0			_	_	0	0		_			0	
	2:45 PM	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0		0	0				0	0	0	_		0	0		_		0	0	
	3:15 PM 3:30 PM	0	0			0	0				0		0			0	0					0	
	3:45 PM	0	0	0		0	0				0	0	0	_		0	0		0			0	-
	4:00 PM	0	0			0	0									0						0	
	4:15 PM	0					0								_	0	0					0	
	4:30 PM	0	0			0	0					0				0	0		0			0	
	4:45 PM	0	0			0	0									0	·					0	
g	5:00 PM 5:15 PM	0	0			0	0				0	0	0		0	0	0		0			1	
Period	5:30 PM	1	0	_		1	0								_	0			0			2	
Pe	5:45 PM	0	0	0		0	0				0	0	0		_	0	0		0			1	
Peak	6:00 PM	0	0	0	0	0	0		0	0	0	0	0	0		0	0		0		0	0	
	6:15 PM	0		0		0	0			0	0	0	0		_	0	0		0		0	0	
₹	6:30 PM	0	·	_	·	0	0	_	0	_	0	0	0	_	_	0	0			·		0	
	6:45 PM 7:00 PM	0				0										0						0	
	7:15 PM	0										_											
	7:30 PM	0					0									0						0	
	7:45 PM	0	0	0	0	0			0	0	0	0	0	0	0		0	0	0	0	0		
	8:00 PM	0																					
	8:15 PM	0					0									0						0	
	8:30 PM 8:45 PM	0					0								_							0	-
	9:00 PM	0				0	0					_				0	_					0	
	9:15 PM	0																				0	
	9:30 PM	0					0								_	0						0	
	9:45 PM	0					0		_				_	_		0	Ŭ			_		0	
Tota	als	2	0	0	0	2	0	0	0	0	0	0	0	1	. 0	1	0	3	0	0	3	6	

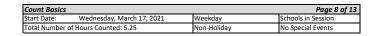
#### Peak Hour Single Unit (SU) Truck & Buses Volume Summary

	uk 110ul 0		7	<del>, .</del>		× 5 45 C			<b></b>	u.,												
				¥					+					<b>1</b>					<b>→</b>			
Ηοι	ırly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	/est		Total
Tim	e Period			0					0				N 1st S	Street	& 2 DW	's			0			Hourly
Star	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0 0 0 0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2

### 15-Minute Semi-Truck Data

#### N 1st Street & 2 DWs

15-Minute Semi-Truck Data





15-I	Minute			<b>↓</b> om No	orth			F	<b>←</b> rom E	ast				<b>↑</b> om So				Fr	→ om W	/est			
	e Period			0					0						& 2 DW				0			15-Min	Hourly
Star	rt Time	Right	Thru	Left	U-Tn	Total	Right		Left	U-Tn	Total	Right	Thru	Left	_	Total	Right		Left	U-Tn	Total	Totals	Sum
	6:00 AM 6:15 AM	0	0	0		0	0	0		0	0	0	0	0		0	0		0		0	0	
	6:30 AM	0	0	0		0	0	0		0	0	0	0		_	0	0		0		0	0	
	6:45 AM	0	0	0		0	0	0			0	0	0				0		0		0	0	
	7:00 AM	0	0	0		0	0	0					0			0			0		0	0	(
po	7:15 AM	0	0	0	0	0	0	0	0		0	0	0			0	0		0	0	0	0	(
Period	7:30 AM	0	0	0		0	0	0			0	0	0	0		0	0		0		0	0	(
	7:45 AM	0	0	0		0	0	0		0	0	0	0			0	0		0		0	0	(
Peak	8:00 AM	0	0	0		0	0	0			0	0	0			0	0	0	0		0	0	- (
	8:15 AM 8:30 AM	0	0	0		0	0	0		0	0	0	0		_	0	0		0	_	0	0	
AM	8:45 AM	0	0	0		0	0	0	_		0	0	0	0		0	0		0		0	0	
	9:00 AM	0	0	0	_	0	0	0		0	0	0	0		_	0	0		0		0	0	
	9:15 AM	0	0	0		0	0	0		0	0	0	0			0	0		0		0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
	10:00 AM	0	0	0		0	0	0					0			0	0		0		0	0	
	10:15 AM	0	0	0	_	0	0	0	_		0	0	0		_	0	0		0		0	0	
	10:30 AM 10:45 AM	0	0	0	_	0	0	0	_		0	0	0			0	0		0		0	0	1
p	11:00 AM	0	0	0		0	0	0			0	0	0	0		0	0		0		0	0	-
Period	11:15 AM	0	0	0	_	0	0	0			0	0	0		_	0			0		0	0	
	11:30 AM	0	0	0	_	0	0	0			0	0	0			0	0		0		0	0	
Peak	11:45 AM	0	0	0		0	0	0			0	0	0			0	0		0		0	0	
Pe	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
αy	12:15 PM	0	0	0		0	0	0			0	0	0			0	0		0		0	0	
Midday	12:30 PM	0	0	0		0	0	0		0	0	0	0			0	0		0		0	0	
Z	12:45 PM	0	0	0		0	0	0			0	0	0		-	0	_		0		0	0	
	1:00 PM 1:15 PM	0	0	0		0	0	0	_		0	0	0			0	0		0		0	0	
	1:30 PM	0	0	0		0	0	0	_		0	0	0			0			0		0	0	
	1:45 PM	0	0	0		0	0	0				_	0		_	0	0		0		0	0	
	2:00 PM	0	0	0		0	0	0					0			0	0		0		0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	O	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0		0	0	0	0	0	0	0	0	0		0	0		0		0	0	
	3:00 PM	0	0	0	_	0	0	0				0	0		_	0	Ŭ		0		0	0	
	3:15 PM 3:30 PM	0	0	0		0	0	0	_	0	0	0	0			0	0		0		0	0	
	3:45 PM	0	0	0		0	0	0	0	0		0	0			0	0		0		0	0	
	4:00 PM	0	0	0	_	0	0	0			0	0	0		_	0	0		0		0	0	
	4:15 PM	0	0	0	_	0	0	0	_				0		_	0	_		0		0	0	
	4:30 PM	0	0	0		0	0	0				0	0			0			0		0	0	(
	4:45 PM	0	0	0		0	0	0			0	0	0			0	0		0		0	0	(
P	5:00 PM	0	0	0		0	0	0			0	0	0			0	U		0		0	0	(
Period	5:15 PM	0	0	0	_	0	0	0		_		0	0		_	0	·		0	_	0	0	-
	5:30 PM 5:45 PM	0	0	0	_	0	0	0	_		0	0	0		_	0	0		0		0	0	-
ak	6:00 PM	0	0	0		0	0	0	_	0	0	0	0			0	0		0		0	0	
Peak	6:15 PM	0	0	0		0	0	0		0	0	0	0			<u> </u>	0		0		0	0	
	6:30 PM	0	0	0	_	0	_	0	_	_	0		0			0	_		_		0	0	
P	6:45 PM	0	0	0	0	0			0	0	0		0	0	_	0	_		0	0	0		
	7:00 PM	0	0	0		0	0		0	0		0	0		0	0			0		0	0	
	7:15 PM	0	0	0		0							0			0					0	0	
	7:30 PM	0	0	0		0	0		_				0			0					0		-
	7:45 PM 8:00 PM	0	0	0		0	0					0	0			0			0		0		1
	8:00 PM 8:15 PM	0	0	0		0	0						0			0	_				0	0	-
	8:30 PM	0	0	0		0	0		_			0	0			0					0	0	
	8:45 PM	0	0	0	_	0	0						0			0					0	0	
	9:00 PM	0	0	0		0	0						0			0					0	0	
	9:15 PM	0	0	0		0	0	0				0	0			0			0		0	0	
	9:30 PM	0	0	0		0	0						0			0					0	0	
	9:45 PM	0	0	0		0	0		_			-	0		_	0					0	0	
Tota	als	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

#### **Peak Hour Semi-Truck Volume Summary**

				+					+					<u> </u>					<b>→</b>			
Ηοι	ırly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	/est		Total
Tim	e Period			0					0				N 1st S	Street	& 2 DW	s			0			Hourly
Star	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0 0 0 0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## 15-Minute Heavy Vehicle Data

#### N 1st Street & 2 DWs

15-Minute Heavy Vehicle Data

# Count Basics Page 9 of 13 Start Date: Wednesday, March 17, 2021 Weekday Schools in Session Total Number of Hours Counted: 5.25 Non-Holiday No Special Events



	Minute		Vehicle Da  Vehicle Da  From No				F	<b>←</b> rom E	ast				↑ om Sc				Fr	→ om W	/est			
	e Period		0					0						& 2 DWs				0			15-Min	Hourly
Sta	rt Time 6:00 AM	Right 0	Thru Left	_	Total 0	Right	Thru 0	Left	<b>U-Tn</b> 0	Total	Right 0	Thru	Left		Total	Right		Left	U-Tn	Total	Totals	Sum
	6:15 AM	0	0 0		0	0	0	_		0	0	0	0		0	0	0	0			0	
	6:30 AM	0	0 0		0	0	0			0	0	0	0		0	0	0	0			0	
	6:45 AM	0	0 0		0	0	0	_		0	0	0	0		0	v		0			0	
p	7:00 AM 7:15 AM	0	0 0		0	0	0	_			0	0	0		0	0	0	0	_		0	
Period	7:30 AM	0	0 0		0	0	0			0	0	0	0		0	0		0			0	
	7:45 AM	0	0 0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	(
Peak	8:00 AM	0	0 0		0	0	0			0	0	0	0		0	0	0	0			0	
	8:15 AM 8:30 AM	0	0 0		0	0	0			0	0	0	0		0	0	0	0			0	
AM	8:45 AM	1	0 0		1	0	0	_		0	0	0	0		0	0	0	0			1	
	9:00 AM	0	0 0		0	0	0			0	0	0	0		0			0			0	
	9:15 AM	0	0 0		0	0	0			0	0	0	0		0	0	0	0			0	
	9:30 AM 9:45 AM	0	0 0		0	0	0			0	0	0	0		0	0	0	0			0	
	10:00 AM	0	0 0		_	0	0	_				0	0		0			0	_		0	-
	10:15 AM	0	0 0		0	0	0			0	0	0	0		0	0	0	0			0	
	10:30 AM	0	0 0		0	0	0	0	0	0		0	0		0	·	0	0	0	0	0	
B	10:45 AM 11:00 AM	0	0 0			0	0					0	0		0	0		0			0	
Period	11:00 AM 11:15 AM	0	0 0		0	0	0			0	0	0	0		0	0	0	0			0	
Pe	11:30 AM	0	0 0			0	0					0	0		0	0		0			0	
Peak	11:45 AM	0	0 0		0	0	0			0	0	0	0		0	0	0	0			0	
	12:00 PM	0	0 0		0	0	0			0	0	0	0		0	·		0			0	
Midday	12:15 PM 12:30 PM	0	0 0			0						0	0		0	·		0			0	-
lidα	12:30 PM 12:45 PM	0	0 0	-	0	0	0			0	0	0	0		0	Ŭ	0	0			0	-
>	1:00 PM	0	0 0			0	0					0	0		0	0		0			0	
	1:15 PM	0	0 0		0	0	0	0	0		0	0	0		0		0	0			0	
	1:30 PM	0	0 0			0						0	0		0			0			0	
	1:45 PM 2:00 PM	0	0 0			0	0					0	0		0	v		0			0	ļ
	2:15 PM	0	0 0		0	0		_				0	0		0			0			0	-
	2:30 PM	0	0 0		0	0	0			0	0	0	0		0	0	0	0			0	
	2:45 PM	0	0 0		0	0	0	_		0	0	0	0		0	0	0	0			0	
	3:00 PM 3:15 PM	0	0 0		0	0	0	_		0	0	0	0		0	Ŭ		0			0	
	3:30 PM	0	0 0		0	0	0			0	0	0	0		0	0	0	0			0	
	3:45 PM	0	0 0		0	0	0	_				0	0		0			0			0	
	4:00 PM	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
	4:15 PM	0	0 0	_		0	0			0	0	0	0		0	v		0			0	
	4:30 PM 4:45 PM	0	0 0		0	0	0	_		0	0	0	0		0	0	0	0			0	
	5:00 PM	0	0 0		0	0	0			0	0	0	0		0			0			1	
jod	5:15 PM	0	0 0	_	0	0		0	0	_	0	0	1		1	0		0			1	
Period	5:30 PM	1	0 0		1	0	0			0	0	0	0		0	0	1	0			2	
ık t	5:45 PM	0	0 0		0	0	0			0	0	0	0		0	0		0			1	
Peak	6:00 PM 6:15 PM	0	0 0		0	0	0	_		0	0	0	0		0	0	0	0	_		0	
2	6:30 PM	0	0 0		0	0	0	0		0	0	0	0		0	0			0		0	
Ы	6:45 PM	0	0 0	0	0			0	0			0	0		0	0	0	0	0	0		
	7:00 PM	0	0 0			0						0	0		0						0	_
	7:15 PM 7:30 PM	0	0 0									0	0		0						0	-
	7:45 PM	0	0 0										0		0							
	8:00 PM	0	0 0										0		0						0	
	8:15 PM	0	0 0									0	0		0							
	8:30 PM	0	0 0										0		0						0	
	8:45 PM 9:00 PM	0	0 0		0	0					_	0	0		0				_		0	
	9:15 PM	0	0 0			0							0		0						0	
	9:30 PM	0	0 0			0						0	0		0						0	
	9:45 PM	0	0 0			0		_	_			0	0		0	_			_		0	
Tot	als	2	0 0	0	2	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	6	

Peak Hour Heavy	Vehicle Volume Summary
-----------------	------------------------

		,				• • • • • • • • • • • • • • • • • • • •	<b>,</b>															
				Ψ					+					<b>1</b>					<b>→</b>			
Hou	ırly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	/est		Total
Tim	e Period			0					0				N 1st S	Street	& 2 DW	s			0			Hourly
Star	rt Time	Right	0 ht Thru Left U-Tn Total 0 0 0 0					Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2

### 15-Minute Heavy Vehicle Percentages

#### N 1st Street & 2 DWs

15-Minute Heavy Vehicle Percentages

 Count Basics
 Page 10 of 13

 Start Date:
 Wednesday, March 17, 2021
 Weekday
 Schools in Session

 Total Number of Hours Counted: 5.25
 Non-Holiday
 No Special Events

15-Minute		- williate i			T					+					<b>1</b>					<b>→</b>			Total	Hourly
Time Periods SENT Time   Sept	15-	Minute		Fr	om No	orth			F	_	ast			Fr		outh			Fr	-	est			
Start Time   Right   Time   Left   Left   Grad   Right   Time   Left   Left   Can   Total   Right   Time   Left   Left   Can   Ca					0					0				N 1st S	Street	& 2 DW	/s			0			, Vehicle	, Vehicle
Color			Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right					Right	Thru	Left	U-Tn	Total		Percent
C45 MA 00 00 00 00 00 00 00 00 00 00 00 00 00								_					ŭ					_						
Color		6:15 AM																						
Property Color		6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	l I
23 AM				0.0		0.0	0.0			0.0	0.0	0.0	0.0							0.0				0.0
\$ 135 AM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	٦																							0.0
\$ 135 AM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	ij																							0.0
\$ 135 AM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Pel												_			_								0.0
\$ 33 AM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	~										_													4.5
\$\frac{33.94 M}{39.45 M}\$\frac{0.0}{0.00}\$\frac{0.00}{0.00}\$\frac{0.00}{0.00}\$\frac{0.00}{0.00}\$\frac{0.00}{0.00}\$\frac{0.00}{0.00}\$0.00	Pe																							4.3
Section   Color   Co			_										_					_						
939 AM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Ā																							
930 AM		9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
345 AM			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
100   AM   0.0																								
Section   Columbia								-																ı <b>├</b> ──
1839 AM			_										_					_						
No.   Color																								ı <b>—</b> —
4 13 13 5 M 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																								ı <del> </del>
\$ 11.55 PM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	ğ																							ı <del>                                    </del>
\$ 11.55 PM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	ric												_					_						
Table   Tabl		11:30 AM																						l
	ak	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Section   Columbia	Pe		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
100 PM	á										_													
100 PM	ida																							
115 PM	Z												_											l <del></del>
130 PM   0.0   0																								
145 PM   0.0   0																								
215 PM																								
239 PM		2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2.45 PM		2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3:30 PM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.													_					_						
3:15 PM																								
330 PM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.																								0.0
3:45 PM																								0.0
4:00 PM			_										_											0.0
4:15 PM																								0.0
4:45 PM		4:15 PM	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Since   PM   0.0		4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
Sistem   Color   Col																								3.0
\$\begin{array}{c c c c c c c c c c c c c c c c c c c	٦																							3.7
\$\begin{array}{c c c c c c c c c c c c c c c c c c c	rio																							
6:00 PM																								l <del> </del>
6:30 PM	ak																							
6:30 PM	Pe												_											ı
6:45 PM																								
7:15 PM	٩	6:45 PM																						
7:30 PM			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
7:45 PM																								
8:00 PM																								ı
8:15 PM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.																								ı <b>—</b> —
8:30 PM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.			_																					ı <del> </del>
8:45 PM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.																								
9:00 PM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.																								
9:15 PM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.			_																					
9:45 PM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.		9:15 PM																						
Totals   2.2  0.0  0.0  0.0  2.2  0.0  0.0  0.																								ļ
	Tot	als	2.2	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.7	0.0	2.4	0.0	0.0	1.4	1.4	į

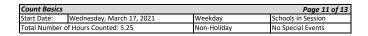
#### **Peak Hour Heavy Vehicle Percentages Summary**

	aix 110 ai 1	,	• • • • • •			<b>4500 00</b>		. ,														
				¥					+					<b>1</b>					<b>→</b>			Hourly
Ηοι	ırly		Fr	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	/est		Heavy
Tim	e Period			0					0				N 1st S	Street 8	& 2 DW	's			0			Vehicle
Sta	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	2.2	0.0	2.5	0.0	0.0	1.4	1.4

## 15-Minute Pedestrian and Bicyclist Data

#### N 1st Street & 2 DWs

#### 15-Minute Pedestrian and Bicyclist Data





15-	Minute	Cro North App	,B	•	Cro East App	ossing oroach	1	Cro South App	ossing roach 4	-	Cro West App	ossing roach	F		
Tim	e Period		0		,,	0		N 1st S	treet & 2 DV	Vs		0		15-Min	Hourly
Sta	rt Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	ı <b>-</b>
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
g	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Period	7:15 AM 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Pe	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Peak	8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	4
1 Pe	8:15 AM 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM	8:45 AM	0	0	0	0	0	0	0	0	0 1	2	0	2	3	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM 9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	ı
po	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Period	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
k P	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak	11:45 AM 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
idday	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Mic	12:45 PM 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	ı <b>├</b> ──
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	ı
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 PM 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
	4:00 PM 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:15 PM 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	1
ø	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Period	5:15 PM 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pe	5:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	<b>.</b>
Peak	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	6:30 PM 6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM 7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM 8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	l
	9:45 PM	0	0	0	0	0	0			0	0	0	0	0	

#### **Special Pedestrians**

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	Х					
Elementry School Age Children	х					
Visually Impaired (white cane/helper dog)	х					
Elderly/Disabled (except wheelchairs)	х					
Wheelchairs/Electric Scooters	х					
Other (None)	х					

## 15-Minute Adult & Children Count (Manual Entry)

#### N 1st Street & 2 DWs



Weekday Non-Holiday

Page 12 of 13
Schools in Session
No Special Events

Count Basics
Start Date: Wednesday, March 17, 2021
Total Number of Hours Counted: 5.25

15-Minute Adult & Children Pedestrian Data

15-	-Minute	Cr North App		-	Cr East App	ossing	<b>‡</b>	Cr South App	ossing oroach		Cr West App	ossing proach	H	
Γin	ne Period		0			0		N 1st S	Street & 2 DV	Vs		0		15-Min
Sta	rt Time	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals
	6:00 AM	0		0	0		0	0		0	0		0	0
	6:15 AM 6:30 AM	0		0	0		0	0		0	0		0	0
	6:45 AM	0		0	0		0	0		0	0		0	0
	7:00 AM	0		0	0		0	0		0	0		0	0
g	7:15 AM	0		0	0		0	0		0	0		0	0
Period	7:30 AM	0		0	0		0	0		0	0		0	0
ڇ	7:45 AM	0		0	0		0	0		0	0		0	0
ž	8:00 AM	0		0	0		0	0		0	1		1	1
Peak	8:15 AM	0		0	0		0	0		0	0		0	0
Ē	8:30 AM	0		0	0		0	0		0	0		0	0
Š	8:45 AM	0		0	0		Ö	0		0	2		2	2
	9:00 AM	0		0	0		0	0		0	0		0	0
	9:15 AM	0		0	0		Ö	0		0	0		0	0
	9:30 AM	0		Ö	0		Ö	0		0	0		0	0
	9:45 AM	0		0	0		0	0		0	0		0	0
Ī	10:00 AM	0		Ö	Ö		Ö	Ö		0	0		0	0
	10:15 AM	0		0	0		0	0		0	0		0	0
	10:30 AM	0		0	0		0	0		0	0		0	0
0	10:45 AM	0		0	0		0	0		0	0		0	0
Period	11:00 AM	0		0	0		0	0		0	0		0	0
e	11:15 AM	0		0	0		0	0		0	0		0	0
٥	11:30 AM	0		0	0		0	0		0	0		0	0
Peak	11:45 AM	0		0	0		0	0		0	0		0	0
ڇ	12:00 PM	0		0	0		0	0		0	0		0	0
⋛	. 12:15 PM	0		0	0		0	0		0	0		0	0
ğ	12:30 PM	0		0	0		0	0		0	0		0	0
Midday	12:45 PM	0		0	0		0	0		0	0		0	0
<		0		0	0		0	0		0	0		0	0
	1:15 PM	0		0	0		0	0		0	0		0	0
	1:30 PM	0		0	0		0	0		0	0		0	0
	1:45 PM	0		0	0		0	0		0	0		0	0
	2:00 PM	0		0	0		0	0		0	0		0	0
	2:15 PM	0		0	0		0	0		0	0		0	0
	2:30 PM	0		0	0		0	0		0	0		0	0
	2:45 PM 3:00 PM	0		0	0		0	0		0	0		0	0
	3:15 PM	0		0	0		0	0		0	0		0	0
	3:30 PM	0		0	0		0	0		0	0		0	0
	3:45 PM	0		0	0		0	0		0	0 1		0	<u>0</u>
	4:00 PM	0					0			0			1	
	4:15 PM	0		0	0	-	0	0		0	0		0	0
	4:30 PM	0		0	0		0	0		0	0		0	0
	4:45 PM	0		0	0		0	1		1	0		0	1
	5:00 PM	0		0	0		0	0		0	0		0	0
00	5:15 PM	0		0	0		0	0		0	0		0	0
Period	5:30 PM	0		0	0		0	0		0	0		0	0
	5:45 PM	1		1	0		0	0		0	0		0	1
Peak	6:00 PM	0		0	0		0	0		0	0		0	0
be	6:15 PM	0	1	0	0	1	0	0		0	0		0	0
	6:30 PM	0	1	0	0	1	0	0		0	0		0	0
3	6:45 PM	0		0	0		0	0		0	0		0	0
	7:00 PM	0		0	0		0	0		0	0		0	0
	7:15 PM	0		0	0		0	0		0	0		0	0
	7:30 PM	0		0	0		0	0		0	0		0	0
	7:45 PM	0		0	0		0	0		0	0		0	0
	8:00 PM	0		0	0		0	0		0	0		0	0
	8:15 PM	0		0	0		0	0		0	0		0	0
	8:30 PM	0		0	0		0	0		0	0		0	0
	8:45 PM	0		Ö	0		Ö	0		0	0		0	0
	9:00 PM	0		Ö	0		Ö	0		0	0		0	0
	9:15 PM	0		0	0		0	0		0	0		0	0
	9:30 PM	0		0	0		0	0		0	0		0	0
	9:45 PM	0	1	0	0	1	Ö	0	Ì	0	0	Ì	0	0
_	tals	1	0	1	0	0	0	1	0	1	4	0	4	6

Count Basics			Page 13 of 13
Start Date:	Wednesday, March 17, 2021	Weekday	Schools in Session
Total Number of	of Hours Counted: 5.25	Non-Holiday	No Special Events

## 15-Minute Bicycle Turning Movement Count (Manual Entry)

#### N 1st Street & 2 DWs

Bicyclists

15-	Minute B	Ricycle	Data	ı														U						
15-N	/linute	reyele		om No	orth			F	rom E	ast				om Sc		la.		Fr	om W	est/		15 P4:		
	e Period	Diaba	Thur		11 7-	Total	Diaba	Thur	0	11.7.	Total	Diabe	Thru		& 2 DW	rs Total	Diaba	Th	0	II To	Total	15-Min		ourly
	t Time 6:00 AM	Right	Thru	Lett	U-Tn	Total 0	Right	Thru	Left	U-Tn	<b>Total</b>	Right	Inru	Lett	U-IN	Total	Right	Inru	Left	U-Tn	<b>Total</b>	Totals 0	Sui	m
	6:15 AM					0					0					0					0			
	6:30 AM					0					0					0					0	0		(
	6:45 AM					0					0					0					0	0		(
p	7:00 AM					0					0					0					0			
Period	7:15 AM 7:30 AM					0					0					0					0	0		
Pe	7:45 AM					0					0					0					0	0	_	
Peak	8:00 AM					0					0					0					0	0		
l Pe	8:15 AM					0					0					0					0			
AM	8:30 AM					0					0					0					0			
	8:45 AM					0					0					0					0		_	
	9:00 AM 9:15 AM					0					0					0					0		⊢	
	9:30 AM					0					0					0					0			_
	9:45 AM					0					0					0					0	0		
	10:00 AM					0					0					0					0			
	10:15 AM 10:30 AM					0					0					0					0	0	l ⊩	
	10:30 AM					0					0					0					0	0	$\vdash$	_
pc	11:00 AM					0					0					0					0	0		
Period	11:15 AM					0					0					0					0	0		
K P	11:30 AM					0					0					0					0	0		(
Peak	11:45 AM					0					0					0					0			
Y P	12:00 PM 12:15 PM					0					0					0					0			
Ida	12:30 PM					0					0					0					0	_		_
Midday	12:45 PM					0					0					0					0	_		
-	1:00 PM					0					0					0					0	0		
	1:15 PM					0					0					0					0		_	
	1:30 PM 1:45 PM					0					0					0					0	0	_	_
	2:00 PM					0					0					0					0		-	
	2:15 PM					0					0					O					0	0		
	2:30 PM					0					0					0					0	0		
	2:45 PM					0					0					0					0			
	3:00 PM 3:15 PM					0					0					0					0	0	-	
	3:30 PM					0					0					0					0		-	_
	3:45 PM					0					0					0					0	0		_
	4:00 PM					0					0					0					0			
	4:15 PM					0					0					0					0			
	4:30 PM 4:45 PM					0					0					0					0	0		
	5:00 PM					0					0					0					0	0	⊢	
po	5:15 PM					0					0					0					0	0		_
Period	5:30 PM					0					0					0					0	0		
k P	5:45 PM					0					0					0					0			(
eak	6:00 PM					0					0					0					0		l	
Z F	6:15 PM 6:30 PM					0					0					0					0		⊢	
	6:45 PM					0					0					0					0			
	7:00 PM					0					0					0					0			
	7:15 PM					0					0					C					0			
	7:30 PM					0					0					0					0		l ⊩	
	7:45 PM 8:00 PM					0					0					0					0		<b>⊢</b>	
	8:15 PM					0					0					0					0		l ⊨	
	8:30 PM					0					0					0					0			
	8:45 PM					0					0					0					0			
	9:00 PM					0					0					0					0			
	9:15 PM					0					0					0					0			
	0.20 0.4										_													
	9:30 PM 9:45 PM					0					0					0					0			

		,																				
				¥					+					<u> </u>					<b>→</b>			
Hou	rly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	est		Total
Time	ne Period 0								0				N 1st S	Street	& 2 DW	s			0			Hourly
Star	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Count Basics	Version	n 2013.J4.1	Page 1 of 13
Start Date:	Wednesday, March 17, 2021	Weekday	Schools in Session
Total Number of Hou	ırs Counted: 6	Non-Holiday	No Special Events

## Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

#### Intersection of: E Johnson Street and N 1st Street

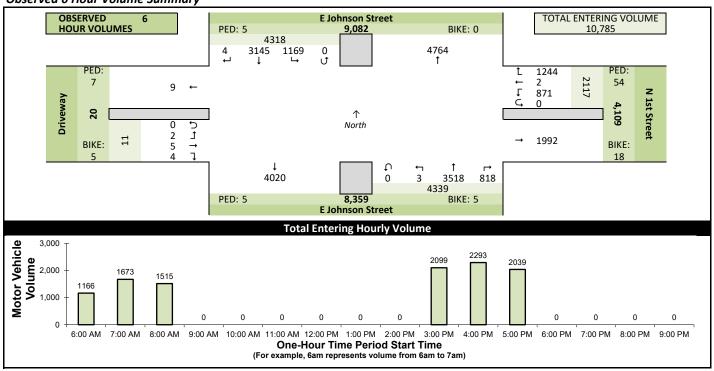
#### **Site Information**

Municipality	City of Madison												
County	Dane	WisDOT	Region SW-M										
Traffic Control	<b>Partial Stop Control</b>												
Roadway Names		North Directio	n 🕇										
	E Johnson Street												
East Leg	East Leg N 1st Street												
South Leg	South Leg E Johnson Street												
West Leg	West Leg Driveway												
Special Considerations													
Schools	In Session												
Holidays													
Special Events	None												
Special Pedestria	ins Observed												
	Pr	e-school children	None										
	Elementry sc	hool age children	None										
Visua	ally impaired (white	cane/helper dog)	None										
	Elderly/disabled (exc	cept wheelchairs)	None										
	Wheelchairs	/electric scooters	None										
Other (de	scribe)	None	None										

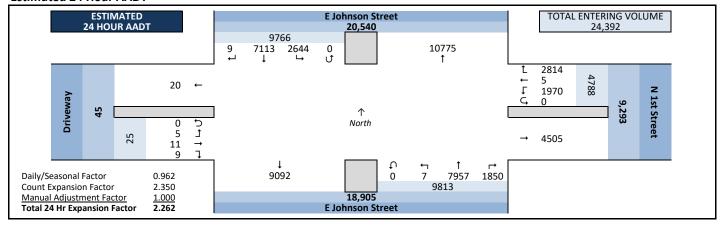
#### **Count Information**

Hrs Coun	ted:	6:00 Al	M-9:00 A	M and	3:00 PN	1-6:00 PM		•
1st Day o	f Cou	nt	Wednes	day, Ma	arch 17,	2021	Weath	ner
AM	Peak	Period	Thursda	y, Marc	h 18, 20	021	Clear 8	ያ Dry
Midday	Peak	Period	Wednes	day, Ma	arch 17,	2021		
PM	Peak	Period	Wednes	day, Ma	arch 17,	2021	Overca	ast & Wet
Calculate	d Pea	k Hour	S					
	AM	7:00-8:	00am	MD			PM	4:30-5:30pm
Peak Hou	ırs Se	lected f	or Analy	sis				
	AM	7:15-8:	15am	MD			PM	4:30-5:30pm
Daily/	Seaso	nal Adj	ustment	Group	(2) Urb	an Arterials & C	ollecto	rs
	C	ount Ex	kpansion	Group	(2) Urb	an Arterials & C	ollecto	rs
Daily/	Seaso	nal Adj	ustment	Factor	0.962	Count Exp	pansior	Factor 2.350
		Name					Man	ual Adj. 1.000
Obse	rvers	- /	AM Peak	Period	Video (	Count		
		Midd	day Peak	Period			,	•
			PM Peak	Period	Video (	Count		
Comm	nents	2019 D	OT Seaso	onal Fac	ctors			

#### **Observed 6 Hour Volume Summary**



#### **Estimated 24 Hour AADT**

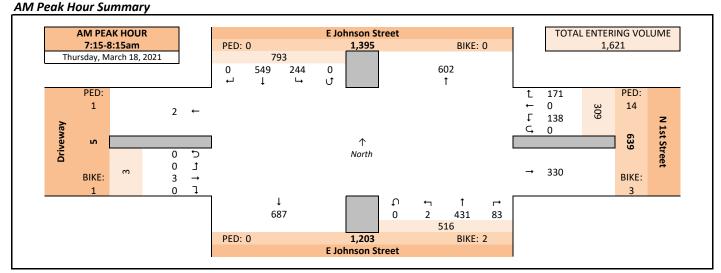


#### **Peak Hour Volume Graphical Summary**

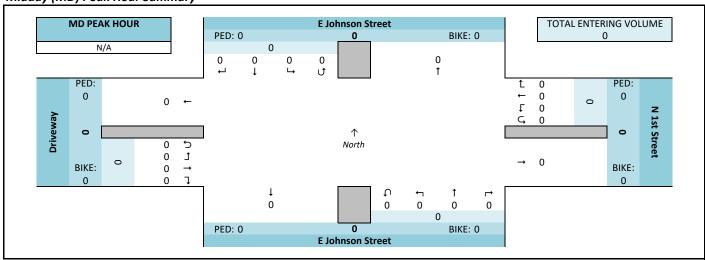
## E Johnson Street and N 1st Street

## Count Basics Page 2 of 13 Start Date: Wednesday, March 17, 2021 Weekday Schools in Session Total Number of Hours Counted: 6 Non-Holiday No Special Events

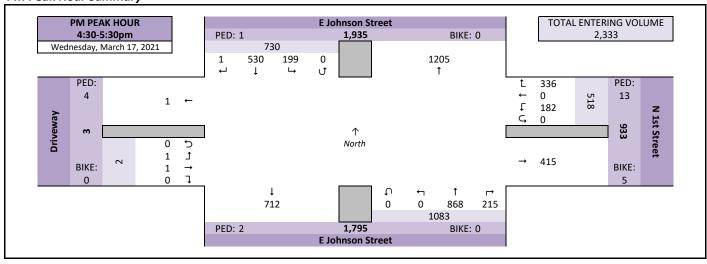




Midday (MD) Peak Hour Summary



#### PM Peak Hour Summary



## **Peak Hour Volume Summary**

#### E Johnson Street and N 1st Street

Peak Hour Volumes, Truck Percentages, and PHFs

# Count Basics Page 3 of 13 Start Date: Wednesday, March 17, 2021 Weekday Schools in Session Total Number of Hours Counted: 6 Non-Holiday No Special Events



Th	ursday, March 18, 2021		Fro	m No	rth			Fre	<b>←</b> om Ea	st			Fro	↑ m Sou	ıth			Fro	→ om We	est		
	AM Peak Hour		E Joh	nson S	treet			N 1	st Stre	et			E Joh	nson S	treet			D	rivewa	у		
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	7:15 AM	0	150	58	0	208	48	0	41	0	89	14	92	1	0	107	0	0	0	0	0	404
×	7:30 AM	0	130	56	0	186	41	0	27	0	68	24	122	0	0	146	0	2	0	0	2	402
ş	7:45 AM	0	156	82	0	238	48	0	34	0	82	33	127	1	0	161	0	0	0	0	0	481
ž	8:00 AM	0	113	48	0	161	34	0	36	0	70	12	90	0	0	102	0	1	0	0	1	334
g	Peak Hour Volume	0	549	244	0	793	171	0	138	0	309	83	431	2	0	516	0	3	0	0	3	1621
ŝ	Rounded Hourly Volume	0	550	245	0	795	170	0	140	0	310	85	430	0	0	515	0	5	0	0	5	1625
₹	% Single Unit Trucks	0.0	4.2	5.3	0.0	4.5	7.6	0.0	6.5	0.0	7.1	3.6	4.6	0.0	0.0	4.5	0.0	100.0	0.0	0.0	100.0	5.2
	% Heavy Trucks	0.0	0.2	0.4	0.0	0.3	0.0	0.0	0.7	0.0	0.3	2.4	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.3
	% Trucks (Total)	0.0	4.4	5.7	0.0	4.8	7.6	0.0	7.2	0.0	7.4	6.0	4.6	0.0	0.0	4.8	0.0	100.0	0.0	0.0	100.0	5.5
	Peak Hour Factor (PHF)	0.00	0.88	0.74	0.00	0.83	0.89	0.00	0.84	0.00	0.87	0.63	0.85	0.50	0.00	0.80	0.00	0.37	0.00	0.00	0.37	0.84

N/	A		Fro	₩ m No	rth			Fre	<b>←</b> om Ea	st			Fro	<b>↑</b> om Sou	ıth			Fro	→ om We	est		
	MD Peak Hour		E Joh	nson S	treet			N 1	Lst Stre	et			E Joh	nson S	treet			D	rivewa	у		
⊾ ا	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
10	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
K.	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ea	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
da	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
lid	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

We	dnesday, March 17, 2021		Fro	₩ m No	rth			Fr	← om Ea	ct			Fro	↑ m Sou	ıth			Fre	→ om We	oct		
	PM Peak Hour			nson S					Lst Stre					nson S					rivewa			
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	4:30 PM	1	135	39	0	175	81	0	47	0	128	36	224	0	0	260	0	0	0	0	0	563
×	4:45 PM	0	143	57	0	200	92	0	40	0	132	57	212	0	0	269	0	0	1	0	1	602
P	5:00 PM	0	119	46	0	165	81	0	53	0	134	58	219	0	0	277	0	1	0	0	1	577
ΙŽ	5:15 PM	0	133	57	0	190	82	0	42	0	124	64	213	0	0	277	0	0	0	0	0	591
Sec.	Peak Hour Volume	1	530	199	0	730	336	0	182	0	518	215	868	0	0	1083	0	1	1	0	2	2333
ĪĒ	Rounded Hourly Volume	0	530	200	0	730	335	0	180	0	515	215	870	0	0	1085	0	0	0	0	0	2330
٦	% Single Unit Trucks	100.0	2.1	1.0	0.0	1.9	1.8	0.0	0.5	0.0	1.4	0.0	1.0	0.0	0.0	0.8	0.0	0.0	100.0	0.0	50.0	1.3
	% Heavy Trucks	0.0	0.0	0.5	0.0	0.1	0.3	0.0	0.0	0.0	0.2	0.5	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
	% Trucks (Total)	100.0	2.1	1.5	0.0	2.1	2.1	0.0	0.5	0.0	1.5	0.5	1.0	0.0	0.0	0.9	0.0	0.0	100.0	0.0	50.0	1.5
	Peak Hour Factor (PHF)	0.25	0.93	0.87	0.00	0.91	0.91	0.00	0.86	0.00	0.97	0.84	0.97	0.00	0.00	0.98	0.00	0.25	0.25	0.00	0.50	0.97

#### **Peak Hour Pedestrian and Bicyclist Volumes**

Pe	edestrians and Bicyclists	Cr	ossing 🛨		Cr	ossing	1	Cr	ossing		Cr	ossing	L	Total
	<i>i</i>	North App	oroach		East App	roach	ı.	South App	oroach 💠	•	West App	oroach 🗼		Ped &
	<b>T</b> 00	E Joh	nson Street		N:	Lst Street		E Joh	nson Street		D	riveway		Bike
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
	7:15 AM	0	0	0	5	0	5	0	1	1	0	0	0	6
L	7:30 AM	0	0	0	6	0	6	0	0	0	0	0	0	6
13	7:45 AM	0	0	0	3	2	5	0	0	0	0	0	0	5
	8:00 AM	0	0	0	0	1	1	0	1	1	1	1	2	4
	Total	0	0	0	14	3	17	0	2	2	1	1	2	21
Е													1	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
L	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Г	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Е														-
	4:30 PM	0	0	0	1	2	3	0	0	0	0	0	0	3
L	4:45 PM	1	0	1	6	2	8	1	0	1	4	0	4	14
1	5:00 PM	0	0	0	5	1	6	0	0	0	0	0	0	6
	5:15 PM	0	0	0	1	0	1	1	0	1	0	0	0	2
	Total	1	0	1	13	5	18	2	0	2	4	0	4	25

### Hourly Volume Summary - Motor Vehicle Data

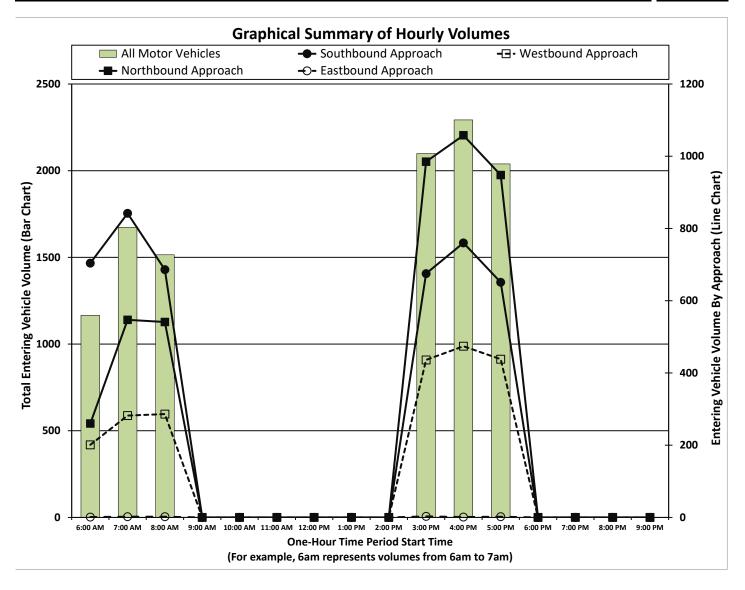
#### E Johnson Street and N 1st Street

**One-Hour Motor Vehicle Data** 

<b>Count Basics</b>				Page 4 of 13
Start Date:	Wednesday, March 17, 2021	Weekday	Schools in Session	
Total Number	of Hours Counted: 6	Non-Holiday	No Special Events	



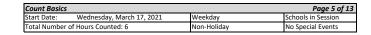
				Ψ					+					<b>1</b>					<b>→</b>					
On	e-Hour		Fro	m No	rth			Fr	om Ea	st			Fro	m Sou	ıth			Fro	m We	st		Total	Direction	nal
Tin	ne Period		E Joh	nson S	treet			N:	Lst Stre	eet			E Joh	nson S	treet			D	riveway	y		Vehicle	Volume '	Totals
Sta	art Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	E/W	N/S
	6:00 AM	0	545	159	0	704	122	2	77	0	201	26	234	0	0	260	1	0	0	0	1	1166	202	964
N	7:00 AM	0	606	236	0	842	156	0	126	0	282	83	462	2	0	547	0	2	0	0	2	1673	284	1389
A	8:00 AM	1	497	188	0	686	129	0	157	0	286	114	427	0	0	541	1	1	0	0	2	1515	288	1227
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
a	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Z	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	1	476	198	0	675	271	0	165	0	436	181	803	1	0	985	1	1	1	0	3	2099	439	1660
	4:00 PM	1	553	206	0	760	299	0	175	0	474	190	868	0	0	1058	0	0	1	0	1	2293	475	1818
N	5:00 PM	1	468	182	0	651	267	0	171	0	438	224	724	0	0	948	1	1	0	0	2	2039	440	1599
Ы	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
To	tals	4	3145	1169	0	4318	1244	2	871	0	2117	818	3518	3	0	4339	4	5	2	0	11	10785	2128	8657



## 15-Minute Motor Vehicle Data

#### E Johnson Street and N 1st Street

15-Minute Motor Vehicle Data





S-Minute   From Early   S-Minute   From Early   S-Minute   S-Min	Ë	Minute N	l	VCIIIC	<u>T</u>	ata				+					<b>1</b>			Ī		<b>→</b>				
Start Fine   Fight   Time   Left   U.T.   Total   Sight   Time   Left   U.T.   U.T.	15-1	Minute		Fr	om N	orth			F	_	st			Fre	•	outh			Fr	_				
Control   Cont	Tim	e Period		E Jo	hnson	Street								E Jol	nson					Driveway		15-Min		
613 AM   0   188   42   0   188   22   0   28   0   60   5   41   0   0   0   46   0   0   0   0   0   28   1346   037	Sta							_					_									_		
636 AM   O   188   36   O   229   40   2   24   O   66   8   70   O   O   78   1   O   O   O   O   1   370   1446   O   0   0   0   0   0   0   0   147   O   0   0   147   O   0   0   0   0   0   0   0   0   0											_		_											
Total											_				_									
8 713 AM			_								_				_									
\$ 200.000.000.000.000.000.000.000.000.000	p										_													
\$ 200.000	erio																							
\$ 839 AM O 0 128 SE 0 185 29 0 35 0 64 26 109 0 0 135 0 0 0 0 0 384																								
\$ 839 AM O 0 128 SE 0 185 29 0 35 0 64 26 109 0 0 135 0 0 0 0 0 384	ea																						1515	0.88
0.55   0.57																								
915 AM	Ā										_				_									
930 AM												0												
9:35 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0											_	0	_										-	
1000 OAM   0   0   0   0   0   0   0   0   0			_					_				0			_									
0.03   0.04   0.0   0.								_				0							_					
100   100			_					_			_	0			_							Ŭ		
Section   Color   Co								_			_	0			_									
1.15   3.15	þ							_			_	0												$\vdash$
1.15   3.15	eric											0			-	_						0		
Section   Color   Co								_			_	0			_									
Section   Color   Co	ea											0										_ ~		
1.15 PM								_				0	_											
1.15 PM	dqo											0	_									_		
115 PM   0   0   0   0   0   0   0   0   0	Ž											•												
Taylor   T								_			_	0												
1.45 PM								_			_	0			_									
23 PM			0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0 (	0 0	0		
Record   Part   Part								_				·			_									
24 SPM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0								_				·												
3:15 PM												0												
Name																								
3.45 PM 0 131 47 0 178 76 0 43 0 119 46 212 0 0 258 0 0 0 0 0 555 2246 0.97  4.15 PM 0 138 56 0 194 55 0 50 0 105 50 198 0 0 248 0 0 0 0 0 557 2293 0.95  4.15 PM 0 137 54 0 191 71 0 38 0 109 47 234 0 0 281 0 0 0 0 0 581 2323 0.96  4.15 PM 1 135 39 0 175 81 0 47 0 128 36 224 0 0 260 0 0 0 0 0 563 2323 0.97  4.25 PM 0 143 57 0 200 92 0 44 0 0 132 57 212 0 0 269 0 0 1 0 1 602 233 0.97  5.50 PM 0 119 46 0 165 81 0 53 0 134 88 219 0 0 277 0 1 0 0 1 577  5.53 PM 0 133 57 0 190 82 0 42 0 124 64 213 0 0 277 0 1 0 0 1 577  5.30 PM 1 111 38 0 150 52 0 43 0 95 47 144 0 0 191 0 0 0 0 0 436 545 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																								
# 10 PM											_				_									
4:30 PM																							2293	
4:45 PM			_					_																
Simple   S																								
Si15 PM																								
Second   S	iod	5:15 PM									0				0	0		0	0					
Second   S	Per																							$oxed{oxed}$
6:30 PM						_					_													$\vdash$
6:30 PM												0												$\vdash$
State   Stat	N		0	0	0	0	0	_	0		0	0	0	0		0	0	0	0	0 (	0 0	_		
7:15 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0											_													igsqcup
7:30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												_												$\vdash$
7:45 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0								_			_				_									
8:15 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0	0	0	0	0	0	0	0	0	_		0	0	0	0	0	0	0 (	0 0			
8:30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0								_			_				_									igsqcup
8:45 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0								_			_													$\vdash$
9:15 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0								_																
9:30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0								_			_													
9:45 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			_			_		_							_									
Totals 4 3145 1169 0 4318 1244 2 871 0 2117 818 3518 3 0 4339 4 5 2 0 11 10785	Tota		_	_	_	_		_			_			_	_	_					_			

Peak Hour All Vehicle Volume Summary
--------------------------------------

				¥					+					<b>1</b>					<b>→</b>			
Hou	rly	From North E Johnson Street						F	rom E	ast			Fr	om So	uth			Fr	om W	'est		Total
Tim	e Period							N	1st Str	eet			E Jo	hnson	Street				Drivew	ay		Hourly
Star	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	549	244	0	793	171	0	138	0	309	83	431	2	0	516	0	3	0	0	3	1621
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	1	530	199	0	730	336	0	182	0	518	215	868	0	0	1083	0	1	1	0	2	2333

PHF
0.84
0.97

### 15-Minute Automobile Data

#### E Johnson Street and N 1st Street

## Count Basics Page 6 of 13 Start Date: Wednesday, March 17, 2021 Weekday Schools in Session Total Number of Hours Counted: 6 Non-Holiday No Special Events

# Automobiles (Cars, Light Trucks, & Motorcycles)

#### 15-Minute Automobile Data

5-1	Vinute		Fi	↓ rom N	orth			F	<b>←</b> rom E	ast			Fr	↑ om So	outh			Fı	→ rom V	Vest		
im	e Period		E Jo	hnson	Street				1st Str	eet			E Jo	hnson	Street				Drivew	vay		15-Min
tar	t Time	Right	Thru		U-Tn		_	Thru	Left			Right	Thru	Left		Total	_	Thru				Totals
	6:00 AM	0	83				19	0		_		4		0		57	0					10,
	6:15 AM 6:30 AM	0	132 181	42			30 39	0	22 24	0		5 8		0		42 74	0 1	0	_			268 365
	6:45 AM	0	135				27	0				5		0		70	0		_			284
	7:00 AM	0	163				17	0	22	0		11	110	0		121	0					
g	7:15 AM	0	146				44	0		0		13	85	1		99	0					
Period	7:30 AM	0	126				37	0	25	0		24	117	0		141	0					380
<u>.</u>	7:45 AM	0	147			225	43	0	32	0		31	121	1	0	153	0	0	0	0	C	453
Реак	8:00 AM	0	106	46	0	152	34	0	35	0	69	10	88	0	0	98	0	0	0	0	C	319
	8:15 AM	0	142				24	0	43	0		31	116	0		147	0					395
Ĭ	8:30 AM	0	116				27	0	33	0		24	101	0		125	0					351
`	8:45 AM	0	94				36	0		0		40		0		132	0					
	9:00 AM	0	C				0	0			_	0				0	0					0
	9:15 AM 9:30 AM	0	0	_	_		0	0	_	_		0		_		0	0					0
	9:45 AM	0					0		_			0				0	0					
	10:00 AM	0		_								0	_			0	0		_			Ŭ
	10:15 AM	0					0					0				0	0		_			
	10:30 AM	0	0				0	0				0		_		0	0					
	10:45 AM	0					0					0		_		0	0					
00	11:00 AM	0					0					0	0			0	0		_			0
בהוסמ	11:15 AM	0	C	_			0	0	_			0		_		0	0					
	11:30 AM	0	_				0		_			0		_		0	0					
reak	11:45 AM	0					0					0				0	0					
	12:00 PM	0					0	0	_			0				0	0					- v
viiaaay	12:15 PM	0					0	0	_			0				0	0					
ž	12:30 PM	0					0	0				0				0	0					
Ξ	12:45 PM 1:00 PM	0	C				0	0				0				0	0					
	1:15 PM	0	0				0	0				0				0	0					
	1:30 PM	0	0				0	0	_			0				0	0					
	1:45 PM	0										0				0	0		_			
	2:00 PM	0	_	_			0		_	_		0	_	_		0	0		_			Ŭ
	2:15 PM	0	C				0	0				0				0	0					0
	2:30 PM	0	C	) (	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0
	2:45 PM	0	C	) (	0		0	0	0			0	0	0	0	0	0				C	0
	3:00 PM	1	104				64	0	37	0		44	181	0		225	0					481
	3:15 PM	0	117	39			56	0		0		44	186	1		231	1	0	_			492
	3:30 PM	0	118				66	0	37	0		42	210	0		252	0					
	3:45 PM	0	129				74	0	42	0		44	209	0		253	0					543
	4:00 PM 4:15 PM	0	137	56			55	0		0		49	196	0		245	0					
	4:15 PM	0	132	_	_		67 79	0	37 46	0		46	227 221	0		273 257	0					
	4:45 PM	0	132 140				91	0	46	0		36 57	221	0		268	0					552 596
	5:00 PM	0	117				79	0	53	0		57	211	0		272	0					566
00	5:15 PM	0	130				80	0	42	0		64	212	0		276	0					585
Perioa	5:30 PM	0	110				52	0		0		46		0		189	0					
	5:45 PM	0	103				51	0		0		55	147	0		202	0					
Реак	6:00 PM	0	C	) (			0	0				0	0	0		0	0	0			C	0
ī	6:15 PM	0	C	) (	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0
Ξ	6:30 PM	0	C	) (			0	0	0	0	0	0		_		0	0	0			C	0
	6:45 PM	0					0					0				0	0					
	7:00 PM	0										0				0	0		_			
	7:15 PM	0	_				0		_			0				0	0					
	7:30 PM 7:45 PM	0	_									0				0	0					
	8:00 PM	0										0				0	0					
	8:15 PM	0					0					0				0	0					
	8:30 PM	0										0				0	0					
	8:45 PM	0			_		0					0				0	0			_		
	9:00 PM	0					0				_	0				0	0		_			
	9:15 PM	0										0				0	0					
	9:30 PM	0	_		_		0					0	_			0	0			_		
	9:45 PM	0	C				0				_	0				0	0		_			0
	als	1		1115			-	2	_			790		3		4202	2		_		_	-

#### **Peak Hour Automobile Volume Summary**

	ait 110 ai 7						,															
				$\overline{\Psi}$					+					<b>1</b>					<b>→</b>			
Ηοι	ırly	From North						F	rom E	ast			Fr	om So	outh			Fr	om W	/est		Total
Tim	e Period	eriod E Johnson Street						N	1st Str	eet			E Jo	hnson	Street			1	Drivew	ay		Hourly
Star	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	525	230	0	755	158	0	128	0	286	78	411	2	0	491	0	0	0	0	0	1532
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	519	196	0	715	329	0	181	0	510	214	859	0	0	1073	0	1	0	0	1	2299

## 15-Minute Single Unit (SU) Truck & Bus Data

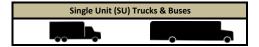
#### E Johnson Street and N 1st Street

15-Minute Single Unit (SU) Truck & Bus Data

 Count Basics
 Page 7 of 13

 Start Date:
 Wednesday, March 17, 2021
 Weekday
 Schools in Session

 Total Number of Hours Counted: 6
 Non-Holiday
 No Special Events



15-1	Minute		Fre	↓ om No	orth	& Bus L		F	<b>←</b> rom E	ast			Fr	↑ om So	outh			Fr	om W	/est			
	e Period			nnson					1st St						Street				Drivew			15-Min	Hourly
	rt Time	Right	Thru		U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right		Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	3	2			2	0			2	0		0		0	0		_		0	7	47
	6:15 AM	0	6	0			2	0			8	0		0		3	0				0	17	62
	6:30 AM 6:45 AM	0	2	2			2	0			0	3	4 5	0		4	0				0	15	69 82
	7:00 AM	0	5	2			2	0		0		1	11	0			0					22	92
iod	7:15 AM	0	4	3			4	0				1	7	0			0					24	84
Period	7:30 AM	0	4	4			4	0		0	6	0		0			0		0			21	96
1k	7:45 AM 8:00 AM	0	8 7	2			5	0		0	6	1	6	0			0					25	105
Peak	8:00 AM 8:15 AM	0	10	4			3	0		0	7	2	13	0		15	0		0		0	14 36	100
AM	8:30 AM	0	12	5			2	0			4	1	8	0		9	0					30	
A	8:45 AM	1	9	1			1	0			6	2	6	0		8	1					26	
	9:00 AM	0	0	0			0				0	Ŭ				0	0				0	0	
	9:15 AM 9:30 AM	0	0	0			0				0					0	0					0	
	9:45 AM	0	0	0			0				0		_				0		_			0	
	10:00 AM	0	0	0			0		_								0					0	
	10:15 AM	0	0	0	0	0	0		0	0	0					0	0	0	0			0	
	10:30 AM	0	0	0	_		0				0					0	0					0	
7	10:45 AM 11:00 AM	0	0	0			0				0					0	0					0	
Period	11:15 AM	0	0	0	_		0				0		_			0	0		_		0	0	
Pe	11:30 AM	0	0	0	_		0				0					0	0					0	
Peak	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	O	0	0	0			0	0	0	
	12:00 PM	0	0	0	_		0				0						0					0	
Midday	12:15 PM 12:30 PM	0	0	0			0				0						V					0	-
ijď	12:30 PM 12:45 PM	0	0	0			0				0					0	0					0	
>	1:00 PM	0	0	0			0				0					0	0					0	
	1:15 PM	0	0	0			0				0					0	0					0	
	1:30 PM	0	0	0			0				0						0					0	
	1:45 PM 2:00 PM	0	0	0			0					_					Ŭ					0	-
	2:15 PM	0	0	0			0				0	0					0					0	
	2:30 PM	0	0	0	_		0		_		0		_			0	0					0	
	2:45 PM	0	0	0	0		0	0			0	0	0	0	0	0	0					0	
	3:00 PM	0	2	2			2	0			2	. 2	3	0		5	0				0	11	49
	3:15 PM 3:30 PM	0	3	5			4	0			4	1	5	0		6	0					18	42
	3:45 PM	0	2	2			2	0		0	3	1	3	0		5	0					11	46
	4:00 PM	0	1	0			0				0	1	2	0		3	0					4	41
	4:15 PM	0	5	2			4	0			5	1	7	O	0	8	0		0			20	45
	4:30 PM	1	3	1	_		2	0			3	0		0			0		0			11	31
	4:45 PM 5:00 PM	0	3	1			1	0	_			0		0			0					6	24
pc	5:15 PM	0	2	0			2	0			2	0		0		1	0		0			6	23
Period	5:30 PM	1	1	0	_		0				0		1	0		2	0					4	
k P	5:45 PM	0	2	2			1	0	0	0	1	0		0		1	1	0			1	7	
Peak	6:00 PM	0	0	0			0		_		0	0		0		0	0	_			0	0	
	6:15 PM 6:30 PM	0	0	0	_		0		0		0	0	0			0	0				0	0	
Ы	6:45 PM	0	0	0	·		0	_		_	0	v		_	·	0	·			0		0	
	7:00 PM	0	0	0			0															0	
	7:15 PM	0	0				0		0	0													
	7:30 PM	0	0				0															0	<u> </u>
	7:45 PM 8:00 PM	0	0				0																$\vdash$
	8:15 PM	0	0				0															0	-
	8:30 PM	0	0				0																
	8:45 PM	0	0	0			0										_					0	
	9:00 PM	0	0		_		0															0	
	9:15 PM 9:30 PM	0	0	0	_		0															0	
	9:30 PM	0	0	0			0							0			0					0	
<b>.</b>	als	3	101	47			48	_	_	_			_	0	-	_			_	_		360	

#### Peak Hour Single Unit (SU) Truck & Buses Volume Summary

	aix 110 ai  0		Je 1	<del> </del>		<u> </u>			<b>4</b>	<u>,</u>												
				¥					+					<b>1</b>					<b>→</b>			
Ηοι	ırly		Fre	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	/est		Total
Tim	e Period	E Johnson Street						N	1st Str	eet			E Jo	hnson	Street				Drivew	ay		Hourly
Star	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	23	13	0	36	13	0	9	0	22	3	20	0	0	23	0	3	0	0	3	84
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	1	11	2	0	14	6	0	1	0	7	0	9	0	0	9	0	0	1	0	1	31

### 15-Minute Semi-Truck Data

#### E Johnson Street and N 1st Street

# Count Basics Page 8 of 13 Start Date: Wednesday, March 17, 2021 Weekday Schools in Session Total Number of Hours Counted: 6 Non-Holiday No Special Events



#### 15-Minute Semi-Truck Data

				Ν.			1					_		_			г -		_			
			_	Ψ.				_	<b>+</b>				-	1				_	→			
	Minute			om No					rom E					om So					rom W			
	e Period			hnson					1st Str					hnson					Drivew			15-Min
Star	t Time	Right		Left	U-Tn		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	_	Total	Right		Left	U-Tn	Total	Totals
	6:00 AM	0			0		0				0	1	0				0			0	0	2
	6:15 AM	0									- 0	0	1	0			0			0	0	1
	6:30 AM 6:45 AM	0		_				0			1	0					0			0	0	1
	7:00 AM	0		1 0	0		0			0	1	0					0				0	1
ğ	7:15 AM	0					0				1	0					0			0	0	0
Period	7:30 AM	0			0		. 0				0	0	0	0			0			0	0	1
٣	7:45 AM	0		0			0			0	1	1	0				0			0	0	3
Peak	8:00 AM	0					Ö				0	1	0				Ö			0	0	1
Ъ	8:15 AM	0	0	0	0	0	1	0		0	1	0	0	0	0	0	0	0	0	0	0	1
AN	8:30 AM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
٩	8:45 AM	0	0			0	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	3
	9:00 AM	0					Ŭ			0	0	0	0	0			0			0	0	0
	9:15 AM	0								0	0	0	0		_		0			0	0	0
	9:30 AM	0										0			_		0			0	0	0
	9:45 AM	0	_	_				_				0	_	_			0			0	0	0
	10:00 AM 10:15 AM	0										0			_					0	0	0
	10:15 AM	0								0	0	0					0			0	0	0
	10:45 AM	0					_				0										0	·
00	11:00 AM	0																		0	0	0
Period	11:15 AM	0								0	0	0					0			0	0	0
2	11:30 AM	0								0	0									0	0	0
Peak	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>a</u>	12:00 PM	0									0	0	0	_			0		_	0	0	0
ē,	12:15 PM	0								0	0	, v	0	0			0		_	0	0	0
Viidday	12:30 PM	0									0		0				_				0	
Ξ	12:45 PM 1:00 PM	0									0	0	0	0			0			0	0	0
	1:15 PM	0								0	0	0								0	0	0
	1:30 PM	0									0	0					0			0	0	0
	1:45 PM	0										_			_					0	0	·
	2:00 PM	0		_											_						0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0								0	0	0	0	0	_		0			0	0	0
	3:00 PM	0					Ŭ			0	0	0	1	0			0			0	0	1
	3:15 PM	0		_				0			1	. 0	0		_		0			0	0	1
	3:30 PM 3:45 PM	0			0		0			0	0	0 1	2	0	_		0			0	0	3
	4:00 PM	0					Ŭ				0	0	0	0			0			0	0	0
	4:00 PM 4:15 PM	0			0		0				0	0									0	
	4:30 PM	0									0	0	0	0			0			0	0	0
	4:45 PM	0								_	0			_	_		0				0	
	5:00 PM	0			0		1				1	1	0				0				0	3
rerioa	5:15 PM	0	0		0	0	0			0	0	0	0	0			0			0	0	0
ū	5:30 PM	0		0	0	0	0				0	0					0	0			0	0
×	5:45 PM	0					·			0	0	0					0			0	0	0
Peak	6:00 PM	0		_			Ŭ			0	0	0					0			0	0	0
	6:15 PM	0								0	0	0			_		0			0	0	0
₹	6:30 PM	0		•	v	·	0	·		·	0	0		Ŭ		-	0	U	·	0	0	0
	6:45 PM 7:00 PM	0													_						0	
	7:00 PM 7:15 PM	0																			0	
	7:30 PM	0																			0	
	7:45 PM	0																			0	
	8:00 PM	0													_						0	
	8:15 PM	0																			0	0
	8:30 PM	0																			0	
	8:45 PM	0	0								0							0			0	0
	9:00 PM	0					0								_			0			0	0
	9:15 PM	0					_								_						0	
	9:30 PM	0										Ŭ			_						0	
	9:45 PM	0	_	_	_				_			0						_		0	0	0
	als	0	4	7	0	11	. 5	0	2	0	7	7	5	0	0	12	0	0	0	0	0	30

#### **Peak Hour Semi-Truck Volume Summary**

	ak Hoal 3	· · ·	· ack	• Olali	iic Ju	y																
				¥					+					<b>1</b>					<b>→</b>			
Hou	ırly		Fr	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	/est		Total
Tim	e Period		E Jo	hnson :	Street			N	1st Str	eet			E Jo	hnson	Street			1	Drivew	ay		Hourly
Star	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	1	1	0	2	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	5
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	1	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3

## 15-Minute Heavy Vehicle Data

#### E Johnson Street and N 1st Street

 Count Basics
 Page 9 of 13

 Start Date:
 Wednesday, March 17, 2021
 Weekday
 Schools in Session

 Total Number of Hours Counted: 6
 Non-Holiday
 No Special Events



#### 15-Minute Heavy Vehicle Data

Midday Peak Period   AM Peak Peak Period   Am Peak Period   Am Peak Peak Peak Peak Peak Peak Peak Peak	6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM	<b>Right</b> 0 0 0			Total	L	N	1st Str								1 0 0 0 0						
Nidday Peak Period   Nidday Peak Period   Nidday Period   Ni	i:00 AM i:15 AM i:30 AM i:45 AM i:00 AM	0 0	3	U-Tn									nnson						• •		15-Min	Hourly
Midday Peak Period   AM Peak Period   Midday Peak   Period   Midday Period	5:15 AM 5:30 AM 5:45 AM 7:00 AM 7:15 AM	0		2 0		Right		Left	U-Tn	Total	Right	Thru 0	Left	U-Tn	Total	_				Total	Totals	Sum
Widday Peak Period   AM Peak Period   Widday	6:30 AM 6:45 AM 7:00 AM 7:15 AM	0	6	3 0 0 0		2	0	0 6	0		0		0	0	4					0	18	5
7: 7: 7: 7: 7: 7: 7: 7: 7: 7: 7: 7: 7: 7	':00 AM ':15 AM			2 0		1		0	0		0		0		4	0	0			0	9	7
Midday Peak Period  Midday Peak Period  AM Peak Period  5:0 5:0 6:0 7:1 111111111111111111111111111111111	':15 AM	0	3	3 0	6	2	0	0	0	2	3	5	0	0	8	0	0			0	16	8
Midday Peak Period   AM Peak   AM		0		2 0		2		2	0		1	11	0		12	0	0			0	25	9
Midday Peak Period   AM Peak   AM	144 05.	0		3 0	-	4		5	0		1	7	0		8	0	0			0	24	10
Midday Peak Period   AM Peak   AM	':30 AM ':45 AM	0		5 0 4 0		<u>4</u> 5		2	0		0	5 6	0	0		0	0			2	22 28	11
Widday Peak Period	3:00 AM	0		2 0		0		1	0		2	2	0	0	4	0	1			1	15	11
Midday Peak Period 3: 6: 6: 6: 6: 6: 6: 6: 6: 6: 6: 6: 6: 6:	3:15 AM	0		4 0		4	0	4	0	8	2	13	0		15	0	0			0	37	
Midday Peak Period 3: 6: 6: 6: 6: 6: 6: 6: 6: 6: 6: 6: 6: 6:	3:30 AM	0		6 0		2		2	0		2	8	0		10	0	0			0	33	
Midday Peak Period  10 10 11 11 11 11 11 11 11 11 11 11 11	3:45 AM 0:00 AM	1		1 0		2		5	0		3 0	7	0	0	10	1	0			1	29 0	
Midday Peak Period  10 11 11 11 11 11 11 11 11 11 11 11 11	0:15 AM	0		0 0		0		0	0		0			0	0	0	0			0	0	
10 10 10 11 11 11 11 12 12 12 12 12 12 12 12 12	0:30 AM	0		0 0		0		0	0		0				0	0	0			0	0	
Midday Peak Period	:45 AM	0		0 0		0			0		0				0	0	0			0	0	
Midday Peak Period  10 11 11 12 12 12 12 12 13 11 11 11 11 11 11 11 11 11 11 11 11	.0:00 AM	0		0 0		0		0	0		0				0	0	0			0		
Midday Peak Period	.0:15 AM .0:30 AM	0		0 0		0		0	0		0				0	0	0			0	0	
Midday Peak Period	.0:45 AM	0		0 0		0		0	0		0				0	0	0			0		-
Midday Peak	1:00 AM	0		0 0		0		0	0		0				0	0	0			0	0	
Midday Peak	1:15 AM	0		0 0		0			0						0	0	0			0		
12 12 12 1: 1:	.1:30 AM	0		0 0		0			0		0				0	0	0			0	0	
12 12 12 1: 1:	.1:45 AM	0		0 0		0		0	0		0				0	0	0			0	0	
12 12 1: 1:	.2:00 PM .2:15 PM	0		0 0		0		0	0		0	0			0	0	0			0	0	
1: 1:	.2:30 PM	0		0 0		0		0	0		0	0	0		0	0	0			0	0	
1: 1:	2:45 PM	0		0 0		0		0	0				0		0	0	0			0		
	:00 PM	0		0 0		0		0	0		0	0			0	0	0			0	0	
	:15 PM	0		0 0		0		0	0		0				0	0	0			0	0	
	:30 PM ::45 PM	0		0 0		0			0						0	0	0			0		
	::00 PM	0		0 0		0			0		0				0	0	0			0		-
	::15 PM	0		0 0		0			0		0				0	0	0			0		
2:	2:30 PM	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0		0 0		0		0	0		0	0	0	0	0	0	0			0	0	
	3:00 PM 3:15 PM	0		2 0		2			0		2 1	<u>4</u> 5	0		6	0	0			0		5
	3:30 PM	0		5 0 2 0		5 2		0	0		2	5	0	0	7	0	0			0	19 12	4
	3:45 PM	0		2 0		2			0		2	3	0		5	0	0			0		4
4:	:00 PM	0		0 0		0	0	0	0		1	2	0		3	0	0			0	4	4
	:15 PM	0		3 0		4			0		1	7	0		8	0	0			0	21	4
	:30 PM	1		1 0		2		1	0		0	3	0		3	0	0			0	11	3
	:45 PM ::00 PM	0		0 0		1 2		0	0		0 1	4	0		1	0	0			1 0	6 11	2
	5:15 PM	0		0 0	-	2		0	0		0	1	0		1	0	0			0	6	<u> </u>
	:30 PM	1		0 0		0		0	0		1	1	0		2	0	0			0	4	
5:	:45 PM	0		2 0		1			0		0		0		1	1	0			1	7	
0)	:00 PM	0		0 0		0		0	0		0				0	0	0			0	0	
	5:15 PM 5:30 PM	0		0 0		0		0	0		0				0	0	0			0	0	-
> 0.	5:45 PM	0		0 0		0			0		0				0	0	0			0	0	
7:	':00 PM	0		0 0		0			0		0				0	0	0			0		
	':15 PM	0		0 0		0			0						0	0	0			0		
	':30 PM	0		0 0		0			0		0				0	0	0			0		
	2:45 PM 3:00 PM	0		0 0		0			0						0	0	0			0		-
	3:00 PM	0		0 0		0			0		0				0	0	0			0		-
	3:30 PM	0		0 0		0									0	0	0			0	0	
8:	3:45 PM	0		0 0		0			0		0				0	0	0			0		
	:00 PM	0		0 0		0			0		0				0	0	0			0		
		0		0 0		0			0		0				0	0	0			0	0	
	15 PM	-	0	0 0	0	0	0	0	0	0												
otals	0:15 PM 0:30 PM 0:45 PM	0		0 0		0			0		0		0		0	0	0			0	0	

#### **Peak Hour Heavy Vehicle Volume Summary**

	ak Hoal I	cuvy	venic		iuiiic	Juilli	u.,															
				¥					+					<b>1</b>					<b>→</b>			
Ηοι	ırly		Fre	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	/est		Total
Tim	e Period		E Jol	nnson S	Street			N	1st Str	eet			E Jol	nson	Street				Drivew	ay		Hourly
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	24	14	0	38	13	0	10	0	23	5	20	0	0	25	0	3	0	0	3	89
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	1	11	З	0	15	7	0	1	0	8	1	9	0	0	10	0	0	1	0	1	. 34

## 15-Minute Heavy Vehicle Percentages

#### E Johnson Street and N 1st Street

15-Minute Heavy Vehicle Percentages

## Count Basics Page 10 of 13 Start Date: Wednesday, March 17, 2021 Weekday Schools in Session Total Number of Hours Counted: 6 Non-Holiday No Special Events

Time Period   Select Time				-	¥				-	<b>←</b>					1			From West					Total	Hourly
Start Time   Sight   Time   Left   Lift   Time   Sight   Time   Left   Lift   Time   Sight   Time   Left   Lift   Time   Sight   Sight													_										· '	Heavy
Color					_																			Vehicle
G3DAM 00 4.8 00 0.0 1.7 4.3 00 0.0 1.7 4.0 00 1.8 0.0 1.9 7.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	Star							_					_					_						Percent
C45 AM 00 01 11 43 00 17 25 00 00 00 15 5 00 5 7 00 00 00 53 00 00 00 00 00 00 53 00 00 00 00 00 00 00 00 00 00 00 00 00													_											4.5 5.1
Color																								5.1
200 AM																		_		_				5.8
Test													_											5.9
Section   Columbia	po	7:15 AM																						5.5
Section   Columbia	eri		0.0	3.1	8.9	0.0	4.8	9.8	0.0	7.4	0.0	8.8	0.0	4.1	0.0	0.0	3.4	0.0	100.0	0.0	0.0	100.0	5.5	6.2
8 33 AM 0.0 10.1 10.7 0.0 10.3 6.9 10.5 7 0.0 6.2 7.7 7.3 0.0 0.0 7.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0		_																		_				6.9
8 33 AM 0.0 10.1 10.7 0.0 10.3 6.9 10.5 7 0.0 6.2 7.7 7.3 0.0 0.0 7.4 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	pac												_											7.5
Color   Colo																		_						
0.00 AM	A																							
3-39 AM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.		9:00 AM	0.0								0.0		_											
345 MM   0.0   0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
1015 AM   0,0													_											
Text																		_						l
1030 AM																								. <del> </del>
10   10   10   10   10   10   10   10													_											
The column																								
\$ 11.55 PM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	po	11:00 AM																						
\$ 11.55 PM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	eri												_											
STEPN   0.0   0.													_											
	ea																							
Second Prince   Pri					_			-																
10.0 PM	lαα																							
100 PM	Aio	12:45 PM																						
130 PM   0.0   0	_	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
145 PM   0.0   0													_											
200 PM																								
215 PM																								
230 PM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.													_											
3:30 PM 0.0 1.9 4.0 0.0 2.5 3.0 0.0 0.0 0.0 1.9 4.3 2.2 0.0 0.0 2.6 0.0 0.0 0.0 0.0 0.0 2.4 3.15 PM 0.0 2.5 11.4 0.0 4.9 8.2 0.0 0.0 0.0 0.0 4.6 2.2 2.6 0.0 0.0 2.5 0.0 0.0 0.0 0.0 0.0 0.0 3.7 3.35 PM 0.0 0.8 3.5 0.0 1.7 2.9 0.0 0.0 0.0 1.9 4.5 2.3 0.0 0.0 2.7 0.0 0.0 0.0 0.0 0.0 0.0 2.2 4.4 4.5 PM 0.0 1.5 4.3 0.0 2.2 2.6 0.0 2.3 0.0 2.5 4.3 1.4 0.0 0.0 1.9 0.0 0.0 0.0 0.0 0.0 0.0 2.2 4.4 4.00 PM 0.0 0.7 0.0 0.0 0.5 0.0 0.0 0.0 0.0 0.0 0.0 0.0		2:30 PM	0.0										_											
3:15 PM					0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0						0.0	0.0	0.0	
330 PM 0.0 0.8 3.5 0.0 1.7 2.9 0.0 0.0 0.0 1.9 4.5 2.3 0.0 0.0 2.7 0.0 0.0 0.0 0.0 0.0 0.0 2.2 345 PM 0.0 1.5 4.3 0.0 2.2 2.6 0.0 2.3 0.0 2.5 4.3 1.4 0.0 0.0 1.9 0.0 0.0 0.0 0.0 0.0 0.0 0.0 2.2 40.0 PM 0.0 0.7 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0																								2.6
3:45 PM																								2.2
No PM													_											2.2
A:15 PM													_											1.8
4:45 PM																								2.1
Since   PM   0.0   1.7   4.3   0.0   2.4   2.5   0.0   0.0   0.0   0.1   1.5   1.7   1.8   0.0   0.0   1.8   0.0		4:30 PM	100.0	2.2	2.6	0.0	2.9	2.5	0.0	2.1	0.0	2.3	0.0	1.3	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	2.0	1.5
Sist PM																								1.2
Section   Sect	p																							1.4
Second PM	rio																							
Section   Color   Co													_											
6:30 PM	sak												_											
0.43 PM		6:15 PM	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
1.45 PM	2		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
7:15 PM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.																								ı
7:30 PM													_											l <del>                                    </del>
7:45 PM																								
8:00 PM													_											
8:30 PM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.																								
8:45 PM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.																								
9:00 PM													_											ı
9:15 PM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.																				_				. I
9:30 PM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.																								
9:45 PM 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.													_											l
																								1
	Tota	ıls	75.0										_										3.6	l

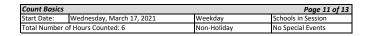
#### **Peak Hour Heavy Vehicle Percentages Summary**

		,						,														
				¥					+					<b>1</b>					<b>→</b>			Hourly
Ηοι	ırly		Fr	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	/est		Heavy
Tim	e Period		E Jol	hnson :	Street			N	1st Str	eet			E Jo	hnson	Street			- 1	Drivew	ay		Vehicle
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:15 AM	0.0	4.4	5.7	0.0	4.8	7.6	0.0	7.2	0.0	7.4	6.0	4.6	0.0	0.0	4.8	0.0	100.0	0.0	0.0	100.0	5.5
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:30 PM	100.0	2.1	1.5	0.0	2.1	2.1	0.0	0.5	0.0	1.5	0.5	1.0	0.0	0.0	0.9	0.0	0.0	100.0	0.0	50.0	1.5

## 15-Minute Pedestrian and Bicyclist Data

#### E Johnson Street and N 1st Street

#### 15-Minute Pedestrian and Bicyclist Data





	-ivilliute Peuestrian a						_	1		_	r		_	_	
				-		ossing	1		ossing			ossing			1
	Minute	North App			East App		*	South App		>	West App			15 845	. I
	ne Period		nnson Street	T-4-1		1st Street	T-4-1		nson Street	_		Driveway	T-4-1	15-Min	Н
Sta	rt Time 6:00 AM	Pedestrian 0	Bicyclist 0	<b>Total</b> 0	Totals 0	S									
	6:15 AM	0	0	0	3	0	3	1	0	1	0	0	0	4	
	6:30 AM	0	0	0	4	0	4	0	0	0	0	0	0	4	
	6:45 AM	0	0	0	3	1	4	0	0	0	0	0	0	4	. E
b	7:00 AM 7:15 AM	0	0	1	5	0	2	0	0	0	0	0	0	3	
Period	7:30 AM	0	0	0	6	0	5 6	0	0	0	0	0	0	6 6	
9	7:45 AM	0	0	0	3	2	5	0	0	0	0	0	0	5	. H
Peak	8:00 AM	0	0	0	0	1	1	0	1	1	1	1	2	4	.
7	8:15 AM	1	0	1	2	1	3	1	0	1	0	0	0	5	. E
ğ	8:30 AM 8:45 AM	0	0	0	0	2	2	0	0	0	0	0	0	2	.
1	9:00 AM	0	0	0	5	0	5 0	0	0	0	0	0	1 0	6 0	. H
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	.
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	L
	10:00 AM 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	L
	10:15 AW 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	⊢
~	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
jog	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Per	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
ž	11:30 AM 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	L
Peak	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
≥	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	_
idday	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Š	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
<	1:00 PM 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	.  -
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	.  -
	3:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	.
	3:15 PM	0	0	0	2	0	2	0	1	1	0	1	1	4	
	3:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	
	3:45 PM	0	0	0	1	1	2	0	0	0	0	0	0	2	
	4:00 PM 4:15 PM	0	0	0	0	1 1	3	0	0	0	0	<u>1</u> 0	2 0	7	.
	4:30 PM	0	0	0	1	2	3	0	0	0	0	0	0	3	
	4:45 PM	1	0	1	6	2	8	1	0	1	4	0	4	14	
ø	5:00 PM	0	0	0	5	1	6	0	0	0	0	0	0	6	L
Period	5:15 PM	0	0	0	1	0	1	1	0	1	0	0	0	2	L
Pe	5:30 PM 5:45 PM	0	0	0	<u>2</u>	0	2	0 1	0	2	0 1	0 1	0	7	$\vdash$
Peak	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	H
Pe	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	H
Ž	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	L
٩	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM 7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	.
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	H
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM 8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	⊢
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	.  -
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	ш
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Го	tals	5	0	5	54	18	72	5	5	10	7	5	12	99	

#### **Special Pedestrians**

Special redestrialis		1		1	1	1
Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	х					
Elementry School Age Children	х					
Visually Impaired (white cane/helper dog)	х					
Elderly/Disabled (except wheelchairs)	х					
Wheelchairs/Electric Scooters	х					
Other (None)	х					

## 15-Minute Adult & Children Count (Manual Entry)

#### Page 12 of 13 Schools in Session No Special Events Count Basics Start Date: Wednesday, March 17, 2021 Total Number of Hours Counted: 6 Weekday Non-Holiday

#### E Johnson Street and N 1st Street

Totals



	linute Adult & Chi	1			۲-	ossing		·-	ossing		^-	ossing 1		
L5-Mii	nuto	North App	0331116		East App		<b>1</b>	South App			West App			
	Period		nson Street			1st Street	*		nson Street					15-Min
Start T		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Oriveway Children	Total	Totals
	00 AM	0	Children	0	0	Children	0	0	Children	0	0	Children	0	0
	15 AM	0		0	3		3	1		1	0		0	4
	30 AM	0		0	4		4	0		0	0		0	4
	45 AM	0		0	3		3	0		0	0		0	3
7:0	00 AM	1		1	2		2	0		0	0		0	3
	15 AM	0		0	5		5	0		0	0		0	5
<i>a</i> 7∷	30 AM	0		0	6		6	0		0	0		0	6
	45 AM	0		0	3		3	0		0	0		0	3
	00 AM	0		0	0		0	0		0	1		1	1
8:	15 AM	1		1	2		2	1		1	0		0	4
	30 AM 45 AM	0		0	0		0	0		0	0		0	0
-	00 AM	0		0	5		5	0		0	0		0	5
	15 AM	0		0	0		0	0		0	0		0	0
	30 AM	0		0	0	1	0	0		0	0	1	0	0
	45 AM	0		0	0		0	0		0	0		0	0
	D:00 AM	0		0	0		0	0		0	0		0	0
	D:15 AM	Ö		0	0		0	0		0	0		0	0
	0:30 AM	0		0	0		0	0		0	0		0	0
<b>5</b> 10	):45 AM	0		0	0		0	0		0	0		0	0
	L:00 AM	0		0	0		0	0		0	0		0	0
<u>11</u>	L:15 AM	0		0	0		0	0		0	0		0	0
¥ 11	L:30 AM	0		0	0		0	0		0	0		0	0
	L:45 AM	0		0	0		0	0		0	0		0	0
	2:00 PM 2:15 PM	0		0	0		0	0		0	0		0	0
جَا وَ	2:30 PM	0		0	0		0	0		0	0		0	0
	2:45 PM	0		0	0		0	0		0	0		0	0
Š   17	00 PM	0		0	0		0	0		0	0		0	0
	15 PM	0		0	0		0	0		0	0		0	0
	30 PM	0		0	0		0	0		0	0		0	0
	45 PM	0		0	0		0	0		0	0		0	0
2:0	00 PM	0		0	0		0	0		0	0		0	0
2:	15 PM	0		0	0		0	0		0	0		0	0
	30 PM	0		0	0		0	0		0	0		0	0
	45 PM	0		0	0		0	0		0	0		0	0
	00 PM	0		0	0		0	0		0	0		0	0
	15 PM	0		0	2		2	0		0	0		0	2
	30 PM	0		0	0		0	0		0	0		0	0
	45 PM	0		0	1		1	0		0	0		0	1
	00 PM 15 PM	0		0	<u>2</u> 0		0	0		0	0		0	<u>4</u> 0
	30 PM	0		0	1		1	0		0	0		0	1
	45 PM	1		1	6		6	1		1	4		4	12
5.1	00 PM	0		0	5		5	0		0	0		0	5
	15 PM	0		0	1		1	1		1	0		0	2
<b>5</b> :	30 PM	0		0	2		2	0		0	0		0	2
	45 PM	1		1	1		1	1		1	1		1	4
	00 PM	0		0	0		0	0		0	0		0	0
6:	15 PM	0		0	0		0	0		0	0		0	0
<b>S</b> 6::	30 PM	0		0	0		0	0		0	0		0	0
	45 PM	0		0	0		0	0		0	0		0	0
	00 PM	0		0	0		0	0		0	0		0	0
	15 PM	0		0	0		0	0		0	0		0	0
	30 PM 45 PM	0		0	0		0	0		0	0		0	0
	45 PM	0		0	0		0	0		0	0		0	0
	15 PM	0		0	0		0	0		0	0		0	0
	30 PM	0		0	0		0	0		0	0		0	0
	45 PM	0		0	0		0	0		0	0		0	0
	00 PM	0		0	0		0	0		0	0		0	0
	15 PM	0		0	0		0	0		0	0		0	0
	30 PM	0		0	0		0	0		0	0		0	0
	45 PM													
9:4	43 P IVI	0		0	0		0	0		0	0		0	0

Count Basics
Start Date: Wednesday, March 17, 2021
Total Number of Hours Counted: 6 Page 13 of 13
Schools in Session
No Special Events Weekday Non-Holiday

## 15-Minute Bicycle Turning Movement Count (Manual Entry)

#### E Johnson Street and N 1st Street

Bicyclists

15-Minute Bicycle Data

19.	Minute E	Jicycie	Data																				
L <b>5</b> -I	Minute		Fr	↓ om No	orth			F	<b>←</b> rom E	ast			Fr	nom Sc	outh			Fr	om W	/est			
	e Period		E Jo	hnson	Street			N	1st Str	reet			E Jo	hnson	Street				Drivew	av		15-Min	н
	t Time	Right	Thru		_	Total	Right				Total	Right		_	U-Tn	Total	Right		_		Total	-1	S
	6:00 AM					0					0					0					0		ŀĚ
	6:15 AM					0					0					0					0	0	
	6:30 AM					0					0					0					0	0	
	6:45 AM					0					0					0					0	0	
_	7:00 AM					0					0					0					0	0	
ġ	7:15 AM					0					0					0					0	0	
Peak Period	7:30 AM					0					0					0					0	0	
ž	7:45 AM					0					0					0					0	0	
ьa	8:00 AM					0					0					0					0		
7	8:15 AM					0					0					0					0		
ΑŽ	8:30 AM					0					0					0					0	0	L
	8:45 AM					0					0					0	_				0		l H
	9:00 AM 9:15 AM					0					0					0					0		l H
	9:30 AM					0					0					0					0	0	l H
	9:45 AM					0					0					0	_				0		-
	10:00 AM					0					0	_				0	_				0		<b> </b> -
	10:15 AM					0					0					0	_				0		l ⊩
	10:30 AM					0					0					0	_				0		l ⊩
	10:45 AM					0					0					0					0		1 F
00	11:00 AM					0					0					0	_				0		
Period	11:15 AM					0					0					0					0	0	ır
ď	11:30 AM					0					0					0					0	0	
Midday Peak	11:45 AM					0					0					0					0		
ڇ	12:00 PM					0					0					0					0		
ģ	12:15 PM					0					0					0					0		
g	12:30 PM					0					0					0					0		L
Ž	12:45 PM					0					0					0					0		L
	1:00 PM					0					0					0					0		L
	1:15 PM 1:30 PM					0					0					0					0		l H
	1:45 PM					0					0					0					0		l H
	2:00 PM					0					0	_				0					0		l ⊢
	2:15 PM					0					0					0					0		
	2:30 PM					0					0					0					0		
	2:45 PM					0					0					0					0		
	3:00 PM					0					0					0					0		
	3:15 PM					0					0					0					0	0	
	3:30 PM					0					0					0					0	0	
	3:45 PM					0					0					0	_				0		
	4:00 PM					0					0					0					0		ΙL
	4:15 PM					0					0					0					0		oxdot
	4:30 PM					0					0					0					0		
	4:45 PM					0					0					0					0		I
0	5:00 PM 5:15 PM					0					0					0					0		I
Peak Period	5:15 PM 5:30 PM					0					0					0					0		
Pe	5:45 PM					0					0		l			0					0		I
ak	6:00 PM					0					0					0					0		l ⊩
Pe	6·15 PM					0					0		1			0					0		l H
2	6:30 PM					0					0					0					0	0	l ⊦
م	6:45 PM					0					0					0					0	0	1 F
	7:00 PM					0					0					0					0		
	7:15 PM					0					0					0					0	0	ır
	7:30 PM					0					0					0					0		
	7:45 PM					0					0					0					0		
	8:00 PM					0					0					0					0		
	8:15 PM					0					0					0					0		
	8:30 PM					0					0					0	_				0		I⊢
	8:45 PM					0					0					0					0		I⊢
	9:00 PM					0					0					0					0		ᅵᅵ
	9:15 PM 9:30 PM					0					0		-			0	_				0		
	9:30 PM 9:45 PM										0		<u> </u>		<b></b>	0					0		
	2.42 PIVI					0					0					0					0	0	

0 Peak Hour Bicycle Turning Movement Volume Summary

0

0 0 0

0

Totals

	ait 110 ai E	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					,,,,,,,,,		,													
				¥					+					<b>1</b>					<b>→</b>			
Hou	ırly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	/est		Total
Tim	e Period		E Jol	hnson :	Street			N	1st St	reet			E Jo	hnson	Street			1	Drivew	ay		Hourly
Star	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

0

0

Count Basics	Version 2013	.J4.1	Page 1 of 13
Start Date:	Wednesday, March 17, 2021	Weekday	Schools in Session
Total Number of Hou	ırs Counted: 6	Non-Holiday	No Special Events

## Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

### Intersection of: E Dayton Street and N 1st Street

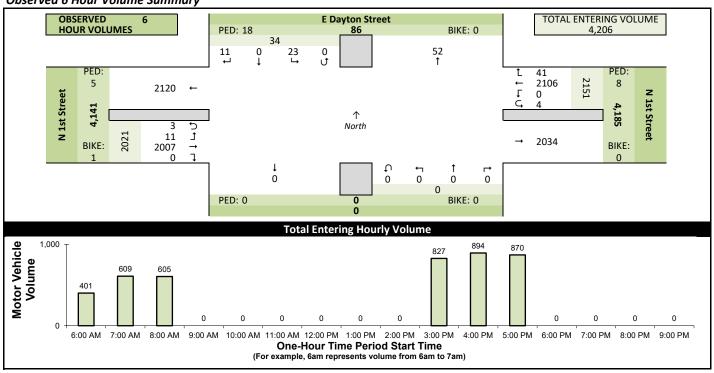
#### **Site Information**

Municipality	City of Madison		
County	Dane	WisDOT	Region SW-M
Traffic Control	Partial Stop Contro	ol	
Roadway Names		North Direction	n 🕇
	E Dayton Street		
East Leg	N 1st Street		
South Leg			
	N 1st Street		
Special Consider			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestria			
	F	Pre-school children	None
		chool age children	
Visua	ally impaired (white	e cane/helper dog)	None
	Elderly/disabled (ex	xcept wheelchairs)	None
	Wheelchair	s/electric scooters	None
Other (de	scribe)	None	None

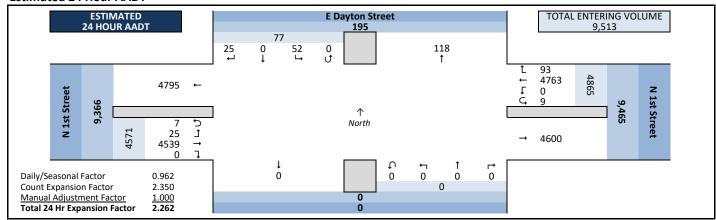
#### **Count Information**

Hrs Cou	nted:	6:00 AI	M-9:00 A	M and	3:00 PN	1-6:00 PM		•
1st Day	of Cou	ınt	Wednes	day, Ma	arch 17,	2021	Weath	ner
A٨	Л Peak	Period	Thursda	y, Marc	h 18, 20	021	Clear 8	ያ Dry
Midda	y Peak	Period	Wednes	day, Ma	arch 17,	2021		
PN	Л Peak	Period	Wednes	day, Ma	arch 17,	2021	Overca	ast & Wet
Calculat	ted Pea	ak Hour	S					
	AM	7:15-8:	15am	MD			PM	4:30-5:30pm
Peak Ho	ours Se	lected f	or Analy	sis				
	AM	7:15-8:	15am	MD			PM	4:30-5:30pm
Daily						an Arterials & C		
	C	Count Ex	kpansion	Group	(2) Urb	an Arterials & C	ollecto	rs
Daily	/Seasc	nal Adj	ustment	Factor	0.962	Count Exp	pansior	Factor 2.350
		Name					Man	ual Adj. 1.000
Obs	ervers	-	AM Peak	Period	Video (	Count		
		Midd	day Peak	Period				
			PM Peak	Period	Video (	Count		
Com	ments	2019 D	OT Seaso	onal Fac	ctors			

#### **Observed 6 Hour Volume Summary**



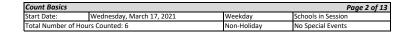
#### **Estimated 24 Hour AADT**



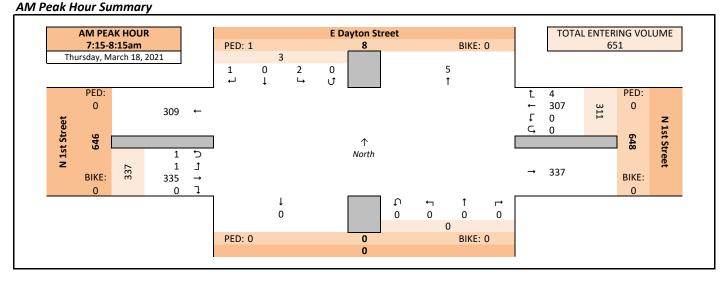
#### **Peak Hour Volume Graphical Summary**

#### reak Hour volume Grapmical Summar

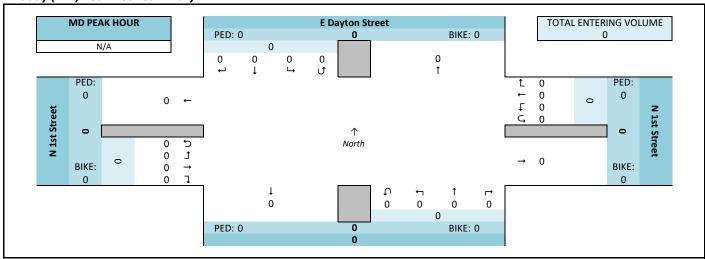
#### E Dayton Street and N 1st Street



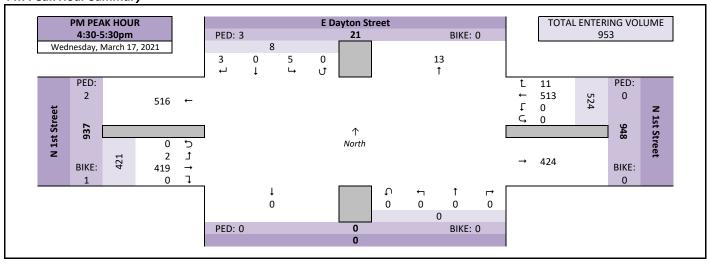




Midday (MD) Peak Hour Summary



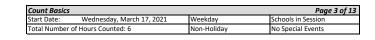
#### **PM Peak Hour Summary**



## **Peak Hour Volume Summary**

#### E Dayton Street and N 1st Street

Peak Hour Volumes, Truck Percentages, and PHFs





Th	ursday, March 18, 2021		Fro	m No	rth			Fre	<b>←</b> om Ea	st			Fro	↑ m Sou	ıth			Fro	→ om We	est		
	AM Peak Hour		E Da	yton St	treet			N 1	st Stre	et				0				N 1	Lst Stre	et		
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	7:15 AM	0	0	0	0	0	2	88	0	0	90	0	0	0	0	0	0	75	0	0	75	165
'n	7:30 AM	0	0	0	0	0	0	65	0	0	65	0	0	0	0	0	0	87	0	0	87	152
ž	7:45 AM	1	0	1	0	2	1	85	0	0	86	0	0	0	0	0	0	111	1	0	112	200
ıkı	8:00 AM	0	0	1	0	1	1	69	0	0	70	0	0	0	0	0	0	62	0	1	63	134
bec	Peak Hour Volume	1	0	2	0	3	4	307	0	0	311	0	0	0	0	0	0	335	1	1	337	651
2	Rounded Hourly Volume	0	0	0	0	0	5	305	0	0	310	0	0	0	0	0	0	335	0	0	335	645
₹	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	6.5	0.0	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	6.8	6.6
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	0.6
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	7.8	0.0	0.0	7.7	7.2
ĺ	Peak Hour Factor (PHF)	0.25	0.00	0.50	0.00	0.37	0.50	0.87	0.00	0.00	0.86	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.25	0.25	0.75	0.81

N/	A		Fro	<b>↓</b> m No	rth			Fre	<b>←</b> om Ea	st			Fro	<b>↑</b> m Sou	ıth			Fro	→ om We	est		
	MD Peak Hour		E Day	yton St	reet			N 1	lst Stre	et				0				N 1	Lst Stre	et		
_ ⊨	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
10	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
k t	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ea	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
da	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
/id	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

We	dnesday, March 17, 2021		Ero	₩ m No	rth			Er	← om Ea	ct			Erc	↑ m Sou	ıth			Ere	→ om We	act		
	PM Peak Hour			yton St					Lst Stre					0					1st Stre			
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	4:30 PM	0	0	2	0	2	2	134	0	0	136	0	0	0	0	0	0	79	0	0	79	217
≒	4:45 PM	1	0	1	0	2	3	124	0	0	127	0	0	0	0	0	0	116	1	0	117	246
١ş	5:00 PM	1	0	1	0	2	4	136	0	0	140	0	0	0	0	0	0	105	1	0	106	248
Ιž	5:15 PM	1	0	1	0	2	2	119	0	0	121	0	0	0	0	0	0	119	0	0	119	242
je S	Peak Hour Volume	3	0	5	0	8	11	513	0	0	524	0	0	0	0	0	0	419	2	0	421	953
ΙĒ	Rounded Hourly Volume	5	0	5	0	10	10	515	0	0	525	0	0	0	0	0	0	420	0	0	420	955
9	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.7	1.6
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.3
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	2.1	1.9
	Peak Hour Factor (PHF)	0.75	0.00	0.62	0.00	1.00	0.69	0.94	0.00	0.00	0.94	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.50	0.00	0.88	0.96

#### **Peak Hour Pedestrian and Bicyclist Volumes**

г	ak Hour Pedestrian and	Dicyclist ve												
Pe	destrians and Bicyclists	Cr	ossing 🖆		Cr	ossing	1	Cr	ossing		Cr	ossing 🛔		Total
	* *	North App	oroach		East App	oroach	. ↓	South App	oroach 🖚		West App	roach 🗼		Ped &
	<b>T</b> 00	E Da	yton Street		N:	lst Street			0		N 1	Lst Street		Bike
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
	7:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	1	0	1	0	0	0	0	0	0	0	0	0	1
				1			1							
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
_	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
_	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
											1	1		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
_	4:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	2
N	5:00 PM	2	0	2	0	0	0	0	0	0	1	0	1	3
_	5:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
	Total	3	0	3	0	0	0	0	0	0	2	1	3	6

### Hourly Volume Summary - Motor Vehicle Data

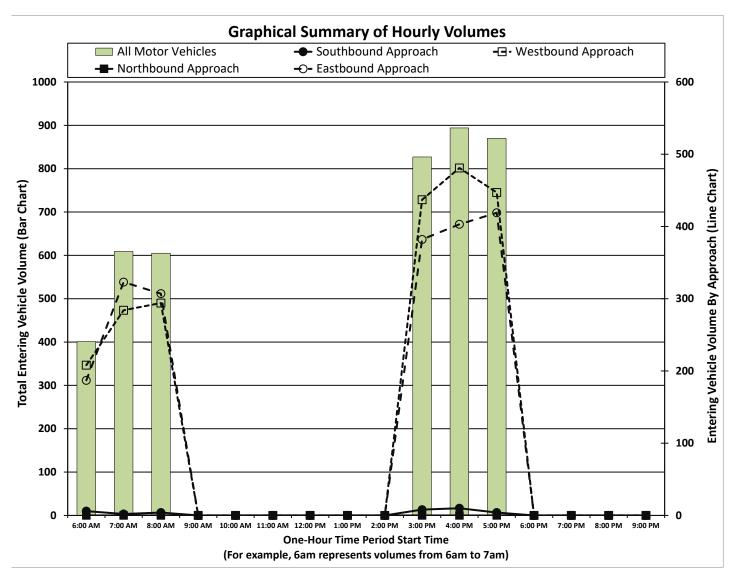
#### E Dayton Street and N 1st Street

**One-Hour Motor Vehicle Data** 

<b>Count Basics</b>				Page 4 of 13
Start Date:	Wednesday, March 17, 2021	Weekday	Schools in Session	
Total Number	of Hours Counted: 6	Non-Holiday	No Special Events	



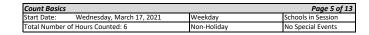
On	e-Hour		Fro	<b>↓</b> om No	rth			Fr	<b>←</b> om Ea	ıst			Fro	↑ om So	uth			Fro	→ om We	est		Total	Direction	nal
Tir	ne Period		E Da	yton St	reet			N:	1st Stre	eet				0				N 1	Lst Stre	et		Vehicle	Volume '	Totals
Sta	art Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	E/W	N/S
	6:00 AM	1	0	5	0	6	4	204	0	0	208	0	0	0	0	0	0	185	2	0	187	401	395	6
Z	7:00 AM	1	0	1	0	2	4	280	0	0	284	0	0	0	0	0	0	322	1	0	323	609	607	2
₹	8:00 AM	1	0	3	0	4	6	287	0	1	294	0	0	0	0	0	0	303	3	1	307	605	601	4
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Σ	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	3	0	5	0	8	7	428	0	2	437	0	0	0	0	0	0	380	2	0	382	827	819	8
	4:00 PM	3	0	7	0	10	11	470	0	0	481	0	0	0	0	0	0	400	2	1	403	894	884	10
M	5:00 PM	2	0	2	0	4	9	437	0	1	447	0	0	0	0	0	0	417	1	1	419	870	866	4
g	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
То	tals	11	0	23	0	34	41	2106	0	4	2151	0	0	0	0	0	0	2007	11	3	2021	4206	4172	34



#### 15-Minute Motor Vehicle Data

#### E Dayton Street and N 1st Street

#### 15-Minute Motor Vehicle Data





	-Minute N	liotoi	VCIII	T T	ata									_					_					_
15.	Minute		Fr	om N	orth			F	← rom E	ast			Fr	个 om So	uth			Fr	→ om W	/est				
	e Period			ayton					1st St				•••	0					1st St			15-Min	Hourly	
	rt Time	Right		Left		Total	Right		Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right		Left	U-Tn	Total	Totals	Sum	PHF
	6:00 AM	0	0		. 0		2	32	0		34	0		0	0		0	36	1	0		72	401	0.79
	6:15 AM	0					1	57	0	-		0		0			0	48	0			107	421	0.83
	6:30 AM	1	0	_			0		0			0		0				55	0	_			479	0.73
	6:45 AM 7:00 AM	0			. 0		1	46 42	0			0		0			0 0	46 49	1 0			95 92	504 609	0.76
po	7:15 AM	0					2	88	0			0		0			0 0	75	0			165	651	0.81
Period	7:30 AM	0	0	_			0		0			0		0			0	87	0			152	647	0.81
kΡ	7:45 AM	1	0	_			1	85	0		86	0		0			0	111	1			200	645	0.81
Peak	8:00 AM	0			. 0		1	69	0			0		0			0	62	0			134	605	0.94
	8:15 AM 8:30 AM	0 1	0		_		2	78 65	0		80 68	0		0			0 0	80 80	0			161 150		
AM	8:45 AM	0	_				1	75	0			0		0				81	3			160	-	
	9:00 AM	0					0		0		0	0		0			0 0	0				0		
	9:15 AM	0	0	C	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0	0		
	9:30 AM	0					0					0		0				0				0		
	9:45 AM 10:00 AM	0					0					0	_	0			0	0					-	
	10:00 AM	0					0					0		0				0		_		0		
	10:30 AM	0					0		0		0	0		0			0 0	0				0		
	10:45 AM	0					0				0	0		0	0	C	_	0	0	0	0	0		
Period	11:00 AM	0		_			0		0		0	0		0			0	0		_		0		
Per	11:15 AM 11:30 AM	0					0		0		0	0		0			0	0				0	-	
	11:45 AM	0					0		0		v	0		0			0 0	0				0		
Peak	12:00 PM	0					0		0		0	0		0			0 0	0				0		
	12:15 PM	0									0	0		0				0						
Midday	12:30 PM	0					0				0	0		0			0	0				0		
Ž	12:45 PM	0									0	0		0			_	0						
	1:00 PM 1:15 PM	0					0				0	0		0			0 0	0				0		
	1:30 PM	0					_					0		0	_		_	0					-	
	1:45 PM	0										0		0			_	0						
	2:00 PM	0										0		0				0						
	2:15 PM	0					0					0		0	_			0						
	2:30 PM 2:45 PM	0		_			0		0			0		0				0		_			-	
	3:00 PM	0		_			2		0			0		0				96	0 1			0 199	827	0.94
	3:15 PM	2	0				2	104	0		101	0		0			_	80	1			191	837	0.95
	3:30 PM	0			+		1	108	0		111	0		0			0 0	108	0			220	868	0.98
	3:45 PM	1	0				2		0		119	0		0				96	0			217	865	0.97
	4:00 PM	2	0				0		0		104	0		0			_	100	1	_		209	894	0.91
	4:15 PM 4:30 PM	0					6	108 134	0		114 136	0		0			0 0	105 79	0			222 217	933 953	0.94
	4:45 PM	1	0				3		0			0		0				116	1			217	925	0.90
	5:00 PM	1	0				4	136	0		140	0		0			0 0	105	1			248	870	0.88
ioa	5:15 PM	1	0	1			. 2	119	0	0	121	0	0	0		_	0	119	0	0	119	242		
Period	5:30 PM	0					2	94	0		96	0		0				92	0			189		
	5:45 PM 6:00 PM	0					0	88	0		90	0		0			0	101	0	_		191	-	
Peak	6:00 PM	0		_		0	0	_	0		0	0		0			0 0	0		_		0	-	
2	6:30 PM	0				-		0			0	0	-	0	_		0 0	0				0		
Ы	6:45 PM	0	0									0						0	0	0		0		
	7:00 PM	0										0												
	7:15 PM	0										0		0			_	0	_				-	
	7:30 PM 7:45 PM	0										0						0					-	
	8:00 PM	0									_	0		0				0						
	8:15 PM	0										0					_	0						
	8:30 PM	0	0	C	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0	0		
	8:45 PM	0										0						0		_		0		
	9:00 PM 9:15 PM	0										0		0				0					Ь	
	9:15 PM	0										0		0				0				0		
	9:45 PM	0		_							_	0								_				
Tota		11		_							_	0					_		11	_				
<u>ٺ</u>						. 5	• • •											_00,				.200		

#### **Peak Hour All Vehicle Volume Summary**

			$oldsymbol{\Psi}$					←					<b>1</b>					<b>→</b>			
Hourly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	uth			Fr	om W	est		Total
Time Period		E D	ayton S	treet			N	1st Str	eet				0				N	1st Str	eet		Hourly
Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
<b>AM</b> 7:15 AM	1	0	2	0	3	4	307	0	0	311	0	0	0	0	0	0	335	1	1	337	651
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PM</b> 4:30 PM	3	0	5	0	8	11	513	0	0	524	0	0	0	0	0	0	419	2	0	421	953

ı	PHF
ı	0.81
ı	
ı	0.96

#### 15-Minute Automobile Data

#### E Dayton Street and N 1st Street

## Count Basics Page 6 of 13 Start Date: Wednesday, March 17, 2021 Weekday Schools in Session Total Number of Hours Counted: 6 Non-Holiday No Special Events

# Automobiles (Cars, Light Trucks, & Motorcycles)

#### 15-Minute Automobile Data

15-1	/linute		Fr	om No	orth			Fr	← om East			Fr	↑ om So	uth			Fr	→ rom W	/est			
	e Period			ayton S					1st Street				0					1st St			15-Min	Hour
	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right		Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	0	1	0	1	2	30	0 0		0		0	0	0	0	32	1	0	33	66	
	6:15 AM	0	0	1	0	1	1	50	0 0	51	0	0	0	0	0	0	48	0	0	48	100	
	6:30 AM	1	0		0		0		0 0		0				0	0	53			53	124	4
	6:45 AM	0	0		0		1	43	0 0		0				0	0	40			41	86	4
	7:00 AM	0	0						0 0		0		_		0	0	46			46	85	
Period	7:15 AM 7:30 AM	0	0				2		0 0		0				0	0	70			70	152	
Pe	7:45 AM	0	0		0		0	60 79	0 0		0				0	0	78 104	1		78 105	138 187	
Peak	8:00 AM	0	0	1	0		1	67	0 0						0	0	57	0		58	127	
	8:15 AM	0	0	_	0		2		0 0		0				0	0	74	0		74	146	
AM	8:30 AM	1	0		0		2	61	0 1		0				0	0	70			70	136	
₹	8:45 AM	0	0	0	0	0	1	67	0 0	68	0	0	0	0	0	0	77	3	0	80	148	
- 1	9:00 AM	0	0						0 0						0	0	0			0	0	
- 1	9:15 AM	0	0		0		0		0 0				_		0	0	0			0	0	
	9:30 AM 9:45 AM	0	0		_				0 0		_		_		0	0	0			0	0	-
	10:00 AM	0	0				_		0 0		_		_		0	0	0			0	0	-
	10:00 AM	0	0						0 0						0	0	0			0	0	-
	10:30 AM	0	0						0 0		_				0	0	0			0	0	
	10:45 AM	0	0						0 0						0	0	0			0	0	
	11:00 AM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	
eri	11:15 AM	0	0		_				0 0				_		0	0	0			0	0	
<u>ح</u> ا	11:30 AM	0	0				0		0 0						0	0	0			0	0	
Реак	11:45 AM	0	0				0		0 0		0				0	0	0			0	0	
	12:00 PM 12:15 PM	0	0						0 0						0	0	0			0	0	
VIIdaay	12:30 PM	0	0				0		0 0						0	0	0			0	0	
ji d	12:45 PM	0	0						0 0						0	0	0			0		
≥	1:00 PM	0	0			_			0 0						0	0	0			0	0	
J	1:15 PM	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0						0 0						0	0	0			0		
	1:45 PM	0	0						0 0						0	0	0			0		
,	2:00 PM 2:15 PM	0	0		_				0 0		_		_		0	0	0			0	0	-
,	2:30 PM	0	0				0		0 0		0				0	0	0			0	0	-
,	2:45 PM	0	0		0		0		0 0		0				0	0	0			0	0	
,	3:00 PM	0	0		0		2		0 0		_				0	0	92		_	93	193	-
,	3:15 PM	2	0		0		2	99	0 0		0				0	0	75			76	181	8
,	3:30 PM	0	0	1	0	1	1	105	0 2		0	0	0	0	0	0	102	0	0	102	211	8
,	3:45 PM	1	0		0		2		0 0		0		_		0	0	93			93	211	8
	4:00 PM	2	0		0		0		0 0		0		_		0	0	99			101	208	
	4:15 PM	0	0				6		0 0		0				0	0	102	0		102	215	9
	4:30 PM 4:45 PM	0	0		0		3		0 0		0				0	0	79 113			79 114	213 242	9
	5:00 PM	1	0		0		4		0 0		0				0	0	100			101	242	- 3
og	5:15 PM	1	0		0		2		0 0		0				0	0	118			118	239	
-	5:30 PM	0	0						0 0		0				0	0	92			93	188	
7	5:45 PM	0	0	0	0	0		87	0 1	89	0		0	0	0	0	98	0	0	98	187	
Peak	6:00 PM	0	0				0		0 0						0	0	0			0	0	
	6:15 PM	0	0		0		0	0	0 0		0				0	0	0			0	0	
	6:30 PM	0	0	_	0		0	0	0 0		0	0	_		0	0	0		0	0	0	
	6:45 PM 7:00 PM	0	0						0 0						0		0			0	0	
	7:00 PM	0	0						0 0						0		0				0	-
	7:30 PM	0	0						0 0						0		0					
	7:45 PM	0	0						0 0						0		0			0	0	
	8:00 PM	0	0						0 0						0		0				0	
	8:15 PM	0	0		_				0 0						0		0			0		
	8:30 PM	0	0		_				0 0				_		0		0			0	0	
	8:45 PM	0	0				_		0 0						0		0			0	0	
	9:00 PM	0	0		_				0 0				_		0		0			0		
	9:15 PM 9:30 PM	0	0		_				0 0						0		0			0	0	
	9:30 PM 9:45 PM	0	0				_		0 0		0				0		0			0	0	
	5.75 I IVI	U	U	U	U	34	U	U	UI U	ı U	U	0	U	U	U	U	U	0		U	U	

#### **Peak Hour Automobile Volume Summary**

	can mount			• • • • • • • • • • • • • • • • • • •			,															
Г				¥					+					<b>1</b>					<b>→</b>			
н	ourly		Fr	om No	orth			F	rom E	ast			Fr	om So	outh			Fr	om W	/est		Total
Τi	me Period		E Da	ayton S	Street			N	1st Str	eet				0				N	1st St	eet		Hourly
St	art Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
ΑI	M 7:15 AM	1	0	2	0	3	4	286	0	0	290	0	0	0	0	0	0	309	1	1	311	604
M	<b>D</b> 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ы	<b>M</b> 4:30 PM	3	0	5	0	8	11	504	0	0	515	0	0	0	0	0	0	410	2	0	412	935

## 15-Minute Single Unit (SU) Truck & Bus Data

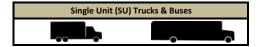
#### E Dayton Street and N 1st Street

15-Minute Single Unit (SU) Truck & Bus Data

 Count Basics
 Page 7 of 13

 Start Date:
 Wednesday, March 17, 2021
 Weekday
 Schools in Session

 Total Number of Hours Counted: 6
 Non-Holiday
 No Special Events



	Minute 3			om No				F	<b>←</b> rom E	ast			Fr	↑ om So	outh			Fr	→ om W	/est			
	e Period			ayton S					1st Str					0					1st Sti			15-Min	Hourly
	t Time	Right	Thru		U-Tn	Total	Right	Thru		U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	0	_			0		0		2	0	0			0	0		0			5	2
	6:15 AM	0	0				0		0	0	7	0	0			0	0					7	2:
	6:30 AM 6:45 AM	0	0				0				0	0	0	_		0	0		0			2	2
	7:00 AM	0	0				0		0			0	0			0	0		0			- 8 6	4:
po	7:15 AM	0	0				0		0			0	0			0	0		0			13	4:
Period	7:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0		0	0	8	13	4
kР	7:45 AM	0	0				0		0		5	0	0			0	0		0			11	4
Peak	8:00 AM	0	0				0		0		2	0	0			0	0		0			6	4:
	8:15 AM 8:30 AM	0	0	0			0		0		8	0	0			0	0		0			14 13	
AM	8:45 AM	0	0				0		0		7	0				0	0					10	
	9:00 AM	0	0	0	_		0				0	0	0			0	0					0	
	9:15 AM	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0				0		_		0					0	0					0	
	9:45 AM	0	0				0		_			_				0	0					0	
	10:00 AM 10:15 AM	0	0	0			0				0					0	0					0	
	10:30 AM	0	0	0	_		0				0		0			0	0					0	
	10:45 AM	0	0	_	_		0				0					0						0	
Period	11:00 AM	0	0	0	_		0		_		0					0	0					0	
Jen	11:15 AM	0	0	0	_		0		_		0		0			0	0					0	
ık t	11:30 AM 11:45 AM	0	0	0			0		_		0					0	0					0	
Peak	12:00 PM	0	0				0				0		0			0	0					0	
	12:15 PM	0	0	0			0				0		0			0						0	
Midday	12:30 PM	0	0				0		0	0	0				-	0	0					0	
Ν	12:45 PM	0	0				0				0		0			0	0					0	
	1:00 PM 1:15 PM	0	0	0			0		_		0	0	0		_	0	0					0	
	1:30 PM	0	0	0			0				0		0			0	0					0	
	1:45 PM	0	0	0			0									0						0	
	2:00 PM	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0			0	
	2:15 PM	0	0	0	_		0				0	0	0			0	0					0	
	2:30 PM 2:45 PM	0	0	0			0		0		0	0	0			0	0					0	
	3:00 PM	0	0	0			0		0		2	0	0	_		0	0		0			6	29
	3:15 PM	0	0		_		0		0		4	0	0	_		0	0		0			9	24
	3:30 PM	0	0	0			0		0		3	0	0	_		0	0					9	21
	3:45 PM	0	0	0	_		0		0		3	0	0			0	0		0			5	16
	4:00 PM 4:15 PM	0	0				0		0			0				0	0		0			1	15
	4:15 PM 4:30 PM	0	0				0		0			0	0		_	0	0		0			4	15
	4:45 PM	0	0	_			0		0			0				0			0			4	12
~	5:00 PM	0	0	0	0	0	0		0	0		0	0	0	0	0	0	3	0	0	3	4	12
Period	5:15 PM	0	0				0		0		2	0	0		_	0	0		0	_		3	
Pei	5:30 PM 5:45 PM	0	0	0			1 0		0		1	0	0		_	0	0		0			1	
Peak	6:00 PM	0	0	0			0		0	0	U 1	0	0	_		<u> </u>	0					0	
	6:15 PM	0	0				0				0	0	0			0	0	_				0	
M	6:30 PM	0	0	0	0	0	0	_	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
_	6:45 PM	0	0													0	_					0	
	7:00 PM 7:15 PM	0	0				0									0	_					0	
	7:15 PIVI 7:30 PM	0	0				0									0						0	
	7:45 PM	0	0		_		_		_						_								
	8:00 PM	0	0	0			_		0	0				0	0			0	0	0	0		
	8:15 PM	0	0		_		0		_							0						0	
	8:30 PM 8:45 PM	0	0		_		0		_						_	0						0	
	9:00 PM	0	0				0									0	_					0	
	9:15 PM	0	0		_				_						_							0	
	9:30 PM	0	0				0									0	Ŭ					0	
	9:45 PM	0	0		_		0		_				_	_		0						0	
Tota	als	0	0	0	0	0	1	79	0	0	80	0	0	0	0	0	0	84	0	0	84	164	

	uk 110ul 0		7	<del>, .</del>					<b></b>	<u>,</u>												
				¥					+					<b>1</b>					<b>→</b>			
Ηοι	ırly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	/est		Total
Tim	e Period		E Da	ayton S	Street			N	1st Str	eet				0				N	1st Str	eet		Hourly
Star	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	23	0	0	23	43
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	15

### 15-Minute Semi-Truck Data

#### E Dayton Street and N 1st Street

# Count Basics Page 8 of 13 Start Date: Wednesday, March 17, 2021 Weekday Schools in Session Total Number of Hours Counted: 6 Non-Holiday No Special Events



#### 15-Minute Semi-Truck Data

	/linute		<b>↓</b> From N					<b>←</b> rom E				Fr	↑ om Sc	uth				→ rom W			
	e Period			Street				1st St					0					1st Str			15-Min
	t Time	Right Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	6:00 AM			0 0				0	_	0	0	0	0			0	+	. 0		1	1
	6:15 AM		_	0 0					_	0	0		0							0	0
	6:30 AM			0 0				0		1	. 0		0			0				0	1
	6:45 AM 7:00 AM			0 0						0	0		0			0				1	1
2	7:15 AM		_	0 0				0	_	1	0 0		0			0				0	0
2	7:30 AM		_	0 0						0	0 0		0			0				0	1
Period	7:45 AM			0 0		•		0		1	. 0		0			0				1	2
× I	8:00 AM			0 0		0		0		0	0		0			0				1	1
e e	8:15 AM			0 0				0		1	. 0									0	1
_	8:30 AM			0 0					_	0	0 0		0			O				1	1
₹	8:45 AM			0 0				0	_	1	0		0			0				1	2
	9:00 AM	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM			0 0		_					0					_	_			0	
	10:00 AM			0 0						0	0		0							0	0
	10:15 AM		_	0 0					_	0	0		0			0				0	0
	10:30 AM		_	0 0						0			0			0				0	0
	10:45 AM			0 0						0	0		0							0	0
_	11:00 AM		_	0 0		·			_	0	0		0			0				0	0
ja	11:15 AM		_	0 0						0	0		0			0				0	0
	11:30 AM 11:45 AM		_	0 0 0 0						0	0 0		0			0				0	0
	11:45 AIVI 12:00 PM		-							0											0
	12:15 PM		_	0 0				0		0	0 0		0			0				0	0
viiaaay	12:30 PM			0 0				0		0	0 0		0			0				0	0
ğ	12:45 PM			0 0						0										0	0
≥	1:00 PM		_	0 0		_					0		0							0	
ļ	1:15 PM			0 0						0	0		0			0				0	0
ļ	1:30 PM			0 0					_	0			_							0	
ļ	1:45 PM		_	0 0					_		0		0							0	
	2:00 PM	0	0	0 0				0	0	0	0	0	0			0	0			0	0
ļ	2:15 PM	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
J	2:30 PM	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ļ	2:45 PM		_	0 0					_	0	0		0			0	0			0	0
ļ	3:00 PM		_	0 0					_	0	0									0	0
ļ	3:15 PM		_	0 0		_ ~		0		1	. 0		0			0				0	1
ļ	3:30 PM		_	0 0					_	0	0		_			0				0	0
ļ	3:45 PM		_	0 0						0	0									1	1
	4:00 PM		_	0 0					_		0		_			0				0	0
	4:15 PM 4:30 PM			0 0							0		0			_				1	1
	4:45 PM		-	0 0				0		0	0 0		0			0				0	0
	5:00 PM			0 0				0		1	. 0		0			_				2	3
	5:15 PM		_	0 0						0	_									0	0
-	5:30 PM		-	0 0			_	0		•	0		0			0				0	0
۲	5:45 PM			0 0					_	0	0		0			0				0	0
Реак	6:00 PM		_	0 0		_				0	0		0					_		0	0
	6:15 PM		_	0 0				0	_	0	0		0			0				0	0
<b>S</b>	6:30 PM		0	0 0		0		0		0	0		_			0	0	0		0	0
_	6:45 PM			0 0				0			0	0			0	0	0			0	0
	7:00 PM	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM		_	0 0							0						0			0	
	7:30 PM			0 0																0	
	7:45 PM			0 0					_		_									0	
	8:00 PM		_	0 0																0	
	8:15 PM		_	0 0																0	
	8:30 PM		_	0 0							0									0	
	8:45 PM			0 0					_		_									0	
	9:00 PM		_	0 0							0									0	
	9:15 PM		_	0 0					_		0									0	0
	9:30 PM			0 0					_		0 0			_						0	0
	9:45 PM																				

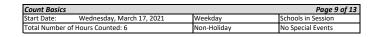
#### **Peak Hour Semi-Truck Volume Summary**

	can mound	•				····· ,																
				¥					+					<b>1</b>					<b>→</b>			
н	ourly		Fr	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	/est		Total
Ti	me Period		E Da	ayton S	treet			N	1st Str	eet				0				N	1st St	reet		Hourly
St	art Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
ΑI	7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
М	<b>D</b> 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ы	4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3

## 15-Minute Heavy Vehicle Data

15-Minute Heavy Vehicle Data

E Dayton Street and N 1st Street





S-Minute   E   E   Day   Toma   From East   From South   E   Day   Toma   Mest   Toma   E   Day   Toma   Mest   Toma   E   Day   Toma   Mest   Toma   Toma   Mest   Toma   Toma   Mest   Toma   Toma   Mest   Toma   Mest   Toma   Toma   Mest   Toma   Toma   Mest   Toma   Toma   Mest   Toma   Me		-iviiiiate i	,		¥					+					<b>1</b>					<b>→</b>				
September   Sept	15-	Minute		Fro	m No	orth			F		ast			Fr		outh				om W				
September   Sept					•																			Hourly
693 AM	Sta															_						Total	Totals	
635 MM 0 0 0 0 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0																						4	6	2
September   Sept																	0						7	3
70 715 AM																	0						9	4
\$ 200.00A   0   0   0   0   0   0   0   0   0	_	7:00 AM					0		4								0						7	4
\$ 200.00A   0   0   0   0   0   0   0   0   0	joo		0				0	0	8			_					0						13	4
\$ 200.00A   0   0   0   0   0   0   0   0   0	Per																0							4
\$ 30 AM							0										0			_			13	4
\$ 30 AM	Pec						0										0						15	4
Section   Sect																_	0			_				
9315 AM	A	8:45 AM	0				0	0	8	0			0	0			0			0				
933 AM			0				0									_	0						0	
935 AM															_		0						0	
10.00 AM									_							_	0						0	
10:15 AM			_					_					_	_							_		0	
10.43 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												0					0						0	
11.10 0 AM						_	0		_			0			_	_	0						0	
15   11   15   15   16   16   16   16	_																0						0	
15   11   15   15   16   16   16   16	ioa					_			_			v			_	_	0						0	
15   11   15   15   16   16   16   16	Je.					_			_								0						0	
\$\begin{align*}{cccccccccccccccccccccccccccccccccccc							0										0						0	-
\$\begin{align*}{cccccccccccccccccccccccccccccccccccc	o <sub>e</sub> c						0										0						0	
1233   PM								_									0						0	
1:00 PM	ggc		0				0	0	0				0				0			0			0	
1.15 PM	Σį		0	0			0	0	0			0	0			0	0	0					0	
1:30 PM	_						0										0						0	
1.45 PM							0										0						0	
2:15 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																_							0	
2:15 PM																	0						0	
																	0						0	
3:00 PM		2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM			_				0										0						0	
330 PM 0 0 0 0 0 0 3 0 0 3 0 0 0 3 0 0 0 0 0						_	0								_	_	0					4		33
3:45 PM			-				0		5								0					5	10	23
#30 PM			_				0		3								0						6	18
#33 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0						_			_							_	0						1	16
## 4:45 PM		4:15 PM	0	0	0	0	0	0	4			4	0			0	0	0	3	0			7	22
Sign   PM   0   0   0   0   0   0   0   0   0			0	0			0		4			4					0			_			4	18
Sistem   S					_				1								0			_			4	15
Section   Sect	Þ																						7	15
Section   Sect	rio				_	_									_	_	0	_					1	
6:00 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0						_		_	1						_	_	0			_			4	
6:30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	sak						0		0								0			_			0	
6:45 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			_			_		_			_						0						0	
7:00 PM	M		_		_			_		_					_	_							0	
7:15 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																								
7:30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																_								-
7:45 PM         0 </td <td></td>																								
8:00 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0										_														
8:30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		8:00 PM				0	0																	
8:45 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0										_														
9:00 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0						_			_	_														
9:15 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																							_	-
9:30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0						_				_					_									
9:45 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0						_			_	_					_	_							·	
																							0	
	Tot	als	-	_				-		_			_	_		_		_					182	

		,				• • • • • • • • • • • • • • • • • • • •	<b>,</b>															
				¥					+					<b>1</b>					<b>→</b>			
Hou	ırly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	est		Total
Tim	e Period		E Da	ayton S	Street			N	1st Str	eet				0				N	1st Str	eet		Hourly
Star	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	26	0	0	26	47
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	9	0	0	9	18

## 15-Minute Heavy Vehicle Percentages

#### E Dayton Street and N 1st Street

15-Minute Heavy Vehicle Percentages

 Count Basics
 Page 10 of 13

 Start Date:
 Wednesday, March 17, 2021
 Weekday
 Schools in Session

 Total Number of Hours Counted: 6
 Non-Holiday
 No Special Events

				Ψ.					←_					1					→			Total	Hourly
_	/linute			om N					rom Ea				Fr	om So	uth				rom W			Heavy	Heavy
	e Period			ayton S	_	T =	L		1st Str				-	0					1st Sti			Vehicle	Vehicle
Star	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percen
	6:00 AM 6:15 AM	0.0	0.0	0.0			0.0	6.2 12.3	0.0	0.0	5.9 12.1	0.0		0.0	0.0	0.0	0.0	11.1 0.0	0.0		10.8	8.3	6. 6.
	6:30 AM	0.0	0.0	0.0			0.0	1.4	0.0	0.0	1.4	0.0		0.0	0.0	0.0	0.0	3.6	_		3.6	6.5 2.4	6.
	6:45 AM	0.0	0.0	0.0			0.0	6.5	0.0	0.0	6.4	0.0	_	0.0	0.0	0.0	0.0	13.0	_	0.0	12.8	9.5	8.
_	7:00 AM	0.0	0.0	0.0			0.0	9.5	0.0	0.0	9.3	0.0		0.0	0.0	0.0	0.0	6.1	0.0		6.1	7.6	7.
Period	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.7	7.9	7.
<sub>2</sub> er	7:30 AM	0.0	0.0	0.0			0.0	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10.3	0.0	0.0	10.3	9.2	7.
~	7:45 AM	0.0	0.0	0.0			0.0	7.1	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	6.2	6.5	7.
Peal	8:00 AM 8:15 AM	0.0	0.0	0.0			0.0	2.9 11.5	0.0	0.0	2.9 11.2	0.0	0.0	0.0	0.0	0.0	0.0	8.1 7.5	0.0	-	7.9 7.5	5.2 9.3	7.
AM	8:30 AM	0.0	0.0	0.0			0.0	6.2	0.0	0.0	5.9	0.0		0.0	0.0	0.0	0.0	12.5	0.0	0.0	12.5	9.3	
Ā	8:45 AM	0.0	0.0	0.0			0.0	10.7	0.0	0.0	10.5	0.0		0.0	0.0	0.0	0.0	4.9			4.8	7.5	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
	9:45 AM 10:00 AM	0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0	·
	10:00 AM 10:15 AM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Period	11:00 AM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	_		0.0	0.0	
eri	11:15 AM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Peak	11:45 AM 12:00 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Midday	12:30 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		-	0.0	0.0	
Mic	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0	
	1:30 PM 1:45 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	_	0.0	0.0	0.0	
	2:00 PM	0.0	0.0	0.0			0.0		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0	
	2:15 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0			0.0		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0	
	3:00 PM	0.0	0.0	0.0			0.0	2.0	0.0	0.0	2.0	0.0		0.0	0.0	0.0	0.0	4.2	0.0		4.1	3.0	3.
	3:15 PM 3:30 PM	0.0	0.0	0.0			0.0	4.8 2.8	0.0	0.0	4.7 2.7	0.0	_	0.0	0.0	0.0	0.0	6.2 5.6	0.0	0.0	6.2 5.6	5.2 4.1	3. 2.
	3:45 PM	0.0	0.0	0.0			0.0	2.6	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	3.1	2.8	2.
	4:00 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	1.0		0.0	1.0	0.5	1.
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.9	3.2	2.
	4:30 PM	0.0	0.0	0.0			0.0	3.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	_	-	0.0	1.8	1.
	4:45 PM	0.0	0.0	0.0			0.0	0.8	0.0	0.0	0.8	0.0		0.0	0.0	0.0	0.0	2.6		-	2.6	1.6	1.
pc	5:00 PM 5:15 PM	0.0	0.0	0.0			0.0	1.5 1.7	0.0	0.0	1.4 1.7	0.0		0.0	0.0	0.0	0.0	4.8 0.8		0.0	4.7 0.8	2.8 1.2	1.
Perioa	5:30 PM	0.0	0.0	0.0			50.0	0.0	0.0	0.0	1.7	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.5	
k Pe	5:45 PM	0.0	0.0	0.0			0.0	1.1	0.0	0.0		0.0		0.0	0.0	0.0	0.0	3.0			3.0	2.1	
Peak	6:00 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	_	0.0	0.0	0.0	
PM	6:30 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	6:45 PM 7:00 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	-
	7:15 PM	0.0	0.0	0.0			0.0		0.0	0.0		0.0				0.0	0.0	0.0			0.0	0.0	
	7:30 PM	0.0	0.0	0.0			0.0		0.0	0.0		0.0				0.0	0.0	0.0			0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0			0.0		0.0	0.0		0.0	_	0.0		0.0	0.0	0.0	_		0.0	0.0	
	8:15 PM	0.0	0.0	0.0			0.0		0.0	0.0		0.0		0.0		0.0	0.0	0.0			0.0	0.0	
	8:30 PM 8:45 PM	0.0	0.0	0.0			0.0		0.0	0.0		0.0		0.0		0.0	0.0	0.0			0.0	0.0	-
	9:00 PM	0.0	0.0	0.0			0.0		0.0	0.0		0.0	_			0.0	0.0	0.0	_		0.0	0.0	
	9:15 PM	0.0	0.0	0.0			0.0		0.0	0.0		0.0		0.0		0.0	0.0	0.0			0.0	0.0	
	9:30 PM	0.0	0.0	0.0			0.0		0.0	0.0		0.0		0.0		0.0	0.0	0.0			0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tota	ıls	0.0	0.0	0.0	0.0	0.0	2.4	4.1	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.7	4.3	

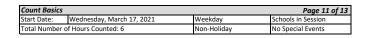
**Peak Hour Heavy Vehicle Percentages Summary** 

	an mount	,				45C3 G 4		٠,														
				¥					+					<b>1</b>					<b>→</b>			Hourly
Но	urly		Fre	om No	orth			F	rom E	ast			Fre	om So	uth			Fr	om W	est		Heavy
Tir	ime Period E Dayton Street							N	1st Str	eet				0				N	1st Str	eet		Vehicle
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
A۱	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	7.8	0.0	0.0	7.7	7.2
MI	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PΝ	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	2.1	1.9

# 15-Minute Pedestrian and Bicyclist Data

#### E Dayton Street and N 1st Street

#### 15-Minute Pedestrian and Bicyclist Data





L5-	Minute	Cro North App	5551116	•	Cre East App	ossing oroach	1	Cro South App	ossing roach		Cro West App	ossing roach		
	e Period	E Da	yton Street		N.	1st Street			0		N	1st Street		15-Min
Sta	rt Time	Pedestrian	Bicyclist	Total	Pedestrian		Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
b	7:00 AM 7:15 AM	1	0	1	0	0	0	0	0	0	0	0	1	2
Period	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Pe	8:15 AM	Ö	0	0	0	0	0	0	0	0	0	0	0	0
Ā	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
₹	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM 9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
~	10:45 AM	Ö	0	0	Ö	Ö	0	0	0	0	Ö	0	0	0
į	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Period	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
ž	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
ď	12:00 PM 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
idday	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Σ	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	Ö	0	0	Ö	0	0	0	0	0	0	0
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	4	0	4	1	0	1	0	0	0	0	0	0	5
	3:15 PM	2	0	2	2	0	2	0	0	0	0	0	0	4
	3:30 PM	1	0	1	1	0	1	0	0	0	1	0	1	3
	3:45 PM	2	0	2	0	0	0	0	0	0	1	0	1	3
	4:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
	4:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM 5:00 PM	0	0	0	0	0	0	0	0	0	1	1	2	2
po	5:15 PM	2 1	0	2	0	0	0	0	0	0	0	0	1 0	3
Period	5:30 PM	3	0	3	3	0	3	0	0	0	0	0	0	6
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak	6:00 PM	Ö	0	0	Ö	Ö	0	0	0	0	Ö	0	0	0
Pe	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
٩	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM 7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Γot	als	18	0	18	8	0	8	0	0	0	5	1	6	32

#### **Special Pedestrians**

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	Х					
Elementry School Age Children	х					
Visually Impaired (white cane/helper dog)	х					
Elderly/Disabled (except wheelchairs)	х					
Wheelchairs/Electric Scooters	х					
Other (None)	х					

# 15-Minute Adult & Children Count (Manual Entry)

Count Basics
Start Date: Wednesday, March 17, 2021
Total Number of Hours Counted: 6

Weekday Non-Holiday

Page 12 of 13
Schools in Session
No Special Events

#### E Dayton Street and N 1st Street

15-Minute Adult & Children Pedestrian Data



Time Period					•••		ossing	1		ossing	ь.		ossing 🛔			i
Start Time	15-	Minute	North App	roach	Г.			. ↓	South App	roach 🖚		West App	roach 🗼			
C15 AM	Tim	e Period	E Da	yton Street		N	1st Street			0		N	1st Street		15-Min	Hourly
G35 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Sta		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	Sum
C-33 AM															0	0
Color   Colo															0	2
7:30 AM															0	3
Stant	7														2	3
\$ 6700 AM	ioc		1			0			0		0	0		0	1	1
\$ 630 5 M	ы														0	0
\$ 330 AM															0	0
\$ 8.30 AM	ea													0	0	0
9:00 AM	N			-											0	0
9:15 AM	A														0	0
9:30 AM															0	0
39-55 M															0	0
10:15 AM															0	0
10:15 AM															0	0
10:30 AM															0	0
No.   No.		10:30 AM	0		0	0		0	0		0	0		0	0	0
12:15 PM	p														0	0
12:15 PM	rio														0	0
13   15   15   15   15   15   15   15	Pe														0	0
12:15 PM	ak			-											0	0
13   15   15   15   15   15   15   15	Pe														0	0
115 PM			0											0	0	0
115 PM	βpc														0	0
115 PM	Νiκ													0	0	0
130 PM				1											0	0
1.45 PM															0	0
215 PM			0								0	0		0	Ö	0
230 PM															0	0
245 PM															0	<u>5</u>
3:00 PM				1											0	12
3:15 PM															5	15
3:45 PM						2			0			0			4	11
4:00 PM								_							3	8
4:15 PM															3	5
A:30 PM															1	<u>3</u>
1445 PM															0	5
Side   PM		4:45 PM													1	11
Section   Sect	p		2			0		0	0		0	1		1	3	10
Section   Sect	rio				1										1	7
Section   Sect	Pe														6	6
6:30 PM	ak														0	0
6:30 PM	Pe														0	0
7:00 PM	2	6:30 PM	0		0	0		0	0		0	0		0	0	0
7:15 PM	P														0	0
7:30 PM         0 </td <td></td> <td>0</td> <td>0</td>															0	0
7:45 PM         0 </td <td></td> <td>0</td> <td>0</td>															0	0
8:00 PM         0 </td <td></td> <td>0</td> <td>0</td>															0	0
8:15 PM         0 </td <td></td> <td>8:00 PM</td> <td>0</td> <td></td> <td>0</td> <td>0</td> <td></td> <td>0</td> <td></td> <td></td> <td>0</td> <td>0</td> <td></td> <td>0</td> <td>0</td> <td>0</td>		8:00 PM	0		0	0		0			0	0		0	0	0
8:45 PM         0 </td <td></td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td>0</td> <td>0</td> <td>0</td>					0						0			0	0	0
9:00 PM         0 </td <td></td> <td>0</td> <td>0</td>															0	0
9:15 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0															0	0
9:30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0															0	0
9:45 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0															0	l
															0	l
Totals   18   0   18   8   0   8   0   0   0   5   0   5   3	Tot			0	_		0			0	-		0		31	1

Count Basics			Page 13 of 13
Start Date:	Wednesday, March 17, 2021	Weekday	Schools in Session
Total Number of	of Hours Counted: 6	Non-Holiday	No Special Events

# 15-Minute Bicycle Turning Movement Count (Manual Entry)

### E Dayton Street and N 1st Street

Bicyclists

15-Minute Bicycle Data

15-	Minute		Fr	<b>↓</b> om No	orth			F	<b>←</b> rom E	ast			Fr	↑ om Sc	uth			Fr	→ om W	est		
Tim	e Period		E Da	ayton S	Street			N	1st Str	reet				0				N	1st Str	eet		15-Min
	rt Time	Right		Left		Total	Right		Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	6:00 AM					0					0					0					0	0
	6:15 AM					0					0					0					0	0
	6:30 AM					0					0					0					0	0
	6:45 AM					0					0					0					0	0
_	7:00 AM					0					0					0					0	0
Peak Period	7:15 AM					0					0					0					0	0
ē	7:30 AM					0					0					0					0	0
7	7:45 AM					0					0					0					0	0
ea	8:00 AM					0					0					0					0	0
7	8:15 AM					0					0					0	_				0	0
ş	8:30 AM					0					0					0					0	0
`	8:45 AM					0					0					0					0	0
	9:00 AM					0					0					0	_				0	0
	9:15 AM					0					0					0					0	0
	9:30 AM 9:45 AM					0					0					0					0	0
	10:00 AM					0					0					0					0	
	10:00 AM 10:15 AM					0					0					0					0	0
	10:15 AM					0					0					0					0	0
	10:45 AM					0					0					0					0	0
g	11:00 AM					0					0					0					0	0
Period	11:15 AM					0					0					0					0	0
Pe	11:30 AM					0					0					0					0	0
Peak	11:45 AM					0					0					0					0	0
Pe	12:00 PM					0					0					0					0	0
2	12:15 PM					0					0					0					0	0
ĝ	12:30 PM					0					0					0					0	0
Midday	12:45 PM					0					0					0					0	0
<	1:00 PM					0					0					0					0	0
	1:15 PM					0					0					0					0	0
	1:30 PM					0					0					0					0	0
	1:45 PM					0					0					0					0	0
	2:00 PM					0					0					0					0	0
	2:15 PM					0					0					0					0	0
	2:30 PM					0					0					0					0	0
	2:45 PM					0					0					0					0	0
	3:00 PM					0					0					0	_				0	0
	3:15 PM					0					0					0					0	0
	3:30 PM					0					0					0	-				0	0
	3:45 PM					0					0					0	_				0	0
	4:00 PM					0					0					0					0	0
	4:15 PM					0					0					0					0	0
	4:30 PM 4:45 PM					0					0					0					0	0
	5:00 PM					0					0					0					0	0
ğ	5:00 PM 5:15 PM					0					0					0					0	0
ż	5:30 PM					0					0					0					0	0
Peak Period	5:45 PM					0					0					0					0	0
ak	6:00 PM					0					0					0					0	0
Pe	6:15 PM					0					0					0					0	0
Š	6:30 PM					0					0					0					0	n
۵	6:45 PM					0					0					0					0	0
	7:00 PM					0					0					0					0	
	7:15 PM					0					0					0					0	0
	7:30 PM					0					0					0					0	
	7:45 PM					0					0					0					0	
	8:00 PM					0					0					0					0	0
	8:15 PM					0					0					0					0	
	8:30 PM					0					0					0					0	
	8:45 PM					0					0					0					0	0
	9:00 PM					0					0					0					0	0
	9:15 PM					0					0					0					0	0
	9:30 PM 9:45 PM					0					0					0					0	0

**Peak Hour Bicycle Turning Movement Volume Summary** 

		,							,													
				¥					+					<b>1</b>					<b>→</b>			
Ηοι	ırly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	/est		Total
Tim	ne Period E Dayton Street							N	1st Str	eet				0				N	1st Str	reet		Hourly
Star	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Count Basics	Versio	n 2013.J4.1	Page 1 of 13
Start Date:	Wednesday, March 17, 2021	Weekday	Schools in Session
Total Number o	f Hours Counted: 6	Non-Holiday	No Special Events

# Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

# Intersection of: N 1st Street and Mifflin Street

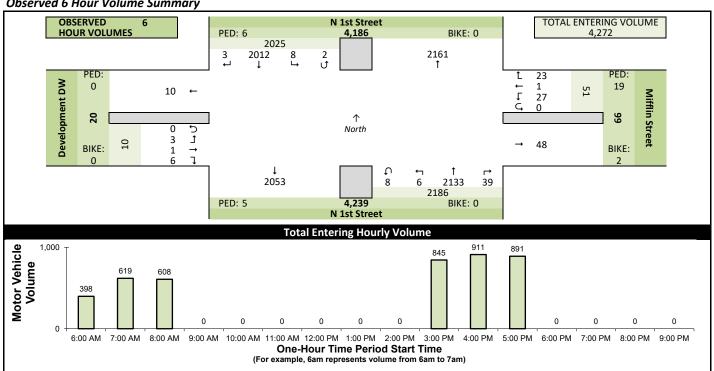
#### Site Information

Municipality	City of	Madison												
County			WisDOT	Region	SW-M									
Traffic Control	Partial	Stop Control												
<b>Roadway Names</b>			North Directio	n	<b>↑</b>									
North Leg														
East Leg	Mifflin	Street												
South Leg	N 1st S	treet												
West Leg	Develo	pment DW												
Special Considera	ecial Considerations Schools in Session													
		ion												
Holidays	None													
Special Events	None													
Special Pedestria	ns Obs	erved												
		Pre-s	chool children	None										
		Elementry school	ol age children	None										
Visua	ally imp	aired (white car	ne/helper dog)	None										
E	Elderly/	disabled (excep												
		Wheelchairs/el-	ectric scooters	None										
Other (de:	scribe)		None	None										

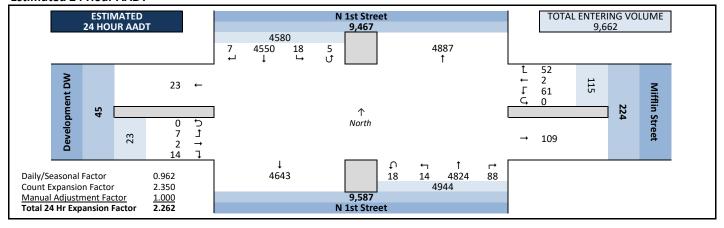
#### **Count Information**

Hrs Counted: 6:0	00 AM-9:00 A	M and	3:00 PN	1-6:00 PM		
1st Day of Count	Wednes	day, Ma	arch 17	, 2021	Weath	ner
AM Peak Per	riod Thursda	y, Marc	h 18, 20	021	Clear 8	& Dry
Midday Peak Per						
PM Peak Per	riod Wednes	day, Ma	arch 17	, 2021	Overc	ast & Wet
Calculated Peak H	lours					
AM 7:1	.5-8:15am	MD			PM	4:30-5:30pm
<b>Peak Hours Select</b>	ted for Analy:	sis				
	.5-8:15am	MD			PM	4:30-5:30pm
				an Arterials & C		
Cour	nt Expansion	Group	(2) Urb	an Arterials & C	ollecto	rs
Daily/Seasonal	l Adjustment	Factor	0.962	Count Ex	pansior	n Factor 2.350
Company Na	me TADI, Inc					ual Adj. 1.000
Observers	AM Peak	Period	Amy So	<u> cheuerlein - Vide</u>	eo Coui	nts
<u> </u>	Midday Peak					
	PM Peak	Period	Amy So	cheuerlein - Vide	eo Coui	nts
Comments 202	19 DOT Seaso	onal Fac	ctors			_

#### **Observed 6 Hour Volume Summary**



#### **Estimated 24 Hour AADT**

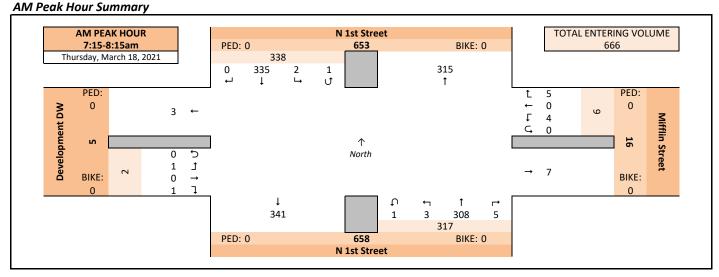


#### **Peak Hour Volume Graphical Summary**

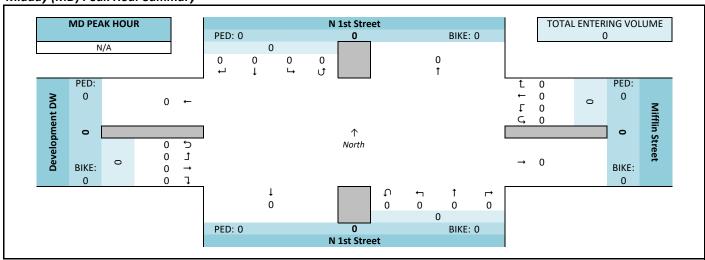
# N 1st Street and Mifflin Street

# Count Basics Page 2 of 13 Start Date: Wednesday, March 17, 2021 Weekday Schools in Session Total Number of Hours Counted: 6 Non-Holiday No Special Events

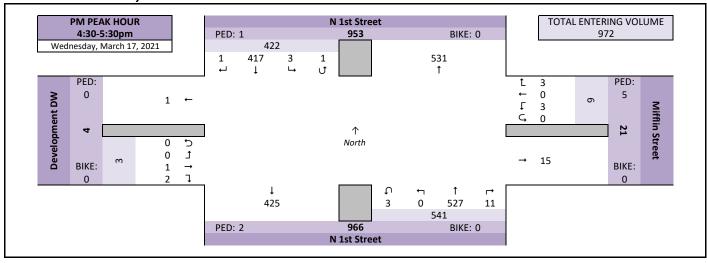




Midday (MD) Peak Hour Summary



#### PM Peak Hour Summary



# **Peak Hour Volume Summary**

#### N 1st Street and Mifflin Street

Peak Hour Volumes, Truck Percentages, and PHFs

# Count Basics Page 3 of 13 Start Date: Wednesday, March 17, 2021 Weekday Schools in Session Total Number of Hours Counted: 6 Non-Holiday No Special Events



Thu	ırsday, March 18, 2021		Fro	<b>↓</b> m No	rth			Fre	<b>←</b> om Ea	st			Fro	↑ m Sou	ıth			Fro	→ om We	est		
	AM Peak Hour		N 1	lst Stre	et			Mif	flin Str	eet			N 1	Lst Stre	et			Devel	opmen	t DW		
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	7:15 AM	0	76	0	0	76	1	0	0	0	1	1	91	2	1	95	0	0	0	0	0	172
1	7:30 AM	0	84	2	0	86	1	0	2	0	3	1	67	0	0	68	1	0	0	0	1	158
후	7:45 AM	0	112	0	1	113	2	0	1	0	3	1	80	1	0	82	0	0	0	0	0	198
×	8:00 AM	0	63	0	0	63	1	0	1	0	2	2	70	0	0	72	0	0	1	0	1	138
)ac	Peak Hour Volume	0	335	2	1	338	5	0	4	0	9	5	308	3	1	317	1	0	1	0	2	666
S	Rounded Hourly Volume	0	335	0	0	335	5	0	5	0	10	5	310	5	0	320	0	0	0	0	0	665
¥	% Single Unit Trucks	0.0	6.3	50.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7.1	33.3	0.0	7.3	0.0	0.0	100.0	0.0	50.0	6.9
	% Heavy Trucks	0.0	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.6
	% Trucks (Total)	0.0	7.2	50.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	7.5	33.3	0.0	7.6	0.0	0.0	100.0	0.0	50.0	7.5
	Peak Hour Factor (PHF)	0.00	0.75	0.25	0.25	0.75	0.62	0.00	0.50	0.00	0.75	0.62	0.85	0.37	0.25	0.83	0.25	0.00	0.25	0.00	0.50	0.84

N/	4		Fro	₩ m No	rth			Fre	<b>←</b> om Ea	st			Fro	↑ m Sou	ıth			Fro	→ om We	est		
	MD Peak Hour		N 1	Lst Stre	et			Mif	flin Str	eet			N 1	lst Stre	et			Devel	opmer	t DW		
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Įĝ	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ea	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ΙË	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
qa	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
jġ	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

We	dnesday, March 17, 2021		Fro	<b>↓</b> m No	rth			Fr	<b>←</b> om Ea	st			Fro	↑ m Sou	ıth			Fro	→ om We	est		
	PM Peak Hour		N 1	lst Stre	et			Mif	flin Str	eet			N 1	Lst Stre	et			Devel	opmen	t DW		
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	4:30 PM	1	78	0	0	79	1	0	0	0	1	1	139	0	0	140	0	0	0	0	0	220
×	4:45 PM	0	116	0	0	116	2	0	1	0	3	4	124	0	1	129	2	0	0	0	2	250
ĮĢ	5:00 PM	0	104	1	1	106	0	0	1	0	1	4	139	0	1	144	0	0	0	0	0	251
Ιž	5:15 PM	0	119	2	0	121	0	0	1	0	1	2	125	0	1	128	0	1	0	0	1	251
Je Se	Peak Hour Volume	1	417	3	1	422	3	0	3	0	6	11	527	0	3	541	2	1	0	0	3	972
ĪĒ	Rounded Hourly Volume	0	415	5	0	420	5	0	5	0	10	10	525	0	5	540	0	0	0	0	0	970
Ы	% Single Unit Trucks	0.0	1.4	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.4
	% Heavy Trucks	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4
	% Trucks (Total)	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.9
	Peak Hour Factor (PHF)	0.25	0.88	0.37	0.25	0.87	0.37	0.00	0.75	0.00	0.50	0.69	0.95	0.00	0.75	0.94	0.25	0.25	0.00	0.00	0.37	0.97

#### **Peak Hour Pedestrian and Bicyclist Volumes**

Pe	destrians and Bicyclists	Cr	ossing 🛨		Cr	ossing	1	Cr	ossing		Cr	ossing 🛔	L	Total
	* *	North App	oroach		East App	oroach	ı.	South App	oroach 💠	•••	West App	oroach 🗼		Ped &
	<b>K</b> 010	N :	1st Street		Mif	flin Street		N:	lst Street		Devel	opment DW		Bike
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
18	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
_	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
ND N	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
			1			1								
	4:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
	4:45 PM	1	0	1	2	0	2	1	0	1	0	0	0	4
M	5:00 PM	0	0	0	2	0	2	0	0	0	0	0	0	2
	5:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
	Total	1	0	1	5	0	5	2	0	2	0	0	0	8

# Hourly Volume Summary - Motor Vehicle Data

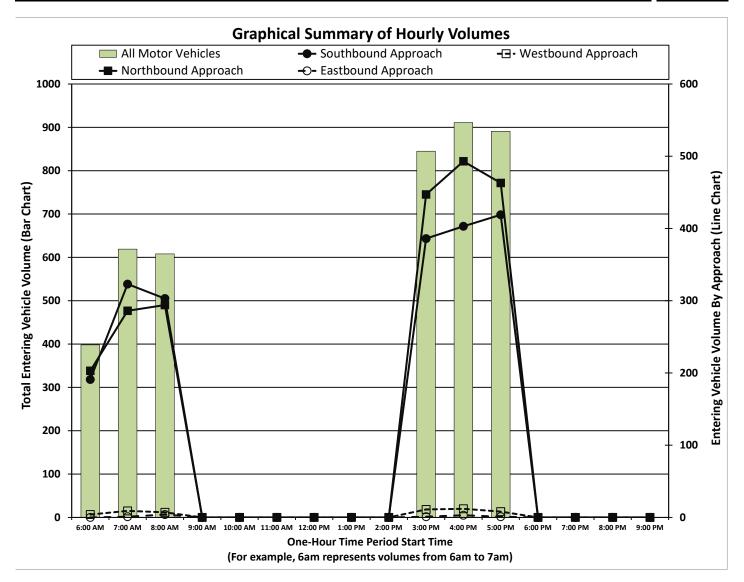
#### N 1st Street and Mifflin Street

**One-Hour Motor Vehicle Data** 

Count Basics				Page 4 of 13
Start Date:	Wednesday, March 17, 2021	Weekday	Schools in Session	
Total Number of	of Hours Counted: 6	Non-Holiday	No Special Events	

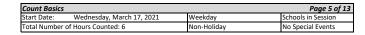


				Ψ					<b>←</b>					<b>1</b>					<b>→</b>					
On	e-Hour		Fro	m No	rth			Fr	om Ea	st			Fro	m Sou	ıth			Fro	m We	st		Total	Direction	nal
Tir	ne Period		N:	1st Stre	eet			Mif	flin Str	eet			N:	1st Stre	et			Devel	opmen	t DW		Vehicle	Volume '	Totals
Sta	art Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	E/W	N/S
	6:00 AM	0	190	1	0	191	1	0	3	0	4	0	202	1	0	203	0	0	0	0	0	398	4	394
Σ	7:00 AM	0	320	2	1	323	5	0	4	0	9	3	279	3	1	286	1	0	0	0	1	619	10	609
A		0	303	0	0	303	3	0	4	0	7	4	288	1	1	294	1	0	3	0	4	608	11	597
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
a		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	1	384	1	0	386	3	1	7	0	11	12	435	0	0	447	1	0	0	0	1	845	12	833
	4:00 PM	2	400	1	0	403	7	0	5	0	12	10	481	1	1	493	3	0	0	0	3	911	15	896
Z	5:00 PM	0	415	3	1	419	4	0	4	0	8	10	448	0	5	463	0	1	0	0	1	891	9	882
Ы	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
To	tals	3	2012	8	2	2025	23	1	27	0	51	39	2133	6	8	2186	6	1	3	0	10	4272	61	4211



# 15-Minute Motor Vehicle Data

#### N 1st Street and Mifflin Street





4 5	N/inc-to n	/lo+	\/c\:	olo D-	.+-								ı			• •		•	_				•
15	-Minute N	viotor	veni	ue Da	ıca									_									
			_	Ψ.				_	←_				_	1			_	→					
15-	Minute		Fr	om N	orth			F	rom E	ast			Fr	om So	outh		Fi	rom W	/est				
Tim	e Period			1st St	reet			Mi	fflin St					1st St			Deve	elopme	nt DW		15-Min	Hourly	
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right Thru	Left	U-Tn	Total	Totals	Sum	PHF
	6:00 AM	0			0	39	0				2	0		0		33	0 0		_	0	74	398	
	6:15 AM	0				48	0				1	0		0		58	0 0			0		415	
	6:30 AM 6:45 AM	0				57 47	1 0				0	0	66 45	1 0		67 45	0 0	_	_	0		480 513	
	7:00 AM	0				47	1				2	0		0		45	0 0		_			619	
po	7:15 AM	0				76	1				1	1	91	2		95	0 0			0	172	666	
Period	7:30 AM	0		_	0	86	1	0			3	1	67	0	0	68	1 0		0	1	158	654	
K P	7:45 AM	0	112	0	1	113	2	0	1	0	3	1	80	1	. 0	82	0 0	0	0	0	198	649	0.82
Peak	8:00 AM	0		0		63	1			0	2	2	70	0		72	0 0		0	1	. 138	608	0.95
10	8:15 AM	0		0		81	0				0	1	76	1		78	1 0			1	160		
AM	8:30 AM 8:45 AM	0		0		82 77	1				1	0 1	69 73	0		70 74	0 0			0	153 157		
	9:00 AM	0				- //	1 0				<u>4</u>	0	0	0		0	0 0	_	_	0	0 0		
	9:15 AM	0				0					0	0		0		0	0 0			0			
	9:30 AM	0		_		0	0				0	0		0		0	0 0				0		
	9:45 AM	0		_	0	0		0	0	0	0	0	0	0	0	0	0 0	0			0		
	10:00 AM	0		_		0					0	0		0		0	0 0			0			
	10:15 AM	0		_		0	0				0	0	0	0		0	0 0			0	0	-	$\vdash$
	10:30 AM 10:45 AM	0				0	0		_		0	0	0	0		0	0 0		_	0	0 0	-	$\vdash$
p	11:00 AM	0				0	0				0	0		0		0	0 0		_	0	0 0		
eriod	11:15 AM	0	_	_		0	0				0	0	0	0		0	0 0			0	0		
0	11:30 AM	0	0	0	0	0	0	0			0	0		0		0	0 0	_	0	0	0		
Peak	11:45 AM	0				0	0				0	0		0		0	0 0	_		0			
	12:00 PM	0				0			_		0	0	0	0		0	0 0			0	0		
ĝ	12:15 PM	0				0					0	0		0		0	0 0			0			
Midday	12:30 PM 12:45 PM	0				0					0	0	0	0		0	0 0			0	0 0		
Z	1:00 PM	0	-			0	_				0	0		0		0	0 0			0	_		
	1:15 PM	0				0	0				0	0		0		0	0 0		_		0		
	1:30 PM	0	0	0		0	0				0	0	0	0		0	0 0		0	0	0		
	1:45 PM	0				0	_				0	0		0		0	0 0	_			0		
	2:00 PM	0		_		0	0				0	0		0		0	0 0			0	0		
	2:15 PM	0		_		0					0	0		0		0	0 0			0	0		
	2:30 PM 2:45 PM	0		_		0	0				0	0		0		0	0 0			0	0 0		
	3:00 PM	0		_		96	0				1	4	99	0		103	0 0			0		845	0.91
	3:15 PM	0		1		82	1				1	2	108	0		110	1 0		_	-		857	0.92
	3:30 PM	1	111	0	0	112	1	0	5	0	6	5	109	0		114	0 0	0	0	0	232	892	0.96
	3:45 PM	0		0		96	1				3	1	119	0		120	0 0			0	219	880	0.96
	4:00 PM	0				101	3				6	3	101	1		105	0 0		_	0		911	
	4:15 PM 4:30 PM	1	106	_		107	1				2	2	117	0		119	1 0	_		1	229	950	
	4:30 PM 4:45 PM	1 0	78 116			79 116	1 2		_		2	1 4	139 124	0		140 129	0 0			0	220	972 946	0.97
	5:00 PM	0	104	1	1	106	0			0	<u>3</u>	4	139	0		144	0 0	_		0	250	891	0.89
po	5:15 PM	0		2		121	0				1	2	125	0		128	0 1			1	251	551	2.03
Period	5:30 PM	0		0		92	3				4	0	97	0		98	0 0		0	0	194		
	5:45 PM	0				100	1			0	2	4	87	0		93	0 0	_		0	100		
eak	6:00 PM	0		_	_	0	_			_	0	0		0	_	0	0 0	1			1		
10	6:15 PM 6:30 PM	0				0	_				0	0				0	0 0				0		
PM	6:45 PM	0				0					0	0		0		•	0 0	_	_		·		
	7:00 PM	0				0	_				0	0		0			0 0	_					
	7:15 PM	0				0				_	0	0	_	0			0 0	_	_		_		
	7:30 PM	0				0	_				0	0		0			0 0		_				
	7:45 PM	0				0					0	0		0			0 0	_					
	8:00 PM	0		_		0	_				0			0			0 0						igsquare
	8:15 PM	0		_		0	_				0	0					0 0	_					$\vdash$
	8:30 PM 8:45 PM	0				0					0	0		0			0 0	_	_		_	-	$\vdash$
	9:00 PM	0		_		0					0			0		0	0 0				_	-	$\vdash$
	9:15 PM	0				0	_				0	0		0			0 0	_					
	9:30 PM	0				0					0	0		0		0	0 0	_	_		_		
	9:45 PM	0	0	0	0	0					0	0		0		0	0 0		0	0	0		
Tot	als	3	2012	8	2	2025	23	1	27	0	51	39	2133	6	8	2186	6 1	. 3	0	10	4272		

#### **Peak Hour All Vehicle Volume Summary**

				14										_					_			
			_	Ψ.					~				_	T				_	7			
Hourly			Fr	om No	orth			F	rom E	ast			Fr	om So	outh			Fr	om W	/est		Total
Time Per	riod		N	1st Str	eet			М	ifflin St	reet			N	1st Str	reet			Deve	lopme	nt DW		Hourly
Start Tim	ne	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
<b>AM</b> 7:15	5 AM	0	335	2	1	338	5	0	4	0	9	5	308	3	1	317	1	0	1	0	2	666
<b>MD</b> 12:0	00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:30	D PM	1	417	3	1	422	3	0	3	0	6	11	527	0	3	541	2	1	0	0	3	972

PHF
0.84
0.97

# 15-Minute Automobile Data

#### N 1st Street and Mifflin Street

# Count Basics Page 6 of 13 Start Date: Wednesday, March 17, 2021 Weekday Schools in Session Total Number of Hours Counted: 6 Non-Holiday No Special Events

# Automobiles (Cars, Light Trucks, & Motorcycles)

#### 15-Minute Automobile Data

		10.00.		Data					+					<b>1</b>					<b>→</b>				
5-1	Minute			om No					rom E					om Sc					rom W				
im	e Period			1st Str	reet				ifflin St	reet				1st St	reet				elopme	nt DW		15-Min	Hou
tar	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sun
	6:00 AM	0	35	1	0	36	0	0	2	0	2	0	31	0	0	31	0	0	0	0	0	69	
	6:15 AM	0		0			0	0	1	0	1	. 0	51	0			0	0	0	0	0	100	
	6:30 AM	0		0			1				1	0	65	1			0				0	122	
	6:45 AM	0		0		42	0			0	0	v		0			0				0	84	
_	7:00 AM	0		0			1			0	2	0		0			0				0	86	
ĕ	7:15 AM	0		0	_		1	0		0	1	1	82	2			0				0	159	
Period	7:30 AM	0		1	_	77	1	. 0		0	3	1	60	0			1	0			1	142	
	7:45 AM	0		0		106	2			0	3	1	74	0			0				0	184	
Реак	8:00 AM	0		0			1	0		0	2	2	69	0			0				0	131	
	8:15 AM	0		0			0				0		68	1			1				1	146	
Ĭ	8:30 AM	0		0			1			0	1	. 0	65	0			0				0	139	-
`	8:45 AM	0		0			1			0	4	1	65	0			0			0	2	145	-
	9:00 AM	0		0			0				0	·	0	0	_		0				0	0	-
	9:15 AM	0		_			0			0	0	0		0			0				0	0	-
	9:30 AM 9:45 AM	0		_			0					0		0			0				0	0	-
	10:00 AM	0	_	_			0					•		0			0				0	0	-
	10:00 AM	0					0							0	_		0				0	0	_
	10:15 AM	0				0	0			0	0	0		0			0				0	0	-
	10:45 AM	0					0				·			0			0				0	0	-
3	11:00 AM	0				0	0			0		0		0	_		0				0	0	-
בהוסמ	11:15 AM	0					0				0			0			0				0	0	-
'n	11:30 AM	0					0				·			0			0				0	0	
ž	11:45 AM	0					0				0	0		0			0				0	0	
ž	12:00 PM	0					0				0			0			0				0	0	
	12:15 PM	0					0				0	1	0	0			0		_		0	0	
viiaaay	12:30 PM	0					0			0	0	0	0	0			0				0	0	
3	12:45 PM	0					0				0			0			0				0	0	
2	1:00 PM	0	_				0				0	_		0			0				0	0	
	1:15 PM	0				0	0				0	0		0			0				0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0		0			0			0	1	4	97	0	_		0				0	195	
	3:15 PM	0		1	_		1			0	1	2	104	0	_		1	0			1	187	
	3:30 PM	1	106	0	_		1		_	0	6	5	106	0	_		0				0	224	
	3:45 PM	0		0			1			0	3	1	116	0	_		0				0	213	
	4:00 PM	0		1			3			0	6	3	101	1	_		0				0	212	
	4:15 PM	0		0			1			0	2	. 2	113	0			1				1	224	
	4:30 PM	1	78	0			1				1	1	135	0			0		_		0	216	
	4:45 PM	0		0			2			0	3	4	123	0			2				2	246	$\vdash$
0	5:00 PM	0		1		101	0			0	1	4	137	0			0				0	244	<u> </u>
בנונים	5:15 PM	0	_	2			0			0	1	. 2	122	0			0		_		1	248	$\vdash$
Ŋ	5:30 PM 5:45 PM	0		0						0	3	0	97	0			0				0	191	$\vdash$
במצ	6:00 PM	0		0			0				0	4 0	86 0	0			0				0	191 0	-
ĭ	6:15 PM	0					0			0	0	0		0			0				0	0	-
	6:30 PM	0			0		0		0		0	0		0	0		0	0	0	0	0	0	$\vdash$
Ē	6:45 PM	0					_				0	U	U	0			0	0			0	0	$\vdash$
	7:00 PM	0													_		0				0	0	$\vdash$
	7:15 PM	0					_										0				0	0	$\vdash$
	7:30 PM	0					_										0				0		$\vdash$
	7:45 PM	0												0			0				0	0	
	8:00 PM	0					_										0				0	0	$\vdash$
	8:15 PM	0															0				0		
	8:30 PM	0												0			0				0	0	
	8:45 PM	0					0							0			0				0	0	
	9:00 PM	0			_									0			0				0	0	
	9:15 PM	0		_			_							0			0				0	0	
	9:30 PM	0	0			0	0				0			0			0				0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

#### **Peak Hour Automobile Volume Summary**

	ait iioai 7						,															
				$\overline{\Psi}$					+					<b>1</b>					<b>→</b>			
Ho	ırly		Fr	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	/est		Total
Tim	e Period		N	1st Str	eet			Mi	ifflin St	reet			N	1st Str	eet			Deve	lopme	nt DW		Hourly
Sta	rt Time	Right Thru Left U-Tn Tota					Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	311	1	1	313	5	0	4	0	9	5	285	2	1	293	1	0	0	0	1	616
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	1	1 409 3 1					0	3	0	6	11	517	0	3	531	2	1	0	0	3	954

# 15-Minute Single Unit (SU) Truck & Bus Data

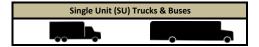
#### N 1st Street and Mifflin Street

15-Minute Single Unit (SU) Truck & Bus Data

 Count Basics
 Page 7 of 13

 Start Date:
 Wednesday, March 17, 2021
 Weekday
 Schools in Session

 Total Number of Hours Counted: 6
 Non-Holiday
 No Special Events



	Minute		From No					rom E					↑ om So					→ om W				
	e Period		N 1st Sti		1			ifflin St		1 -			1st St						nt DW		15-Min	Но
Sta	rt Time	Right	Thru Left			Right		Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right		Left	_	Total	Totals	Su
	6:00 AM	0	1 0			0	0			0	0	2	0		2	0	0	0			3	-
	6:15 AM 6:30 AM	0	0 0			0					0		0		/	0	0	0			/	-
	6:45 AM	0	2 0 4 0			0	0				0		0		2	0		0			7	-
	7:00 AM	0	3 0			0					0		0			0		0			4	-
g	7:15 AM	0	4 0			0					0		0		9	0	0	0	_		13	
Period	7:30 AM	0	7 1	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15	
	7:45 AM	0	6 0			0					0		1	0	6	0		0			12	
Реак	8:00 AM	0	4 0			0					0		0		1	0	0	1	0		6	
	8:15 AM	0	6 0			0					0		0		7	0		0			13	$\vdash$
Ā	8:30 AM 8:45 AM	0	9 0			0					0		0		- 4	0	0	0			13 10	-
	9:00 AM	0	0 0			0	_				0		_	_	/	0		0			10	$\vdash$
	9:15 AM	0	0 0			0					0				0	0	0	0			0	-
	9:30 AM	0	0 0			0					0				0	0		0			0	
	9:45 AM	0	0 0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	
	10:00 AM	0	0 0			0									0	0		0			0	
	10:15 AM	0	0 0			0	_				0				0	0	0	0			0	L
	10:30 AM	0	0 0			0									0	·		0			0	$\vdash$
ō	10:45 AM 11:00 AM	0	0 0			0					0				0	0	0	0			0	$\vdash$
rerioa	11:15 AM	0	0 0			0	_				0				0			0			0	$\vdash$
	11:30 AM	0	0 0			0									0	0		0			0	-
ğ	11:45 AM	0	0 0			0					0				0	0		0			0	
Peak	12:00 PM	0	0 0			0	0				0				0	0		0			0	
	12:15 PM	0	0 0	0	0	0	0			0	0			0	0	0		0			0	
Virdaay	12:30 PM	0	0 0			0					0				0	U		0			0	
Ē	12:45 PM	0	0 0			0									0	_		0			0	
	1:00 PM	0	0 0			0					_				0	0		0			0	-
	1:15 PM 1:30 PM	0	0 0			0					0				0	Ū		0			0	-
	1:45 PM	0	0 0			0									0	0		0				$\vdash$
	2:00 PM	0	0 0			0									0	_		0			0	_
	2:15 PM	0	0 0			0					_				0			0			0	
	2:30 PM	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0 0			0	0	_			0		0		0	0	0	0			0	
	3:00 PM	0	3 0			0					0		0		2	0		0			5	
	3:15 PM	0	3 0			0				_	0		0		3	0	0	0			6	_
	3:30 PM 3:45 PM	0	4 0			0	0	_			0		0		3	0	0	0			7	$\vdash$
	4:00 PM	0	2 0 0 0			0					0		0		3	0	0	0			5	-
	4:15 PM	0	0 0			0					0		0		0	0		0			4	-
	4:30 PM	0	0 0			0							0		3	0		0			3	
	4:45 PM	0	3 0			0					0		0		1	0	0	0			4	
	5:00 PM	0	3 0			0	0	0	0	0	0		0	0	1	0		0	0	0	4	
Perioa	5:15 PM	0	0 0			0					0		0		3	0		0			3	
le	5:30 PM	0	2 0			1	0				0			_	0	0	0	0			3	L
ž	5:45 PM	0	3 0			0	0				0		0		1	0		0			4	$\vdash$
Реак	6:00 PM 6:15 PM	0	0 0			0					0				0	Ŭ		0			0	$\vdash$
	6:15 PM	0	0 0			0	0	0			0	0		_	0	0	0	0	0		0	$\vdash$
ξ	6:45 PM	0	0 0			0	0				0		_	U	0			0			0	$\vdash$
	7:00 PM	0	0 0			0									0			0			0	$\vdash$
	7:15 PM	0	0 0			0				_	_				0			0			0	
	7:30 PM	0	0 0			0									0			0				
	7:45 PM	0	0 0			0				_					0			0				
	8:00 PM	0	0 0			0									0			0			0	$\vdash$
	8:15 PM	0	0 0			0									0			0				$\vdash$
	8:30 PM 8:45 PM	0	0 0			0	_							_	0			0			0	$\vdash$
	9:00 PM	0	0 0			0								_	0	_		0				$\vdash$
	9:15 PM	0	0 0			0									0			0			0	_
	9:30 PM	0	0 0			0	_							_	0			0			0	
	9:45 PM	0	0 0			0								_	0			0			0	
		0		_		-		_			_	_	_	_	78						153	

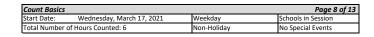
#### Peak Hour Single Unit (SU) Truck & Buses Volume Summary

	uk 110ul 0		7	<del>, .</del>					•••••	<i>,</i>												
				¥					+					<b>1</b>					<b>→</b>			
Ηοι	ırly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	est		Total
Tim	e Period	N 1st Street						Mi	ifflin St	reet			N	1st St	reet			Deve	lopme	nt DW		Hourly
Star	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	21	1	0	22	0	0	0	0	0	0	22	1	0	23	0	0	1	0	1	46
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14

# 15-Minute Semi-Truck Data

#### N 1st Street and Mifflin Street

15-Minute Semi-Truck Data





15-	Minute		Fre	↓ om No	orth			F	← rom E	ast			Fr	↑ om So	outh			Fr	→ om W	/est			
	ne Period			1st St					ifflin St			1		1st St						nt DW		15-Min	Hou
	rt Time	Right	Thru	Left		Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left		Total	Right		Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	2	0	0	2	0		0	0	0	0	0	0	0	0	0		0	0	0	2	
	6:15 AM	0	0	0		0	0	0		0	0	0	0			0	0				0	0	
	6:30 AM	0	0			0	0				0		1	0		1	0				0	1	
	6:45 AM	0	1	0			0						0			0	0			_		1	
ø	7:00 AM	0	0				0				0	0	1	_		1	0					1	
Period	7:15 AM 7:30 AM	0	0	0		_	0				0	0	0			0	0		0			0	
Pe	7:45 AM	0	1	0			0				·	0	1	0		1	0		0			2	
Peak	8:00 AM	0	1	0			0				0	0	0			0	0					1	
	8:15 AM	0	0	0		0	0	0			0		1	0		1	0		0		0	1	
AN	8:30 AM	0	1	0		1	0	0			0	0	0	0	0	0	0					1	
٩	8:45 AM	0	1	0			0		_		0			_	-	1	0					2	
	9:00 AM	0	0	0			0	_	_		0	0	0			0	0		0		0	0	
	9:15 AM	0	0				0				0	0	0			0	0					0	
	9:30 AM 9:45 AM	0	0				0		_		0			_	-	0	0		_	_		0	
	10:00 AM	0	0				0	_	_						_	0				_		0	$\vdash$
	10:15 AM	0	0	0			0				0				_	0	0					0	
	10:30 AM	0	0	0			0				0		0	_	-	0	0		0			0	
	10:45 AM	0	0	_			0				0					0			_	_		0	
Period	11:00 AM	0	0	0			0		_		0			_	-	0	0		_	_		0	
Peri	11:15 AM	0	0	_			0		_		0		0	_		0	0		0	_	0	0	<u> </u>
KF	11:30 AM	0	0	0			0		_		0					0	0			_		0	
Peak	11:45 AM 12:00 PM	0	0				0				0					0	, v					0	
	12:15 PM	0	0	0		0	0				0		0			0	0		0			0	
Midday	12:30 PM	0	0			0	0				0					0						0	
į	12:45 PM	0	0			0	0				0		0		-	0	0		0			0	
<	1:00 PM	0	0	0	0	0	0	0			0	0			0	0	0		0			0	
	1:15 PM	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0			0				0		0		_	0	0					0	
	1:45 PM	0	0				0	_						_		0	Ŭ					0	_
	2:00 PM 2:15 PM	0	0	0			0				0	0	0	_		0	0					0	
	2:30 PM	0	0				0		_		0		0	_	_	0	0		_			0	-
	2:45 PM	0	0	0			0				0	0	0			0	0	_	0			0	
	3:00 PM	0	0	0			0				0	0	0	_		0	0		_		0	0	
	3:15 PM	0	0	0	0	0	0	0			0	0	1	0	0	1	0	0	0	0	0	1	
	3:30 PM	0	1	0			0	0			0	0	0	0	0	0	0		0			1	
	3:45 PM	0	1	0			0				0	0	0		-	0	0					1	
	4:00 PM	0	0				0				0		0			0	0					0	<u> </u>
	4:15 PM	1	0				0						0			0	0					1	
	4:30 PM 4:45 PM	0	0			0	0				0	0	1 0			1	0	_	0			1	
	5:00 PM	0	2	0		,	0									1	0					3	-
po	5:15 PM	0	0	0			0				0	0	0			0	0		0			0	
Period	5:30 PM	0	0				0				0					0		_				0	
k P	5:45 PM	0	0	0		0	0				0	0	0	_		0	0		0			0	
Peak	6:00 PM	0	0	0		0	0	_		0	0	0	0			0	0		0		0	0	
		0	0			0	0			0	0	0	0			0	0		0		0	0	<u> </u>
Ş	6:30 PM	0	0	_			0	_	·	_	0	0	0	_		0	0			0		0	<u> </u>
	6:45 PM 7:00 PM	0	0													0						0	-
	7:00 PM	0	0													0							-
	7:30 PM	0	0				0									0						0	
	7:45 PM	0	0						_							0							
	8:00 PM	0	0					0								0	_						
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0						_							0	_			_			
	8:45 PM	0	0				0									0						0	<u> </u>
	9:00 PM	0	0				0		_							0				_		0	Щ
	9:15 PM 9:30 PM	0	0				0									0						0	
	9:45 PM	0	0				0								_	0	Ŭ					0	
	als	1	12		_				_			_	_	_		8				_		21	

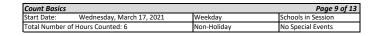
#### **Peak Hour Semi-Truck Volume Summary**

		•				,																
				¥					+					<b>1</b>					<b>→</b>			
Ηοι	ırly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	/est		Total
Tim	e Period							М	ifflin St	reet			N	1st St	reet			Deve	lopme	nt DW		Hourly
Star	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4

# 15-Minute Heavy Vehicle Data

#### N 1st Street and Mifflin Street

15-Minute Heavy Vehicle Data





15-N	Minute		Fr	<b>↓</b> om No	orth			F	rom E	ast			Fr	nom So	outh			Fr	→ om W	/est			
Tim	e Period		N	1st Str	reet			М	ifflin St	reet			N	1st St	reet			Deve	lopme	ent DW		15-Min	Hourly
Star	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM	0		0			0				0	0	2	C			. 0					J	
	6:15 AM 6:30 AM	0					0				0		7	C			0	0					2
	6:45 AM	0					0				0		3	_			0						
	7:00 AM	0					0						2				. 0						
po	7:15 AM	0					0				0	0	9				0						
Period	7:30 AM	0			0		0				0	0	7	C			0						
	7:45 AM	0	_	0			0				0	0	6				0					14	4
Peak	8:00 AM 8:15 AM	0					0				0	0	1				. 0					7 14	
AM I	8:30 AM	0					0				0		8				0						
A	8:45 AM	0					0				0						0						
	9:00 AM	0	_				0				0		0				0			_		0	
	9:15 AM	0	0				0				0	_	0		0	0	0					0	
	9:30 AM	0					0				0												
	9:45 AM 10:00 AM	0				_	0				0	_	0				0					_	. —
	10:00 AM 10:15 AM	0					0				0												.
	10:30 AM	0					0				0		0				0						
	10:45 AM	0					0				0									_			
iod	11:00 AM	0		0	0		0		0	0	0			C	0			0	0				
Period	11:15 AM	0					0				0		0	_			0			_			
ak F	11:30 AM	0					0				0												
Реа	11:45 AM 12:00 PM	0					0				0		0	_						_			
y F	12:15 PM	0					0				0		0										
da	12:30 PM	0					0				0												
Midday	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	С	0	0	0	0	0	0	0	0	
'	1:00 PM	0					0				0												
	1:15 PM	0					0				0			_									
	1:30 PM 1:45 PM	0				_	0				0	0											
	2:00 PM	0	_	_			0										_						
	2:15 PM	0					0				0	0					0						
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0	0	0	0	
	2:45 PM	0					0				0	0	0	_			0						
	3:00 PM	0		0	_		0				0	0	2	C			. 0			_			
	3:15 PM 3:30 PM	0					0				0	0	3				0						2
	3:45 PM	0		0			0				0	0	3				0						1
	4:00 PM	0					0				0						_			_			:
	4:15 PM	1	0				0				0	0	4	C	0	4	0					5	- 2
	4:30 PM	0					0				0	0					. 0						
	4:45 PM 5:00 PM	0		_			0										. 0						
pc	5:15 PM	0					0				0	0	3				0						. —
Period	5:30 PM	0					1				1	. 0	0	_									.
k P	5:45 PM	0	_	0	0	3	0	0	0	0	0	0	1	C	0	1	. 0	0	0	0	0	4	
Peal	6:00 PM	0				_	0				0	0	0				0						
	6:15 PM	0					0				0	0	0									0	
ΡN	6:30 PM 6:45 PM	0		_			0				0	0	_			·	0			_		0	
	7:00 PM	0																					
	7:15 PM	0										_											
	7:30 PM	0		0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0	0	0	0	
	7:45 PM	0																					
	8:00 PM	0					_																.
	8:15 PM 8:30 PM	0			_		0			_				_						_			
	8:45 PM	0					0													_			
	9:00 PM	0					0																
	9:15 PM	0			_		0			_				_						_			
	9:30 PM	0					0																i
	9:45 PM	0			_	_	0						0	_			0		_	_			1
Tota	als	1	84	1	0	86	1	0	0	0	1	. 0	85	1	. 0	86	0	0	1	. 0	1	174	i

#### **Peak Hour Heavy Vehicle Volume Summary**

	ait from r	,				• • • • • • • • • • • • • • • • • • • •	<u>,                                  </u>															
				¥					+					<b>1</b>					<b>→</b>			
Hou	ırly		Fr	om No	orth			F	rom E	ast			Fr	om So	outh			Fr	om W	/est		Total
Tim	e Period		N	1st Str	reet			М	ifflin St	reet			N	1st Str	reet			Deve	lopme	nt DW		Hourly
Star	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	24	1	0	25	0	0	0	0	0	0	23	1	0	24	0	0	1	0	1	50
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	18

# 15-Minute Heavy Vehicle Percentages

#### N 1st Street and Mifflin Street

15-Minute Heavy Vehicle Percentages

 Count Basics
 Page 10 of 13

 Start Date:
 Wednesday, March 17, 2021
 Weekday
 Schools in Session

 Total Number of Hours Counted: 6
 Non-Holiday
 No Special Events

15-N	/linute	,	Froi	<b>↓</b> m No				Fr	<b>←</b> om Ea	ast			Fr	↑ om Sc	uth			Fr	→ rom W	'est		Total Heavy	Hourly Heavy
Time	e Period		N 1	st Str	eet			Mif	flin Stı	reet			N	1st Sti	reet			Deve	elopme	nt DW		Vehicle	Vehicle
Star	t Time	Right		Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
	6:00 AM	0.0	7.9	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	6.8	5.8
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.1	0.0	0.0	12.1	0.0	0.0	0.0	0.0	0.0	6.5	5.5
	6:30 AM	0.0	3.5	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0		0.0	0.0	2.4	6.0
	6:45 AM 7:00 AM	0.0	10.6	0.0	0.0	10.6	0.0	0.0	0.0	0.0	0.0	0.0	6.7 4.9	0.0	0.0	6.7 4.9	0.0	0.0		0.0	0.0	8.7 5.5	8.2 7.8
рс	7:15 AM	0.0	6.2 5.3	0.0	0.0	6.2 5.3	0.0	0.0	0.0	0.0	0.0	0.0	9.9	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	7.6	7.5
Period	7:30 AM	0.0	9.5	50.0	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	10.4	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	10.1	7.8
	7:45 AM	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	0.0	0.0	7.5	100.0	0.0	8.5	0.0	0.0	0.0	0.0	0.0	7.1	7.6
Peak	8:00 AM	0.0	7.9	0.0	0.0	7.9	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.4	0.0	0.0		0.0	100.0	5.1	7.7
	8:15 AM	0.0	7.4	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	10.5	0.0	0.0	10.3	0.0	0.0		0.0	0.0	8.7	
AM	8:30 AM 8:45 AM	0.0	12.2 5.2	0.0	0.0	12.2 5.2	0.0	0.0	0.0	0.0	0.0	0.0	5.8 11.0	0.0	0.0	5.7 10.8	0.0	0.0	0.0	0.0	0.0	9.2 7.6	ı <b>—</b> —
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
	10:15 AM 10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	ı <b>—</b> —
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
po	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Period	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Peak	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	12:00 PM 12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Widday	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Viic	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
'	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	1:30 PM 1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	ı <del></del>
	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	l <del>                                    </del>
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	2:45 PM 3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	3.1
	3:15 PM	0.0	3.1	0.0	0.0	3.1 3.7	0.0	0.0	0.0	0.0	0.0	0.0	2.0 3.7	0.0	0.0	1.9 3.6	0.0	0.0		0.0	0.0	2.5 3.6	2.5
	3:30 PM	0.0	4.5	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.6	0.0	0.0		0.0	0.0	3.4	2.1
	3:45 PM	0.0	3.1	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	2.7	1.7
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
	4:15 PM 4:30 PM	100.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.4	0.0	0.0		0.0	0.0	2.2	2.1
	4:45 PM	0.0	0.0 2.6	0.0	0.0	0.0 2.6	0.0	0.0	0.0	0.0	0.0	0.0	2.9 0.8	0.0	0.0	2.9 0.8	0.0	0.0		0.0	0.0	1.8 1.6	1.9
	5:00 PM	0.0	4.8	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.4	0.0	0.0		0.0	0.0	2.8	1.9
iod	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.3	0.0	0.0		0.0	0.0	1.2	
Period	5:30 PM	0.0	2.2	0.0	0.0	2.2	33.3	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	1.5	
×	5:45 PM	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	0.0	0.0		0.0	0.0	2.1	ı <b>—</b> —
Pea	6:00 PM 6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	<del>                                   </del>
M	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	_	0.0	0.0	0.0		0.0	0.0	0.0	
P	6:45 PM	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0						0.0		0.0		0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		_	0.0	0.0	0.0		0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	ı
	7:30 PM 7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0		_	0.0	0.0	0.0		0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0					0.0	0.0	0.0		0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	ı
	9:00 PM 9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	l
	9:45 PM	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	Į
Tota	ıls	33.3	4.2	12.5	0.0	4.2	4.3	0.0	0.0	0.0	2.0	0.0	4.0	16.7	0.0	3.9	0.0	0.0	33.3	0.0	10.0	4.1	l

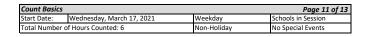
#### **Peak Hour Heavy Vehicle Percentages Summary**

	aix 110 ai 1	,	• • • • • • • • • • • • • • • • • • • •			<b>4500 00</b>		. ,														
				¥					+					<b>1</b>					<b>→</b>			Hourly
Ηοι	ırly		Fre	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	est		Heavy
Tim	e Period		N	1st Str	eet			Mi	fflin St	reet			N	1st Str	eet			Deve	lopme	nt DW		Vehicle
Star	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:15 AM	0.0	7.2	50.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	7.5	33.3	0.0	7.6	0.0	0.0	100.0	0.0	50.0	7.5
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:30 PM	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.9

# 15-Minute Pedestrian and Bicyclist Data

#### N 1st Street and Mifflin Street

#### 15-Minute Pedestrian and Bicyclist Data





15-	Minute	Cr North App		-	Cre East App	ossing oroach	1	Cro South App	ossing oroach 🚁		Cre West App	ossing oroach	F	
	ne Period		1st Street			fflin Street			1st Street			lopment DW		15-Min
Sta	rt Time	Pedestrian	_	Total		Bicyclist	Total	Pedestrian	•	Total	Pedestrian	•		Totals
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	2	0	2	0	0	0	0	0	0	2
_	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Period	7:15 AM	0	Ö	0	0	0	0	0	0	0	0	0	0	0
ē	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
<u> </u>	8:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
Ā	8:30 AM 8:45 AM	0	0	0 1	0 1	0	0	0	0	0	0	0	0	0
`	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	Ö	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
g	10:45 AM 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Period	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Pe	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Š	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Midday	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
₹	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<	1:00 PM 1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 PM	0	Ö	Ö	0	0	Ö	0	0	0	Ö	0	Ö	0
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	2	1	3	0	0	0	0	0	0	3
	3:15 PM 3:30 PM	0	0	0	1	0	1	3	0	3	0	0	0	4
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	1	1	0	1	0	0	0	0	0	0	2
	4:15 PM	2	0	2	5	1	6	0	0	0	0	0	0	8
	4:30 PM	0	0	0	0	0	0	1	Ö	1	0	Ö	0	1
	4:45 PM	1	0	1	2	0	2	1	0	1	0	0	0	4
0	5:00 PM	0	0	0	2	0	2	0	0	0	0	0	0	2
5	5:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
Period	5:30 PM 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak I	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Pec	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Ē	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Ž	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM 8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	als	6	0	6	19	2	21	5	0	5	0	0	0	32

#### **Special Pedestrians**

Special redestrialis		1		1	1	1
Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	х					
Elementry School Age Children	х					
Visually Impaired (white cane/helper dog)	х					
Elderly/Disabled (except wheelchairs)	х					
Wheelchairs/Electric Scooters	х					
Other (None)	х					

# 15-Minute Adult & Children Count (Manual Entry)

Count Basics
Start Date: Wednesday, March 17, 2021
Total Number of Hours Counted: 6

Weekday Non-Holiday

Page 12 of 13
Schools in Session
No Special Events

### N 1st Street and Mifflin Street

15-Minute Adult & Children Pedestrian Data



		Cro	ossing 🛨		Cro	ossing	1	Cro	ossing		Cro	ossing			
15-	Minute	North App	roach		East App	roach	į.	South App	roach 🚁		West App	roach 🗼			
Tim	ne Period	N	1st Street		Mi	fflin Street		N	1st Street		Deve	lopment DW	'	15-Min	Hourly
Sta	rt Time	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	Sum
	6:00 AM	0		0	0		0	0		0	0		0	0	2
	6:15 AM 6:30 AM	0	<b></b>	0	0		0	0		0	0		0	0	2
	6:45 AM	0		0	2		2	0		0	0		0	2	2
7	7:00 AM	0		0	0		0	0		0	0		0	0	0
riod	7:15 AM	0		0	0		0	0		0	0		0	0	0
Peri	7:30 AM	0		0	0		0	0		0	0		0	0	1
	7:45 AM 8:00 AM	0		0	0	<b></b>	0	0		0	0		0	0	3
Peak	8:15 AM	0		0	1		1	0		0	0		0	1	3
AM	8:30 AM	0		0	0		0	0		0	0		0	0	2
₹	8:45 AM	1		1	1		1	0		0	0		0	2	2
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM 9:45 AM	0	<b></b>	0	0	<b></b>	0	0	<b>——</b>	0	0	<b></b>	0	0	0
	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
P	10:45 AM	0		0	0		0	0		0	0		0	0	0
ri	11:00 AM	0		0	0		0	0		0	0		0	0	0
Period	11:15 AM 11:30 AM	0		0	0		0	0		0	0		0	0	0
Peak	11:45 AM	0		0	0	<del>                                     </del>	0	0		0	0		0	0	0
) G	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
lg	12:30 PM	0		0	0		0	0		0	0		0	0	0
Midday	12:45 PM	0		0	0		0	0		0	0		0	0	0
<	1:00 PM 1:15 PM	0		0	0	<b></b>	0	0		0	0		0	0	0
	1:30 PM	0		0	0	<b></b>	0	0		0	0	<b>—</b>	0	0	0
	1:45 PM	0		0	0		0	0		0	0		0	0	0
	2:00 PM	0		0	0		0	0		0	0		0	0	0
	2:15 PM	0		0	0		0	0		0	0		0	0	2
	2:30 PM	0		0	0		0	0		0	0		0	0	6
	2:45 PM 3:00 PM	0		0	2	<b></b>	2	0		0	0	<b></b>	0	2	7
	3:15 PM	0		0	1		1	3		3	0		0	4	7
	3:30 PM	0		0	1		1	0		0	0		0	1	10
	3:45 PM	0		0	0		0	0		0	0		0	0	10
	4:00 PM	1		1	1		1	0		0	0		0	2	14
	4:15 PM 4:30 PM	2		2	5		5	0		0	0		0	7	14
	4:45 PM	0 1		0	2		2	1		1	0		0	4	<u>8</u> 7
_	5:00 PM	0		0	2		2	0		0	0		0	2	4
Period	5:15 PM	0		0	1		1	0		0	0		0	1	2
er	5:30 PM	0		0	0		0	0		0	0		0	0	2
	5:45 PM	1		1	0		0	0		0	0		0	1	1 0
Peak	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM 6:30 PM	0		0	0		0	0		0	0		0	0	0
PM	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	Ö		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM 8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0	$\vdash$	0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	Ö		0	0		0	0		0	0	
	9:30 PM	0		0	0		0	0		0	0		0	0	l
	9:45 PM	0		0	0		0	0		0	0		0	0	İ
Tot		6	0	6	19	0	19	5	0	5	0	0	0	30	

Count Basics
Start Date: Wednesday, March 17, 2021
Total Number of Hours Counted: 6 Page 13 of 13
Schools in Session
No Special Events Weekday Non-Holiday

# 15-Minute Bicycle Turning Movement Count (Manual Entry)

### N 1st Street and Mifflin Street

Bicyclists

15-Minute Bicycle Data

15-1	Minute		Data Fr	↓ om No	orth			F	<b>←</b> rom E	ast			Fr	↑ om Sc	outh			Fr	om W	est		
	e Period		N	1st Str	eet				ifflin St				N	1st St	reet			Deve	lopme	nt DW		15-Min
	t Time	Right	Thru	Left	U-Tn	Total	Right		Left	U-Tn	Total	Right			U-Tn	Total	Right	Thru	_	U-Tn	Total	Totals
	6:00 AM	Ŭ				0					0	Ŭ				0	Ŭ				0	0
	6:15 AM					0					0					0					0	0
	6:30 AM					0					0					0					0	0
	6:45 AM					0					0					0					0	0
_	7:00 AM					0					0					0					0	0
ġ	7:15 AM					0					0					0					0	0
Peak Period	7:30 AM					0					0	)				0					0	0
ķ	7:45 AM					0					0					0					0	0
ба	8:00 AM					0					0	)				0					0	0
7	8:15 AM					0					0					0					0	0
AM	8:30 AM					0					0					0					0	0
•	8:45 AM					0					0					0					0	0
	9:00 AM					0					0					0					0	0
	9:15 AM 9:30 AM					0					0					0					0	0
	9:30 AM 9:45 AM					0					0					0	-				0	0
	10:00 AM					0					0		<b>-</b>			0		-			0	0
	10:00 AM					0					0		l			0		-			0	0
	10:30 AM					0					0					0					0	0
	10:45 AM					0					0					0					0	0
pc	11:00 AM					0					0					0					0	0
Period	11:15 AM					0					0					0					0	0
Pe	11:30 AM					0					0					0					0	0
Peak	11:45 AM					0					0					0					0	0
Pe	12:00 PM					0					0					0					0	0
3	12:15 PM					0					0					0					0	0
ğ	12:30 PM					0					0					0					0	0
Midday	12:45 PM					0					0					0					0	0
_	1:00 PM					0					0					0					0	0
	1:15 PM					0					0					0					0	0
	1:30 PM					0					0					0					0	0
	1:45 PM					0					0					0					0	0
	2:00 PM					0					0					0					0	0
	2:15 PM 2:30 PM					0					0					0					0	0
	2:45 PM					0					0	1				0					0	0
	3:00 PM					0					0	1				0					0	0
	3:15 PM					0					0		<b>-</b>			0		<b>-</b>			0	0
	3:30 PM					0					0					0					0	0
	3:45 PM					0					0					0					0	0
	4:00 PM					0					0					0					0	0
	4:15 PM					0					0					0					0	0
	4:30 PM					0					0					0					0	0
	4:45 PM					0					0					0					0	0
_	5:00 PM					0					0					0					0	0
į	5:15 PM					0					0					0					0	0
Peak Period	5:30 PM					0					0					0					0	0
ž	5:45 PM					0					0					0					0	0
ea	6:00 PM					0					0					0					0	0
	6:15 PM					0					0					0					0	0
M	6:30 PM					0					0	1				0	-				0	0
	6:45 PM 7:00 PM					0					0					0					0	0
	7:00 PM 7:15 PM										0		-					-			0	
	7:15 PM					0					0					0					0	0
	7:45 PM					0					0		l			0		-			0	0
	8:00 PM					0					0		l			0		-			0	0
	8:15 PM					0					0					0					0	0
	8:30 PM					0					0					0					0	0
	8:45 PM					0					0					0					0	0
	9:00 PM					0					0	4				0					0	0
	9:15 PM					0					0					0					0	0
	9:30 PM					0					0					0					0	0
	9:45 PM				<del>                                     </del>	0					0					0					0	0

0 Peak Hour Bicycle Turning Movement Volume Summary

0

Totals

		,							,													
				¥					+					<b>1</b>					<b>→</b>			
Hou	ırly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	/est		Total
Tim	e Period		N	1st Str	eet			М	ifflin St	reet			N	1st St	reet			Deve	lopme	nt DW		Hourly
Star	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

0

0

0

0 0

Count Basics	Version	n 2013.J4.1	Page 1 of 13
Start Date:	Wednesday, March 17, 2021	Weekday	Schools in Session
Total Number of Hou	ırs Counted: 6	Non-Holiday	No Special Events

# Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

#### Intersection of: E Washington Avenue and N 1st Street

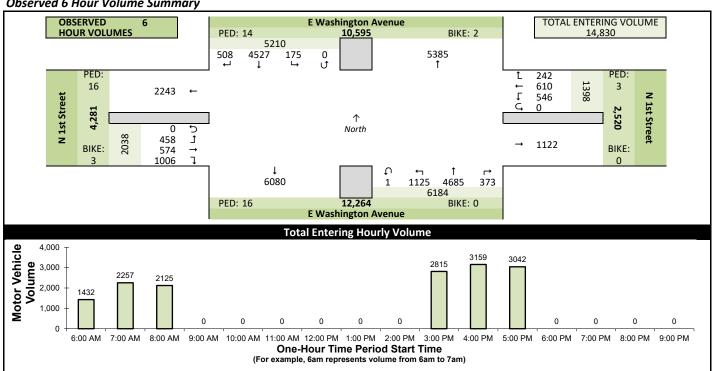
#### Site Information

Site illioilliatio	'11			
Municipality Cit	ty of Madison			
County Da		WisDOT	Γ Region	SW-M
Traffic Control Pa	rtial Stop Control			
Roadway Names		North Directio	n	1
	Washington Avenue			
East Leg N				
South Leg E \	Washington Avenue			
West Leg N	1st Street			
Special Consideration				
Schools In	Session			
Holidays No	one			
Special Events No	one			
Special Pedestrians	Observed			
	Pre-s	chool children	None	
	Elementry school			
	/ impaired (white car			
Eld	lerly/disabled (excep	t wheelchairs)	None	
	Wheelchairs/el	ectric scooters	None	
Other (desci	ribe)	None	None	

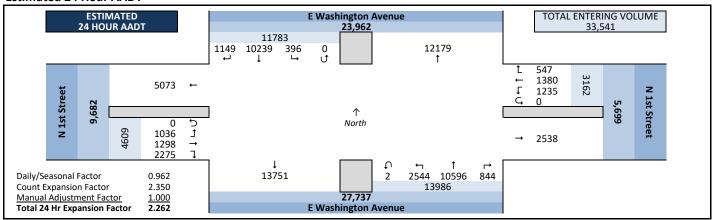
#### **Count Information**

Hrs Counted:	6:00 At	M-9:00 A	M and	3:00 PN	Л-6:00 PM		
1st Day of Co						Weath	her
AM Peak	Period	Thursday	y, Marc	h 18, 20	021	Clear 8	& Dry
Midday Peak							
PM Peak	Period	Wednes	day, M	arch 17	, 2021	Overc	ast & Wet
Calculated Pe	ak Hour	S					
AM	7:15-8:	.15am	MD			PM	4:30-5:30pm
Peak Hours Se	elected f	ior Analy	sis				
	7:15-8:		MD			PM	4:30-5:30pm
Daily/Seas	onal Adj	ustment	Group	(2) Urb	an Arterials & C	ollecto	irs
	Count Ex	xpansion	Group	(2) Urb	an Arterials & C	ollecto	irs
Daily/Seas	onal Adj	ustment	Factor	0.962	Count Exp	pansior	n Factor 2.350
Compan	y Name	TADI				Man	ual Adj. 1.000
Observers	,/	AM Peak	Period	Video (	Count		
	Mide	day Peak	Period				
	ſ	PM Peak	Period	Video (	Count		
Comments	2019 D	OT Seaso	onal Fac	ctors			

#### **Observed 6 Hour Volume Summary**



#### **Estimated 24 Hour AADT**

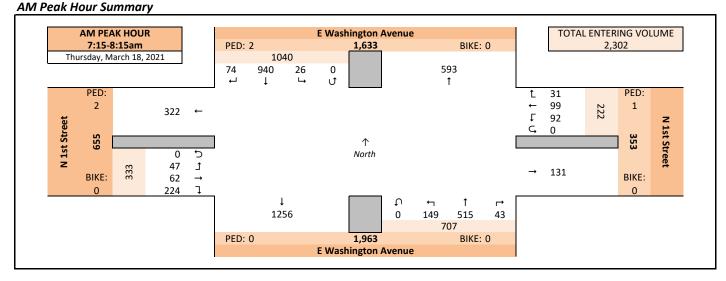


#### **Peak Hour Volume Graphical Summary**

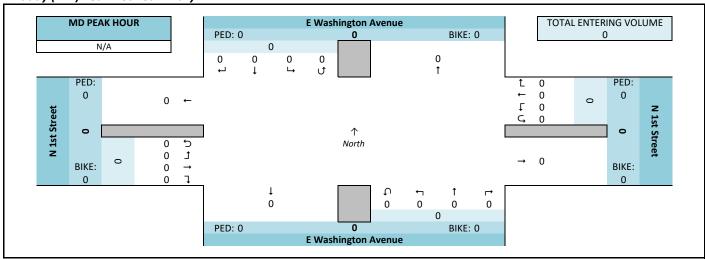
### E Washington Avenue and N 1st Street

# Count Basics Page 2 of 13 Start Date: Wednesday, March 17, 2021 Weekday Schools in Session Total Number of Hours Counted: 6 Non-Holiday No Special Events

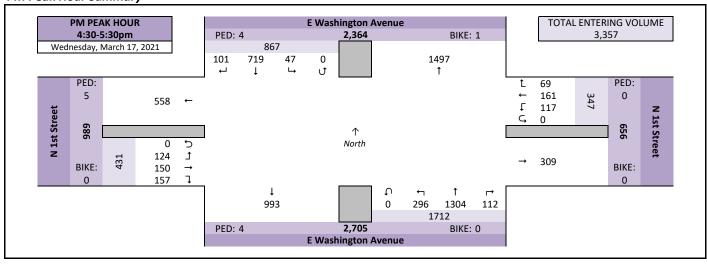




Midday (MD) Peak Hour Summary



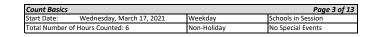
#### PM Peak Hour Summary



# **Peak Hour Volume Summary**

### E Washington Avenue and N 1st Street

Peak Hour Volumes, Truck Percentages, and PHFs





Th	ursday, March 18, 2021		Ero	₩ m No	rth			Er	← om Ea	ct			Ero	↑ m Sou	ıth			Erc	→ om We	nc+		
	AM Peak Hour		E Washi			2			st Stre				Washi		_	e			lst Stre			
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	7:15 AM	27	246	5	0	278	7	30	16	0	53	12	136	41	0	189	56	11	6	0	73	593
1	7:30 AM	17	262	6	0	285	7	11	33	0	51	5	130	39	0	174	55	12	17	0	84	594
身	7:45 AM	18	239	7	0	264	8	28	17	0	53	13	140	38	0	191	67	28	13	0	108	616
Ιž	8:00 AM	12	193	8	0	213	9	30	26	0	65	13	109	31	0	153	46	11	11	0	68	499
Je G	Peak Hour Volume	74	940	26	0	1040	31	99	92	0	222	43	515	149	0	707	224	62	47	0	333	2302
Ē	Rounded Hourly Volume	75	940	25	0	1040	30	100	90	0	220	45	515	150	0	710	225	60	45	0	330	2300
Ā	% Single Unit Trucks	13.5	3.8	15.4	0.0	4.8	9.7	5.1	1.1	0.0	4.1	2.3	8.7	8.1	0.0	8.2	9.4	1.6	0.0	0.0	6.6	6.0
	% Heavy Trucks	0.0	0.1	3.8	0.0	0.2	0.0	1.0	0.0	0.0	0.5	0.0	0.8	0.0	0.0	0.6	0.4	0.0	4.3	0.0	0.9	0.4
	% Trucks (Total)	13.5	3.9	19.2	0.0	5.0	9.7	6.1	1.1	0.0	4.5	2.3	9.5	8.1	0.0	8.8	9.8	1.6	4.3	0.0	7.5	6.5
	Peak Hour Factor (PHF)	0.69	0.90	0.81	0.00	0.91	0.86	0.82	0.70	0.00	0.85	0.83	0.92	0.91	0.00	0.93	0.84	0.55	0.69	0.00	0.77	0.93

N/	A		Fro	<b>↓</b> m No	rth			Fre	<b>←</b> om Ea	st			Fro	<b>↑</b> om Sou	ıth			Fro	→ om We	est		
	MD Peak Hour		E Washi	ngton .	Avenu	е		N 1	Lst Stre	et			E Washi	ington .	Avenu	е		N 1	Lst Stre	et		
_ ⊾	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
10	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
k t	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ea	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
da	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
lid Jid	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

We	dnesday, March 17, 2021		Fro	<b>↓</b> m No	rth			Fre	<b>←</b> om Ea	st			Fro	↑ m Sou	ıth			Fro	→ om We	est		
	PM Peak Hour		E Washi	ngton	Avenu	е		N 1	Lst Stre	et			E Washi	ngton	Avenu	е		N :	Lst Stre	et		
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	4:30 PM	36	172	9	0	217	13	37	26	0	76	21	342	77	0	440	34	20	29	0	83	816
≒	4:45 PM	18	171	11	0	200	16	28	23	0	67	31	320	79	0	430	45	37	33	0	115	812
Įş	5:00 PM	24	163	9	0	196	21	46	32	0	99	31	332	81	0	444	40	43	32	0	115	854
Ιž	5:15 PM	23	213	18	0	254	19	50	36	0	105	29	310	59	0	398	38	50	30	0	118	875
Ja <sub>C</sub>	Peak Hour Volume	101	719	47	0	867	69	161	117	0	347	112	1304	296	0	1712	157	150	124	0	431	3357
ĪĒ	Rounded Hourly Volume	100	720	45	0	865	70	160	115	0	345	110	1305	295	0	1710	155	150	125	0	430	3350
Б	% Single Unit Trucks	2.0	1.9	0.0	0.0	1.8	4.3	0.0	1.7	0.0	1.4	0.0	1.5	2.4	0.0	1.6	3.8	0.0	0.0	0.0	1.4	1.6
	% Heavy Trucks	2.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	1.3	0.0	0.0	0.0	0.5	0.2
	% Trucks (Total)	4.0	1.9	0.0	0.0	2.1	4.3	0.0	1.7	0.0	1.4	0.0	1.8	2.4	0.0	1.8	5.1	0.0	0.0	0.0	1.9	1.8
	Peak Hour Factor (PHF)	0.70	0.84	0.65	0.00	0.85	0.82	0.80	0.81	0.00	0.83	0.90	0.95	0.91	0.00	0.96	0.87	0.75	0.94	0.00	0.91	0.96

#### **Peak Hour Pedestrian and Bicyclist Volumes**

Pe	destrians and Bicyclists	Cr	ossing 🛨		Cr	ossing	1	Cr	ossing		Cr	ossing 🛔	L	Total
	* *	North App	oroach		East App	roach	ı.	South App	oroach 💠		West App	oroach 🗼		Ped &
	<b>K</b> 010	E Washi	ington Avenu	е	N:	lst Street		E Washi	ington Avenu	е	N 1	Lst Street		Bike
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
	7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
18	7:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
	8:00 AM	2	0	2	0	0	0	0	0	0	1	0	1	3
	Total	2	0	2	1	0	1	0	0	0	2	0	2	5
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
_	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
ND N	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	3	0	3	3	0	3	6
	4:45 PM	2	0	2	0	0	0	1	0	1	1	0	1	4
M	5:00 PM	1	1	2	0	0	0	0	0	0	0	0	0	2
	5:15 PM	1	0	1	0	0	0	0	0	0	1	0	1	2
	Total	4	1	5	0	0	0	4	0	4	5	0	5	14

# Hourly Volume Summary - Motor Vehicle Data

#### E Washington Avenue and N 1st Street

**One-Hour Motor Vehicle Data** 

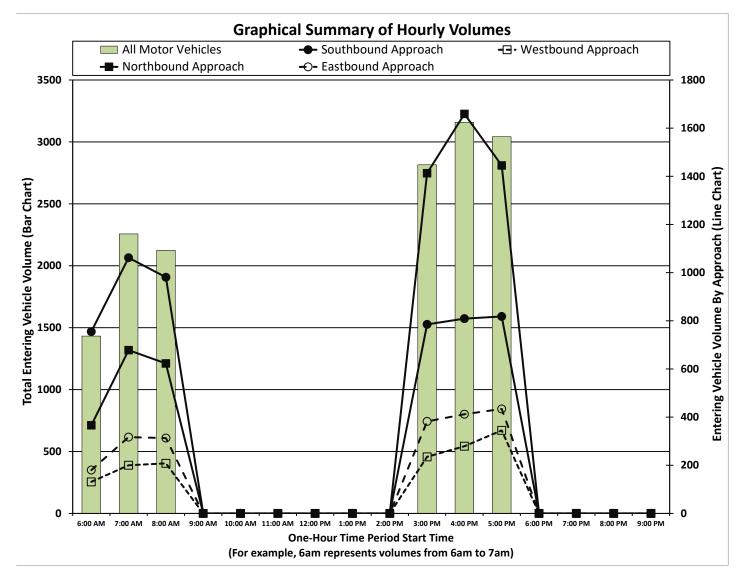
 Count Basics
 Page 4 of 13

 Start Date:
 Wednesday, March 17, 2021
 Weekday
 Schools in Session

 Total Number of Hours Counted: 6
 Non-Holiday
 No Special Events



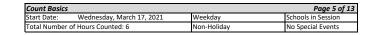
On	e-Hour		Fro	₩ om No	rth			Fr	← om Ea	st			Fro	↑ m Sou	uth			Fro	→ om We	est		Total	Direction	nal
Tin	ne Period	E	Washi	ington	Avenue	;		N :	1st Stre	et			E Washi	ngton	Avenue	9		N 1	Lst Stre	et		Vehicle	Volume	Totals
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	E/W	N/S
	6:00 AM	42	693	20	0	755	17	56	58	0	131	13	247	106	0	366	140	23	17	0	180	1432	311	1121
S	7:00 AM	77	959	26	0	1062	32	83	85	0	200	38	511	129	0	678	214	58	45	0	317	2257	517	1740
A	8:00 AM	89	864	28	0	981	24	82	102	0	208	33	465	125	0	623	165	88	60	0	313	2125	521	1604
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
a	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Z	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	103	658	24	0	785	45	107	83	0	235	76	1089	248	0	1413	174	111	97	0	382	2815	617	2198
	4:00 PM	104	676	29	0	809	53	125	101	0	279	106	1269	283	1	1659	164	120	128	0	412	3159	691	2468
S	5:00 PM	93	677	48	0	818	71	157	117	0	345	107	1104	234	0	1445	149	174	111	0	434	3042	779	2263
Ы	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
To	tals	508	4527	175	0	5210	242	610	546	0	1398	373	4685	1125	1	6184	1006	574	458	0	2038	14830	3436	11394



# 15-Minute Motor Vehicle Data

## E Washington Avenue and N 1st Street

#### 15-Minute Motor Vehicle Data





13	Minute N	notoi	VCIII	<u>T</u>	ıta		ı							_			1				1		_
۱.,	Ainto		Er	<b>₩</b> om N	orth			E	← rom Ea	act			Er	个 om Sc	uith			Er	→ om West				
	∕linute e Period				n Aveni	110			1st Str				E Wash			10			1st Street		15-Min	Hourly	
	t Time	Right	Thru	Left			Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn		Right		Left U-Tr	n Total	Totals	Sum	PHF
	6:00 AM	6	105	4	0	115	3	8	7	0		1	39	16	0	56	29	5		0 38	227	1432	0.84
	6:15 AM	15	187	4			4	18	15	0		1	51	31	0	83	33	6		0 43	369	1659	0.91
	6:30 AM	12	203	4			6		15	0		5		33	0		44	5		0 55	425	1883	0.79
	6:45 AM 7:00 AM	9 15	198 212	8			4 10	13 14	21 19	0		<u>6</u> 8		26 11	0		34 36	7		0 44 0 52	411 454	2052 2257	0.86
po	7:15 AM	27	246	5			7	30	16	0		12	136	41	0		56	11		0 73	593	2302	0.93
Period	7:30 AM	17	262	6			7	11	33	0		5	130	39	0		55	12		0 84	594	2293	0.93
	7:45 AM	18	239	7		264	8	28	17	0		13	140	38	0	191	67	28		0 108	616	2216	0.90
Peak	8:00 AM	12	193	8			9	30	26	0		13	109	31	0		46	11		0 68	499	2125	0.91
	8:15 AM	30	259	7			3	18	31	0		9		30	0		41	22		0 80	584		
AM	8:30 AM 8:45 AM	22 25	209 203	9			6 6		23 22	0		2		28 36	0	155 159	46 32	24 31		0 81 0 84	517 525		$\vdash$
	9:00 AM	0					0		0	0		0		0		139	0			0 0	0		
	9:15 AM	0					0		0	0		0		0		0	0			0 0	_		
	9:30 AM	0					0			0		0		0		0	0			0 0	0		
	9:45 AM	0					0			0		0		0		0	0			0 0	0		ш
	10:00 AM	0			_		0			0		0		0		0				0 0			ш
	10:15 AM 10:30 AM	0					0		0	0		0		0		0	0			0 0 0 0	0		$\vdash$
	10:45 AM	0					0		0	0		0		0		0	0			0 0			$\vdash$
po	11:00 AM	0	0	_			0		0	0		0		0	_	0	0			0 0	0		$\Box$
Period	11:15 AM	0					0		0	0		0		0		0	0			0 0	0		
	11:30 AM	0					0			0		0		0		0	0			0 0			
Peak	11:45 AM	0	0				0		0	0		0		0		0	0			0 0	0		
	12:00 PM 12:15 PM	0					0		0	0		0		0		0	0	0		0 0 0 0	0		
g	12:30 PM	0					0		0	0		0		0		0	0			0 0	0		
Midday	12:45 PM	0					0		0	0		0		0		0	0			0 0			
~	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0		
	1:15 PM	0					0			0		0		0		0	0			0 0	0		
	1:30 PM 1:45 PM	0					0			0		0		0			0			0 0			
	2:00 PM	0	_		_		0	_		0		0	_	0	_					0 0 0 0	0		$\leftarrow$
	2:15 PM	0					0			0		0		0			0			0 0	0		
	2:30 PM	0					0		0	0		0		0						0 0	0		
	2:45 PM	0	0	_	_		0	_	0	0		0		0		0	0			0 0	0		
	3:00 PM	19	171	6			9		14	0		24	269	53	0		44	26		0 97	691	2815	0.92
	3:15 PM 3:30 PM	31 25	166	8	_		18	24	23	0		15 12	242	57	0		29	30		0 79		2879 2992	0.95
	3:45 PM	28	158 163	4			11 7	33 21	26 20	0		25	308 270	67 71	0		58 43	33 22		0 117 0 89	761 700	3047	0.93
	4:00 PM	26	154	4			10	34	26	0		21	321	52	0		36	38		0 107	755	3159	0.97
	4:15 PM	24	179	5			14	26	26	0		33	286	75	1	395	49	25		0 107	776	3258	0.95
	4:30 PM	36	172	9			13	37	26	0		21	342	77	0	440	34	20		0 83	816	3357	0.96
	4:45 PM	18	171	11			16	28	23	0		31	320	79			45	37		0 115	812	3198 3042	0.91
g	5:00 PM 5:15 PM	24 23	163 213	9 18			21 19	46 50	32 36	0		31 29	332 310	81 59	0	444 398	40 38	43 50		0 115 0 118	854 875	3042	0.87
Period	5:30 PM	22	154	9			19	32	24	0		24	231	46	0		34	45		0 101	657		$\vdash$
	5:45 PM	24	147	12			17	29	25	0		23	231	48	0		37	36		0 100	656		$\Box$
Peak	6:00 PM	0			0	0	0	0	0	0	0	0	0	0		0	0	0	0	0 0			
1 P	6:15 PM	0				0	0	0	0	0	0	0	0	0	0	0	0			0 0	0		ш
8	6:30 PM	0					0			0	0	0		0		0	0			0 0	0	-	$\vdash \vdash$
	6:45 PM 7:00 PM	0					0			0		0		0						0 0 0 0			$\vdash\vdash$
	7:15 PM	0					0			0		0		0						0 0			$\vdash$
	7:30 PM	0										_		0						0 0			
	7:45 PM	0					0					0		0						0 0			
	8:00 PM	0					0			0		0		0			_			0 0			Ш
	8:15 PM 8:30 PM	0					0					0		0						0 0		-	$\vdash \vdash$
	8:45 PM	0					0			0		0		0			0			0 0 0 0	0		$\vdash$
	9:00 PM	0					0			0		0		0						0 0			$\vdash$
	9:15 PM	0					0			0		0		0						0 0	0		
	9:30 PM	0			0		0			0		0		0			0			0 0	0		
	9:45 PM	0	_	_	_		0	_	_	0		0	_	0	_					0 0	_		
Tota	ils	508	4527	175	0	5210	242	610	546	0	1398	373	4685	1125	1	6184	1006	574	458	0 2038	14830		

#### **Peak Hour All Vehicle Volume Summary**

				Ψ					+					<b>1</b>					<b>→</b>			
Hou	ırly		Fr	om No	orth			F	rom E	ast			Fre	om So	uth			Fr	om W	est		Total
Tim	e Period		E Wash	nington	Avenu	ie		N	1st Str	eet			E Wash	ington	Avenu	ie		N	1st Str	eet		Hourly
Star	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
ΑM	7:15 AM	74	940	26	0	1040	31	99	92	0	222	43	515	149	0	707	224	62	47	0	333	2302
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	101	719	47	0	867	69	161	117	0	347	112	1304	296	0	1712	157	150	124	0	431	3357

	PHF
	0.93
ı	
ı	0.96

### 15-Minute Automobile Data

#### E Washington Avenue and N 1st Street

# Count Basics Page 6 of 13 Start Date: Wednesday, March 17, 2021 Weekday Schools in Session Total Number of Hours Counted: 6 Non-Holiday No Special Events

# Automobiles (Cars, Light Trucks, & Motorcycles)

#### 15-Minute Automobile Data

Start Time   Right   Time   Left   U-fn   Total	15-1	-Minute A			Tom N				F	<b>←</b> rom E	ast			Fr	↑ om So	uth			Fr	→ om W	/est			
Control   Cont	Tim	e Period		E Was	hingto	n Aven	ue		N	1st Str	eet			E Wash	ningtor	Avenu	ue		N	1st St	eet		15-Min	Hourly
G153 AM 15 179	Staı	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
C-33 AM   12   2000   4   0   216   4   17   15   0   86   5   71   32   0   108   48   5   6   0   54   414										7			1			_			_	Ŭ				1363
Control   Cont																								1585 1789
Property Color																				_				1931
Section   Columbia																							_	2120
\$ 190 AM	po														_	_								2153
Section   1.00	eri	7:30 AM		254				7								0				17	0			2129
\$ 33 0 AM 21 190 4 0 215 5 16 20 0 41 9 100 26 0 135 42 20 9 0 71 462 635 635 635 635 635 635 635 635 635 635																_								2035
\$ 33 0 AM 21 190 4 0 215 5 16 20 0 41 9 100 26 0 135 42 20 9 0 71 462 635 635 635 635 635 635 635 635 635 635	ea																							1946
Company   Comp																								
9:00 AM	٩V							_								_								
9:15 AM																							0	
930 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																							0	
10:15 AM		9:30 AM	0	C	0			0	0			0	0	0	0	0	0	0		0	0		0	
1015 AM			_					_															0	
10.30 AM																							0	
Section   Columbia						_						·						_		_			0	
The color   The						_														_				
No.   Color	pc											0											0	
\$\frac{1}{2}\$\frac	iric			_		_						0			_			_		_			0	
STATE   MATERIAL   STATE   S		11:30 AM				_														_			0	
STATE   MATERIAL   STATE   S	ak		0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	
1230 PM																							_ v	
100 PM	day		_									0											0	
100 PM	idc		_									0											0	
11.5 PM	Σ																_						_	
130 PM																_							0	
200 PM		1:30 PM	0					0	0				0				0					0	0	
215 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0	C																			0	
230 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				_		_		_							_	_								
Name						_																	0	
3:00 PM 19 160 6 0 185 9 29 13 0 51 24 257 50 0 331 42 25 26 0 93 660 315 PM 31 158 8 0 197 17 24 23 0 64 15 237 52 0 304 26 30 20 0 76 641 33:15 PM 31 158 8 0 197 17 24 23 0 64 15 237 52 0 304 26 30 20 0 76 641 33:45 PM 27 160 6 0 193 7 21 20 0 48 25 264 69 0 358 41 21 23 0 85 684 40 PM 27 160 6 0 193 7 21 20 0 48 25 264 69 0 358 41 21 23 0 85 684 40 PM 26 151 4 0 181 10 34 26 0 70 20 316 52 0 388 34 38 32 0 104 743 43 PM 34 169 9 0 212 12 37 26 0 65 32 283 71 1 387 48 25 32 0 105 761 430 PM 34 169 9 0 212 12 37 26 0 75 21 335 75 0 431 34 20 29 0 83 801 345 PM 18 165 11 0 194 16 28 23 0 67 31 317 78 0 426 42 37 33 0 112 799 550 PM 23 161 9 0 193 20 46 31 0 97 31 325 79 0 435 35 43 32 0 110 835 550 PM 22 151 9 0 182 14 32 24 0 70 24 226 46 0 296 34 44 21 0 99 647 535 50 PM 22 151 9 0 182 14 32 24 0 70 24 226 46 0 296 34 44 21 0 99 667 535 50 PM 24 143 12 0 179 17 29 25 0 71 23 229 47 0 299 33 36 27 0 96 645 650 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																							0	
3:15 PM 31 158 8 0 197 17 24 23 0 64 15 237 52 0 304 26 30 20 0 76 641 33 30 PM 25 154 4 0 183 11 33 25 0 69 11 289 64 0 364 54 33 23 0 110 726 644 00 PM 26 151 4 0 181 10 34 26 0 70 20 316 52 0 388 34 21 21 23 0 85 684 41 00 PM 26 151 4 0 181 10 34 26 0 70 20 316 52 0 388 34 32 0 104 743 12 400 PM 26 151 4 0 181 10 34 26 0 75 21 335 75 0 431 34 20 29 0 83 801 34 45 PM 27 160 6 0 193 20 46 13 0 75 21 335 75 0 431 34 20 29 0 83 801 34 45 PM 27 160 6 10 10 10 10 10 10 10 10 10 10 10 10 10						_									_		_						660	2711
3:30 PM								_															_	2794
No PM   26   151   4   0   181   10   34   26   0   70   20   316   52   0   388   34   38   32   0   104   743   743   7415   75   75   75   75   75   75   75		3:30 PM																						2914
A   15 PM   24   175   5   0   204   14   25   26   0   65   32   283   71   1   387   48   25   32   0   105   761   34   330 PM   34   169   9   0   212   12   37   26   0   75   21   335   75   0   431   34   20   29   0   83   801   34   32   29   0   83   801   34   32   29   0   83   801   34   32   29   0   83   801   34   32   29   0   83   801   34   32   29   0   83   801   34   32   29   0   83   801   34   32   29   0   83   801   34   32   29   20   20   20   20   20   20   2		3:45 PM	27	160	) 6	0	193	7	21	20	0	48	25	264	69	0	358	41	21	23	0	85	684	2989
A   30 PM   34   169   9   0   212   12   37   26   0   75   21   335   75   0   431   34   20   29   0   83   801   34   435 PM   18   165   11   0   194   16   28   23   0   67   31   317   78   0   426   42   37   33   0   112   799   3   31   35   79   0   435   35   43   32   0   110   835   33   30   112   799   3   31   315   79   0   435   35   43   32   0   110   835   33   32   0   110   835   33   30   112   799   3   31   325   79   0   435   35   43   32   0   110   835   33   30   30   30   30   30   30											_					_								3104
4:45 PM						_		_										_						3196
Sign PM																_								3296 3142
S   S   S   S   S   S   S   S   S   S					-																			2988
No.	pc																							2300
No.	eric															_								
Section   Color   Co											_					_								
6:30 PM	pa		0								0	0			0			0	0			0	0	
6.45 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				_		_					_	0			_	0	0	_		_		0	0	
0.45 PM						_					_	0	_		0	0	0			_		0	0	
7:15 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																								
7:30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																								
7:45 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			_			_																		
8:00 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0																_								
8:30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0					0	0	0	0	0	0	0	0	0	0	0				0	0	
8:45 PM         0 </td <td></td>																								
9:00 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0						_												Ŭ						
9:15 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0													_										_ ~	
9:30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0						_		_							_			_					0	
9:45 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0						_												Ŭ					0	
			_										_						_				0	
	Tota		485	_	_			232	600				369		_	1				439	_		14232	

#### **Peak Hour Automobile Volume Summary**

	ak Houl A	ucom	Oblic	TOIG	50		<u> </u>															
				¥					+					<b>1</b>					<b>→</b>			
Но	urly		Fre	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	/est		Total
Tin	ne Period		E Wash	ington	Avenu	ie		N	1st Str	eet			E Wash	ningtor	Avenu	ie		N	1st Str	eet		Hourly
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
ΑN	7:15 AM	64	903	21	0	988	28	93	91	0	212	42	466	137	0	645	202	61	45	0	308	2153
M	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PΝ	4:30 PM	97	705	47	0	849	66	161	115	0	342	112	1281	289	0	1682	149	150	124	0	423	3296

# 15-Minute Single Unit (SU) Truck & Bus Data

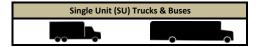
#### E Washington Avenue and N 1st Street

15-Minute Single Unit (SU) Truck & Bus Data

 Count Basics
 Page 7 of 13

 Start Date:
 Wednesday, March 17, 2021
 Weekday
 Schools in Session

 Total Number of Hours Counted: 6
 Non-Holiday
 No Special Events



15-1	Minute		Fre	↓ om No	orth			F	← rom E	ast			Fr	个 om So	outh			Fr	→ om W	/est			
	e Period		E Wash			ue			1st Str						n Avenu	ie		N	1st Sti	reet		15-Min	Hourly
	rt Time	Right	Thru		U-Tn		Right	Thru	Left		Total	Right	Thru	Left			Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM	1	2	0			0					0	6			6	1		0		2	11	6
	6:15 AM	0	7	0			0					0				10	0				0	17	6
	6:30 AM	0	3	0	0	3	2	0	0	0	2	0	3	0	0	3	1	0	0	0	1	9	8.
	6:45 AM	0	10	0			0			_		0	6			9	4				4	24	117
p	7:00 AM	0	5				0					0		2		9	3	0				17	128
Period	7:15 AM	3	6	2			1	4	0			0	11	2	0	13	6		0		6	35	139
	7:30 AM 7:45 AM	<u>3</u>	8 12	0			0	0	1 0	0		0	11 13	5 5	0	17 18	7 4	0	0		/	36 40	168
Peak	8:00 AM	0	10	2			1		0			0	10			10	4		0			28	163
Pe	8:15 AM	4	19	1			0	_				0				18	2		3			49	10.
AM	8:30 AM	1	18	0			0		3			0		2	_	19	4	_	1	0		51	
A	8:45 AM	1	11	0	0	12	0	1	3	0	4	0	13	4	0	17	1	0	1	0	2	35	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0				0					0	0	_		0	0					0	
	9:30 AM	0	0				0	_				0	0		_	0	0		0			0	
	9:45 AM 10:00 AM	0	0				0	_	_				_			0	0			_		0	+
	10:00 AM 10:15 AM	0	0	0			0					0	0			0	0		0			0	
	10:30 AM	0	0	_			0	_					0	_	_	0	0		_			0	-
	10:45 AM	0	0				0						0	_		0	0					0	
po	11:00 AM	0	0	0			0				0	0	0			0	0		0			0	
Period	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0				0						0			0	0					0	
Peak	11:45 AM	0	0				0				0	0	0			0	0				0	0	
	12:00 PM	0	0	0	_		0				0	0	0			0	0		0			0	
Midday	12:15 PM 12:30 PM	0	0	0			0					0	0			0	0		0			0	
lide	12:45 PM	0	0				0						0			0	0					0	
S	1:00 PM	0	0	0		_	0					0	0			0	0					0	
	1:15 PM	0	0				0					0	0			0	0		0			0	
	1:30 PM	0	0				0	0				0	0	0	0	0	0		0			0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 PM	0	0				0						0			0	0					0	
	2:15 PM	0	0				0	_							_	0	0					0	
	2:30 PM 2:45 PM	0	0	0			0	0				0	0			0	0		0		0	0	
	3:00 PM	0	0 11	0			0		0 1			0	0 11	3		14	2		0 1	0	0	30	98
	3:15 PM	0	8	0			0	_				0	5	_		9	3	_	0		3	20	78
	3:30 PM	0	4	0			0		1	0		1	19			23	3	0	3	0	6	34	73
	3:45 PM	1	2	0			0					0				8	2		0		3	14	52
	4:00 PM	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	2	0	1	0	3	10	49
	4:15 PM	0	4	0			0		0			1	3			8	1	-		0		15	55
	4:30 PM	1	3	0			1	0				0				8	0		0			13	54
	4:45 PM 5:00 PM	0	6	0	_		0 1	0				0	<u>1</u>	1	0	2	3		0			11	50
pc	5:00 PM 5:15 PM	1	2	0			1	0				0				9	3 0		0			16 14	45
Period	5:30 PM	0	2	0	_		0			_		0	5		_	5	0		1	0	2	9	
	5:45 PM	0	4	0			0					0	1	1	0	2	4	_	0		4	10	
Peak	6:00 PM	0	0	0			0	_				0		0	_	0	0		_			0	
	6:15 PM	0	0	0			0					0	0			0	0		0			0	
Ма	6:30 PM	0	0				0		_			0				0	0			_			
	6:45 PM	0														0							
	7:00 PM	0	0				0								_	0	_					0	
	7:15 PM 7:30 PM	0	0				0									0						0	-
	7:45 PM	0	0				0									0						0	<b>H</b>
	8:00 PM	0	0													0						0	-
	8:15 PM	0	0				0									0							
	8:30 PM	0	0				0									0						0	
	8:45 PM	0	0				0									0	_					0	
	9:00 PM	0	0	_			0							_		0	_					0	
	9:15 PM	0	0				0	_						_	_	0	0					0	
	9:30 PM 9:45 PM	0	0				0									0	-					0	
<b>.</b>		0	162	_	_		0	_		_		_	_	_	-	250	0			_		5.10	
Tota	ais	20	162	5	0	187	8	8	13	0	29	4	187	59	0	250	60	10	12	0	82	548	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary	Peak Hour Single Unit	(SU) Truck &	<b>Buses Volume Summary</b>
---	-----------------------	--------------	-----------------------------

	ait moan o		7	<del>.</del> .		× 5 45 C		c o	<b></b>	u.,												
				¥					+					<b>1</b>					<b>→</b>			
Ηοι	ırly		Fr	om No	orth			F	rom E	ast			Fr	om Sc	outh			Fr	om W	/est		Total
Tim	e Period		E Wash	ington	Avenu	ıe		N	1st Str	eet			E Wash	ningtor	1 Avenu	ie		N	1st Str	eet		Hourly
Star	rt Time	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume				
AM	7:15 AM	0	50	3	5	1	0	9	1	45	12	0	58	21	1	0	0	22	139			
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM	4:30 PM	2	14	0	16	3	0	2	0	5	0	20	7	0	27	6	0	0	0	6	54	

# 15-Minute Semi-Truck Data

#### E Washington Avenue and N 1st Street

# Count Basics Page 8 of 13 Start Date: Wednesday, March 17, 2021 Weekday Schools in Session Total Number of Hours Counted: 6 Non-Holiday No Special Events

# Semi-Trucks

#### 15-Minute Semi-Truck Data

				υαια Ψ					+					<b>1</b>					<b>→</b>				
L <b>5-</b> I	Minute		Fr	om No	orth			F	rom E	ast			Fr	om So	outh			Fr	om W	/est			
īim	e Period		E Wash	hingtor	1 Avenu	ıe		N	1st Str	reet			E Wash	ningto	n Aven	ue		N	1st Str	reet		15-Min	Hou
itai	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
	6:00 AM	0	0			0	0	0				0	0	0	_		1	. 0		_	2	2	
	6:15 AM	0	1			1	0	0				0					0				0	1	
	6:30 AM 6:45 AM	0	0			0	0	0				·		1			0				0	2	<u> </u>
	7:00 AM	0 1	0	0		1	0	0				0					0		1 0		0	3	$\vdash$
b	7:15 AM	0				0	0	0				0		0			0		_		0	3	
Period	7:30 AM	0			0		0	0				0				_	1	. 0			1	2	
Ğ	7:45 AM	0	1	0			0	1	0			0	0				0				1	3	
Peak	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	
	8:15 AM	0	0			0	0	1	1	0		0	2	0			0				0	4	
ğ	8:30 AM	0	1	0		1	1	0				. 0		0			0				1	4	
`	8:45 AM	0	3				0	0				Ŭ		1	_		0	_			1	6	-
	9:00 AM 9:15 AM	0	0			0	0	0				0	0	0			0				0	0	_
	9:30 AM	0	0			·		0									0				0	0	
	9:45 AM	0	0				0					0		_	_		0	_			0		
	10:00 AM	0	_												_		0		_		0		
	10:15 AM	0				0		0									0		0	0	0		
	10:30 AM	0	0				0	0				·			_		0				0		
	10:45 AM	0						0									0				0		
ğ	11:00 AM	0	0					0				Ŭ		_	_		0	_			0		<u> </u>
rerioa	11:15 AM 11:30 AM	0	0			0	0	0				0			_		0				0		_
	11:45 AM	0	0			-		0									0				0		-
Реак	12:00 PM	0				0	0	0					0	0	_		0				0		
	12:15 PM	0	0			·		0				Ŭ	0	0			0				0		
viiaaay	12:30 PM	0	0			0		0				0					0				0		
Š	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
`	1:00 PM	0	0			0		0									0				0		
	1:15 PM	0	0				0	0				·					0				0		-
	1:30 PM 1:45 PM	0															0				0		-
	2:00 PM	0					_	0						_	_		0	_	_		0		$\vdash$
	2:15 PM	0	0			0	0	0				0			_		0				0		-
	2:30 PM	0	0			0		0						_	_		0	_			0		
	2:45 PM	0	0			0	0	0		0	0	0	0	0	0	0	0	0	0		0	0	
	3:00 PM	0	0			0	0	0				0	1	0	0	1	0	0			0	1	
	3:15 PM	0	0			0	1	0				0					0				0	2	
	3:30 PM	0	0			0	0	0				0	0				1	. 0			1	1	<u> </u>
	3:45 PM	0	1	0		1	0	0				0		_	_		0				1	2	
	4:00 PM 4:15 PM	0	0				0	0						0	_		0	_			0		-
	4:30 PM	1	0				0	0					1	0	_		0				0		
	4:45 PM	0	0				0	0		_				0			0				0		
	5:00 PM	1	0				0	0		_					_		2				2	3	
Period	5:15 PM	0	0	0	0	0	0	0	0	_		0	0	0			0		0	0	0		
er.	5:30 PM	0	1			1	0	0							_		0	_			0		
ž	5:45 PM	0	0			0	0	0				0	1	0			0				0		<u> </u>
Реак	6:00 PM	0	0			0	0	0				0					0				0	0	-
2	6:15 PM 6:30 PM	0	0			0	0	0				0			_		0				0	0	-
٤	6:45 PM	0			·	·	·	0		·	_	·		·	_		0	_	·	_	0	0	
	7:00 PM	0																			0		-
	7:15 PM	0										_			_		_				0		
	7:30 PM	0															0				0		
	7:45 PM	0																			0		
	8:00 PM	0																			0		
	8:15 PM	0						0							_		0	_			0		<b>—</b>
	8:30 PM 8:45 PM	0													_			_			0		-
	9:00 PM	0						0									0				0		-
	9:15 PM	0													_			_			0		Щ
	9:30 PM	0													_			_			0		
	9:45 PM	0	0					0									0				0		
	als	3			0	14				0	5	0				_	5	1	7		13	50	

#### **Peak Hour Semi-Truck Volume Summary**

	ak Hour 3	· · ·	- ack	o cian	.c 5u	y																
				¥					+					<b>1</b>					<b>→</b>			
Но	urly		Fr	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	/est		Total
Tir	ne Period	ıe		N	1st Str	eet			E Wash	ningtor	Avenu	ıe		N	1st Str	eet		Hourly				
Sta	ne Period E Washington Avenue art Time Right Thru Left U-Tn To						Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
A۱	Art Time         Right         Thru         Left         U-Tn         To           1         7:15 AM         0         1         1         0						0	1	0	0	1	0	4	0	0	4	1	0	2	0	3	10
М	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PΝ	4:30 PM						0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	7

# 15-Minute Heavy Vehicle Data

#### E Washington Avenue and N 1st Street

 Count Basics
 Page 9 of 13

 Start Date:
 Wednesday, March 17, 2021
 Weekday
 Schools in Session

 Total Number of Hours Counted: 6
 Non-Holiday
 No Special Events

# Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

#### 15-Minute Heavy Vehicle Data

L5-r	Vinute		Fr	<b>↓</b> om No	orth			F	<b>←</b> rom E	ast			Fr	↑ om Sc	outh			Fı	→ rom W	/est			
Γim	e Period		E Wash	ningtor	1 Aven	ue		N	1st Str	eet			E Wash	ningtor	1 Avenu	ıe		N	1st St	reet		15-Min	Н
Star	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	S
	6:00 AM	1	2	0			0				0	0				6	2	1	1	0		13	L
	6:15 AM	0	8	0			0				0	0		7		10	0					18	L
	6:30 AM 6:45 AM	0		0			2				2	0				5	1					11	ŀ
	7:00 AM	0	11 5	0			0			0	1	0		3 2	0	9	4					27 18	H
þ	7:15 AM	3	6	2			1		0		5	0		2		16	6					38	H
Period	7:30 AM	3	8	1	0		0			0	1	1	11	5	_	17	8					38	T
g	7:45 AM	4	13	0			1	1	0		2	0	13	5		18	4			0		43	ŀ
Peak	8:00 AM	0		2			1	1	0		2	0		0		11	4			0	5	30	ı
	8:15 AM	4	19	1	0	24	0	1	2	0	3	0	15	5	0	20	2	1	3	0	6	53	
Ā	8:30 AM	1	19	0			1	1	3	0	5	0		2		20	4			0	10	55	
٦.	8:45 AM	1	14	0	_		0		3		4	0		5		19	1	_				41	L
	9:00 AM	0	0	0			0				0	0				0	0					0	L
	9:15 AM	0	0	0			0				0	0				0	0					0	L
	9:30 AM 9:45 AM	0		0	_		0		_		0	0				0	0					0	F
	10:00 AM	0					0		_		0	0	_			0	0						ł
	10:00 AM	0		0			0				0	0				0	0						ŀ
	10:30 AM	0	_	0	_		0				0	0				0	0	_					F
	10:45 AM	0					0		_		0					0	0						r
00	11:00 AM	0		0			0				0	0				0	0						l
Period	11:15 AM	0	_	0	_		0				0	0				0	0	_				0	I
	11:30 AM	0					0	0			0	0				0	0					0	
ŝak	11:45 AM	0		0			0				0	0				0	0						
, Pe	12:00 PM	0		_			0		0		0	0				0	0					0	L
ĝ,	12:15 PM	0					0					0				0	0						L
Midday	12:30 PM	0					0				0	0				0	0						F
Ξ	12:45 PM 1:00 PM	0		0			0				0	0				0	0				_		H
	1:15 PM	0		0			0		_		0	0				0	0						H
	1:30 PM	0		0			0				0	0				0	0						H
	1:45 PM	0			_		0				-					0	0						H
	2:00 PM	0					0		_			0	_			0	0						t
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	_	0			0		0		0	0				0	0					0	L
	3:00 PM	0		0	_		0		1	0	1	0		3		15	2			0		31	L
	3:15 PM	0		0	_		1				1	. 0				10	3					22	_
	3:30 PM 3:45 PM	0		0			0				1	1	19	3		23	4					35	-
	4:00 PM	1	3	0	_		0		_		0	0				8	2			0		16	-
	4:00 PM 4:15 PM	0		0			0		0			1	5 3			6 8	2 1	0				12 15	┢
	4:30 PM	2	3	0			1		0		1	0		2		9	0					15	ı
	4:45 PM	0		0			0				0	0				4	3					13	T
	5:00 PM	1	2	0			1				2	0		2		9	5					19	ı
100	5:15 PM	1	3	0	0	4	1	0	1	0	2	0	6			8	0	0	0	0	0	14	
Period	5:30 PM	0	3	0			0		_		0	0				5	0					10	
¥	5:45 PM	0		0			0		_		0	0		1	0	3	4					11	L
Pea	6:00 PM	0		0	_		0		0		0	0		_		0	0					0	L
	6:15 PM 6:30 PM	0		0	_		0		_		0	0				0	0					0	┡
€	6:45 PM	0	Ū	0			0		·			0	_	·		0	0					0	╟
	7:00 PM	0					0									0							┢
	7:15 PM	0			_																		┢
	7:30 PM	0					0					0				0							H
	7:45 PM	0			_		_									0							r
	8:00 PM	0			_																		ı
	8:15 PM	0					0			0	0	0	0			0						0	
	8:30 PM	0			_				_							0							
	8:45 PM	0			_		0					0				0							
	9:00 PM	0			_		0		_			0				0	0	_					L
	9:15 PM	0			_											0							
	9:30 PM	0			_		0					0				0							
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

#### **Peak Hour Heavy Vehicle Volume Summary**

	ak Houl I	cuvy	v cinc		iaiiic	Juiiiii	<u>u.,                                     </u>															
				¥					+					<b>1</b>					<b>→</b>			
Hou	ırly		Fr	om No	orth			F	rom E	ast			Fr	om So	uth			Fr	om W	/est		Total
Tim	e Period		E Wash	ington	Avenu	ıe		N	1st Str	eet			E Wash	ington	Avenu	ie		N	1st Str	eet		Hourly
Star	rt Time Right Thru Left U-Tn Tot						Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	10	37	5	0	52	3	6	1	0	10	1	49	12	0	62	22	1	2	0	25	149
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	4	14	0	0	18	3	0	2	0	5	0	23	7	0	30	8	0	0	0	8	61

# 15-Minute Heavy Vehicle Percentages

#### E Washington Avenue and N 1st Street

15-Minute Heavy Vehicle Percentages

<b>Count Basics</b>			Page 10 of 13
Start Date:	Wednesday, March 17, 2021	Weekday	Schools in Session
Total Number	of Hours Counted: 6	Non-Holiday	No Special Events

/0	Heavy Vehicles	(Single-Unit Trucks,	Buses & Semi-Trucks)
<b>%</b>	<b>%</b>	%	%

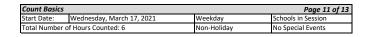
			_	Ψ				_	←_					<b>1</b>				_	<b>→</b>			Total	Hourly
15-N	Minute		Fr	om No	orth				rom E				Fr	om So	uth				rom W			Heavy	Heavy
Time	e Period		E Wash	ingtor	Aven	ue			1st Str	eet				ingtor	Avenu	e			1st Str			Vehicle	Vehicle
Star	t Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn		Right	Thru	Left	U-Tn	Total	Percent	Percent
	6:00 AM	16.7	1.9	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	0.0	10.7	6.9	20.0	25.0	0.0	10.5	5.7	4.8
	6:15 AM	0.0	4.3	0.0			0.0	0.0	0.0	0.0	0.0	0.0		22.6	0.0	12.0	0.0	0.0		0.0	0.0	4.9	4.5
	6:30 AM 6:45 AM	0.0	1.5	0.0	0.0		33.3	0.0	0.0	0.0	5.3	0.0	5.3	3.0	0.0	4.4	2.3	0.0	0.0	0.0	1.8	2.6	5.0 5.9
	7:00 AM	0.0 6.7	5.6 2.4	0.0	0.0		0.0	0.0	4.8 0.0	0.0	2.6 0.0	0.0		11.5 18.2	0.0	7.9 7.3	11.8 8.3	14.3 0.0	33.3 0.0	0.0	13.6 5.8	6.6 4.0	6.1
po	7:15 AM	11.1	2.4	40.0	0.0		14.3	13.3	0.0	0.0	9.4	0.0		4.9	0.0	8.5	10.7	0.0	0.0	0.0	8.2	6.4	6.5
Period	7:30 AM	17.6	3.1	16.7	0.0		0.0	0.0	3.0	0.0	2.0	20.0	8.5	12.8	0.0	9.8	14.5	0.0		0.0	9.5	6.4	7.2
	7:45 AM	22.2	5.4	0.0	0.0	6.4	12.5	3.6	0.0	0.0	3.8	0.0	9.3	13.2	0.0	9.4	6.0	3.6	7.7	0.0	5.6	7.0	8.2
Peak	8:00 AM	0.0	5.2	25.0	0.0		11.1	3.3	0.0	0.0	3.1	0.0	10.1	0.0	0.0	7.2	8.7	0.0	9.1	0.0	7.4	6.0	8.4
	8:15 AM	13.3	7.3	14.3	0.0		0.0	5.6	6.5	0.0		0.0	_	16.7	0.0	12.8	4.9	4.5		0.0	7.5	9.1	
AM	8:30 AM	4.5	9.1	0.0	0.0		16.7	5.9	13.0	0.0		0.0		7.1	0.0	12.9	8.7	16.7	18.2	0.0	12.3	10.6	
	8:45 AM 9:00 AM	4.0 0.0	6.9 0.0	0.0	0.0		0.0	5.9 0.0	13.6 0.0	0.0	8.9 0.0	0.0		13.9	0.0	11.9 0.0	3.1 0.0	0.0	9.5 0.0	0.0	3.6 0.0	7.8 0.0	
	9:15 AM	0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	_	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	10:00 AM	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	.
a	10:45 AM 11:00 AM	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	.
Period	11:15 AM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	_	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Peak	11:45 AM	0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Ье	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
αλ	12:15 PM	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Midday	12:30 PM	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Ž	12:45 PM	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	1:00 PM 1:15 PM	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	3.7
	3:00 PM 3:15 PM	0.0	6.4 4.8	0.0	0.0		0.0 5.6	0.0	7.1	0.0	1.9 1.5	0.0		5.7 8.8	0.0	4.3 3.2	4.5 10.3	3.8	3.7 0.0	0.0	4.1 3.8	4.5 3.3	3.0
	3:30 PM	0.0	2.5	0.0			0.0	0.0	3.8	0.0		8.3	6.2	4.5	0.0	5.9	6.9	0.0		0.0	6.0	4.6	2.6
	3:45 PM	3.6	1.8	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		2.8	0.0	2.2	4.7	4.5	4.2	0.0	4.5	2.3	1.9
	4:00 PM	0.0	1.9	0.0	0.0		0.0	0.0	0.0	0.0	0.0	4.8	1.6	0.0	0.0	1.5	5.6	0.0		0.0	2.8	1.6	1.7
	4:15 PM	0.0	2.2	0.0	0.0	1.9	0.0	3.8	0.0	0.0	1.5	3.0	1.0	5.3	0.0	2.0	2.0	0.0	3.0	0.0	1.9	1.9	1.9
	4:30 PM	5.6	1.7	0.0	0.0		7.7	0.0	0.0	0.0	1.3	0.0		2.6	0.0	2.0	0.0	0.0		0.0	0.0	1.8	1.8
	4:45 PM	0.0	3.5	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		1.3	0.0	0.9	6.7	0.0		0.0	2.6	1.6	1.8
p	5:00 PM 5:15 PM	4.2	1.2 1.4	0.0	0.0		4.8 5.3	0.0	3.1 2.8	0.0	2.0 1.9	0.0		2.5 3.4	0.0	2.0	12.5 0.0	0.0		0.0	4.3 0.0	2.2 1.6	1.8
Period	5:30 PM	0.0	1.4	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	1.7	0.0	2.2	4.5	0.0	2.0	1.5	
_	5:45 PM	0.0	2.7	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		2.1	0.0	1.0	10.8	0.0		0.0	4.0	1.7	.
Peak	6:00 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
M	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0		0.0	0.0	0.0	. —
	7:00 PM 7:15 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	. —
	7:15 PM 7:30 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	. —
	7:45 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0		0.0	0.0	0.0	.
	8:00 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0		0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0	_	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	.
	9:00 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0		0.0		0.0	0.0	0.0		0.0	0.0	0.0	
	9:15 PM 9:30 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	i
	9:30 PM 9:45 PM	0.0	0.0	0.0			0.0	0.0	0.0	0.0						0.0	0.0	0.0		0.0	0.0	0.0	i
Tota		4.5	3.8	3.4			4.1	1.6	2.6	0.0				5.5		4.3	6.5	1.9		0.0	4.7	4.0	i
1010	AI J	4.3	٥.٥	J.4	0.0	3.5	4.1	1.0	۷.0	0.0	2.4	1.1	4.3	ر. ی	0.0	4.3	0.5	1.5	4.1	0.0	4.7	4.0	

	an mount	·cu·,			•	45C3 G 4		٠,														
				¥					+					<b>1</b>					<b>→</b>			Hourly
Но	urly		Fre	om No	orth			F	rom E	ast			Fre	om So	uth			Fr	om W	est		Heavy
Tir	ne Period E Washington Avenue					ie		N	1st Str	eet			E Wash	ington	Avenu	ie		N	1st Str	eet		Vehicle
Sta	rt Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
A۱	17:15 AM 13.5 3.9 19.2 0.0				5.0	9.7	6.1	1.1	0.0	4.5	2.3	9.5	8.1	0.0	8.8	9.8	1.6	4.3	0.0	7.5	6.5	
MI	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PΝ	4:30 PM	4.0	1.9	0.0	0.0	2.1	4.3	0.0	1.7	0.0	1.4	0.0	1.8	2.4	0.0	1.8	5.1	0.0	0.0	0.0	1.9	1.8

# 15-Minute Pedestrian and Bicyclist Data

#### E Washington Avenue and N 1st Street

# 15-Minute Pedestrian and Bicyclist Data





Time Period   E Washington Avenue   N 1st Street   E Washington Avenue   Start Time   Pedestrian   Bicyclist   Total   Pedestrian   Bicyclist   Pedestrian   Bicyclist   Pedestrian   Bicyclist   Pedestrian   Pedestrian   Pedestrian   Pedestrian   Pedestrian   Ped	0 0 0 0 0 0	0 0 0 1 0	15-Min Totals 0 1 0 6	Hourly Sum
Time Period   E Washington Avenue   N 1st Street   E Washington Avenue   Start Time   Pedestrian   Bicyclist   Total   Pedestrian   Bicyclist   Pedestrian   Bicyclist   Total   Pedestrian   Bicyclist   Total   Pedestrian   Bicyclist   Pedestrian   Bicyclist   Pedestrian   Bicyclist   Pedestrian   Bicyclist   Pedestrian   Bicyclist   Pedestrian   Pedestrian   Bicyclist   Pedestrian   Pedes	N 1st Street trian Bicyclist	0 0 0 1 0	Totals 0 1 0	Sum
Time Period   E Washington Avenue   N 1st Street   E Washington Avenue   Start Time   Pedestrian   Bicyclist   Total   Pedestrian   Bicyclist   Pedestrian   Bicyclist   Pedestrian   Pedestrian   Bicyclist   Total   Pedestrian   Pedest	trian Bicyclist	0 0 0 1 0	Totals 0 1 0	Sum
Start Time   Pedestrian   Bicyclist   Total   Pedestrian   Bicyclist   Pedestrian   Bicyclist   Pedestrian   Pedestrian	trian Bicyclist	0 0 0 1 0	Totals 0 1 0	Sum
6:00 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 1 0	0 1 0	
6:15 AM 0 0 0 0 0 0 0 1 0 1 0 1 0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 1 0	1	
6:30 AM	0 0 0 0 0	0 1 0	0	
6:45 AM 3 0 3 2 0 2 0 0 0 1 1 7:00 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0	1 0		<b>∤</b>
7:00 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	0		1 -
7:15 AM 0 0 0 0 0 0 0 0 0 1 1 330 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	_	0	1
	0	1	1	
	0	0	0	
2 0.00 414		0	1	
8:00 AM 2 0 2 0 0 0 0 0 0 1	0	1	3	10
8:00 AM 2 0 2 0 0 0 0 0 0 1 8:15 AM 0 0 0 0 0 0 1 1 0 1		1	2	
8:30 AM 0 0 0 0 0 0 1 0 1 1 8:45 AM 1 0 1 0 1 0 1 1		1	2	
₹ 8:45 AM 1 0 1 0 0 0 1 1 1	0	1	3	
9:00 AM 0 0 0 0 0 0 0 0 0 0	0	0	0	
9:15 AM 0 0 0 0 0 0 0 0 0 0		0	0	
9:30 AM 0 0 0 0 0 0 0 0 0 0 0		0	0	
9:45 AM 0 0 0 0 0 0 0 0 0 0		0	0	
10:00 AM 0 0 0 0 0 0 0 0 0 0		0	0	
10:15 AM 0 0 0 0 0 0 0 0 0 0 0		0	0	1 📖
10:30 AM 0 0 0 0 0 0 0 0 0 0 0 0		0	0	1 —
<b>D</b> 10:45 AM 0 0 0 0 0 0 0 0 0 0 0 0		0	0	1 I
5 11:00 AM 0 0 0 0 0 0 0 0 0 0		0	0	4 I—
5 11:00 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0	0	<b>1</b>
		0	0	1 —
11:45 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0	0	
		0	0	
<b>5</b> 12:15 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0	0	<b>I</b>
5 12:15 PM         0         0         0         0         0         0         0         0           12:30 PM         0		0	0	<b>I</b>
1:00 PM 0 0 0 0 0 0 0 0 0 0 0 0		0	0	<b>1</b> ├──
1:15 PM 0 0 0 0 0 0 0 0 0 0 0 0		0	0	1 -
1:30 PM 0 0 0 0 0 0 0 0 0 0 0		0	0	1 -
1:45 PM 0 0 0 0 0 0 0 0 0		0	0	1 <del>                                    </del>
2:00 PM 0 0 0 0 0 0 0 0 0		0	0	1 H
2:15 PM 0 0 0 0 0 0 0 0 0 0 0		0	0	l
2:30 PM 0 0 0 0 0 0 0 0 0 0 0	0	0	0	1
2:45 PM 0 0 0 0 0 0 0 0 0 0	0	0	0	
3:00 PM 0 0 0 0 0 0 0 0 0 0 0	0	0	0	1
3:15 PM 1 0 1 0 0 0 0 0 0 0		1	2	1
3:30 PM 1 0 1 0 0 0 3 0 3 0		1	5	1
3:45 PM 0 0 0 0 0 0 0 0 0 1		1	1	1
4:00 PM 0 0 0 0 0 0 4 0 4 3		3	7	2
4:15 PM 2 1 3 0 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1		0	4	1
4:30 PM 0 0 0 0 0 0 3 0 3 3 4:45 PM 2 0 2 0 0 0 1 0 1 1		3	6	1
5:00 PM 1 1 1 2 0 0 0 0 0 0 0 0 0		1	4	1
5:00 PM		0	2	<b>!</b>
5:15 PM 1 0 1 0 0 0 0 0 0 1 5 5 30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1	2	2	1 —
		0	0	1 —
6:00 PM 0 0 0 0 0 0 0 0		0	0	1 一
6:15 PM 0 0 0 0 0 0 0 0 0 0 0		0	0	1 🖯
		0	0	1 —
6:30 PM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0	0	1 —
7:00 PM 0 0 0 0 0 0 0 0 0 0 0		0	0	1 🗀
7:15 PM 0 0 0 0 0 0 0 0 0 0		0	0	1
7:30 PM 0 0 0 0 0 0 0 0 0 0 0		0	0	1
7:45 PM 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0	
8:00 PM 0 0 0 0 0 0 0 0 0 0 0	0	0	0	
8:15 PM 0 0 0 0 0 0 0 0 0 0	0	0	0	
8:30 PM 0 0 0 0 0 0 0 0 0 0 0 0		0	0	
8:45 PM 0 0 0 0 0 0 0 0 0 0 0	0	0	0	
9:00 PM 0 0 0 0 0 0 0 0 0 0		0	0	
9:15 PM 0 0 0 0 0 0 0 0 0 0 0		0	0	1
9:30 PM 0 0 0 0 0 0 0 0 0 0 0		0	0	1
9:45 PM 0 0 0 0 0 0 0 0 0 0 0		0	0	1
Totals 14 2 16 3 0 3 16 0 16 1	3	19	54	1

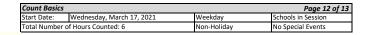
#### **Special Pedestrians**

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	Х					
Elementry School Age Children	х					
Visually Impaired (white cane/helper dog)	х					
Elderly/Disabled (except wheelchairs)	х					
Wheelchairs/Electric Scooters	х					
Other (None)	х					

# 15-Minute Adult & Children Count (Manual Entry)

#### E Washington Avenue and N 1st Street

15-Minute Adult & Children Pedestrian Data





				•		ossing	<b></b>		ossing			ossing	Ы		
	Minute	North App			East App		÷	South App			West App	roach 🗼			
	ne Period		ington Aven	ue		1st Street			ington Aven			1st Street		15-Min	Hourly
Sta	rt Time	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children		Totals	Sum
	6:00 AM 6:15 AM	0		0	0		0	0		0	0		0	0	7
	6:30 AM	0		0	0		0	0		0	0		0	0	7
	6:45 AM	3		3	2		2	0		0	1		1	6	7
P	7:00 AM	0		0	0		0	0		0	0		0	0	2
riod	7:15 AM	0		0	0		0	0		0	1		1	1	5
Peri	7:30 AM 7:45 AM	0		0	0		0	0		0	0		0	0	6
ak	8:00 AM	2		2	0		0	0		0	0 1		0	3	10
Peak	8:15 AM	0		0	0		0	1		1	1		1	2	7
AM	8:30 AM	0		0	0		0	1		1	1		1	2	5
A	8:45 AM	1		1	0		0	1		1	1		1	3	3
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM 9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
	10:00 AM	0		0	Ö		0	Ö		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
poi	10:45 AM 11:00 AM	0	-	0	0	-	0	0	-	0	0		0	0	0
Peric	11:15 AM	0		0	0		0	0	<b>-</b>	0	0		0	0	0
9	11:30 AM	0		0	0		0	0		0	0		0	0	0
Peak	11:45 AM	0		0	0		0	0		0	0		0	0	0
Pe	12:00 PM	0		0	0		0	0		0	0		0	0	0
idday	12:15 PM 12:30 PM	0		0	0		0	0		0	0		0	0	0
ig	12:45 PM	0		0	0		0	0		0	0		0	0	0
Z	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
	1:45 PM 2:00 PM	0		0	0		0	0		0	0		0	0	0
	2:15 PM	0		0	0		0	0		0	0		0	0	0
	2:30 PM	0		0	0		0	Ö		0	0		0	0	1
	2:45 PM	0		0	0		0	0		0	0		0	0	5
	3:00 PM	0		0	0		0	0		0	0		0	0	6
	3:15 PM 3:30 PM	1		1	0		0	0		0	0		0	1	13
	3:45 PM	0		0	0		0	3 0		3	0 1		<u>0</u>	4 1	15 17
	4:00 PM	0		0	0		0	4		4	3		3	7	20
	4:15 PM	2		2	0		0	1		1	0		0	3	14
	4:30 PM	0		0	0		0	3		3	3		3	6	13
	4:45 PM 5:00 PM	2		2	0		0	1		1	1		1	4	8
po	5:15 PM	1		1	0		0	0		0	0 1		0	2	3
Period	5:30 PM	0		0	0		0	0		0	1		1	1	1
k P	5:45 PM	0		0	0		0	0		0	0		0	0	0
Peak	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
PM	6:30 PM 6:45 PM	0	<b>-</b>	0	0	-	0	0	<b>-</b>	0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM 8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	
	9:30 PM	0		0	0		0	0		0	0		0	0	
	9:45 PM	0		0	0		0	0		0	0		0	0	
Tot	als	14	0	14	3	0	3	16	0	16	16	0	16	49	

<b>Count Basics</b>			Page 13 of 13
Start Date:	Wednesday, March 17, 2021	Weekday	Schools in Session
Total Number	of Hours Counted: 6	Non-Holiday	No Special Events

# 15-Minute Bicycle Turning Movement Count (Manual Entry)

# E Washington Avenue and N 1st Street

15-Minute Bicycle Data

Bicyclists
<b>્</b>

	Minute		Fre	<b>↓</b> om No				F	<b>←</b> rom E	ast			Fr	↑ om Sc	outh			Fr	→ om W	est_		
m	e Period		E Wash	ington	Avenu	ue		N	1st Str	eet			E Wash	ningtor	ı Avenı	ue		N	1st Str	eet		15-Min
		Right	Thru	Left	U-Tn	Total	Right				Total											
	6:00 AM	J,				0					n	37				0					0	0
	6:15 AM					0					0					0					0	0
	6:30 AM					0					0					Ö					0	0
	6:45 AM					0					0					0					0	0
	7:00 AM					0					0					Ö					0	0
9	7:15 AM					0					0					0					0	0
Period	7:30 AM					0					0					0					0	0
Σ	7:45 AM					0					0					0					0	0
Реак	8:00 AM					0					0					0					0	0
5	8:15 AM					0					0					O					0	0
Ā	8:30 AM					0					0					0	_				0	0
₹	8:45 AM					0					0					0					0	0
	9:00 AM					0					0					0					0	0
	9:15 AM					0					0					0					0	0
	9:30 AM					0					0					0					0	0
	9:45 AM					0					0					0					0	0
Ī	10:00 AM					0	_				0					0	_				0	
	10:15 AM					0					0	1				0					0	0
	10:30 AM					0					0					0					0	0
	10:45 AM					0					0					0					0	0
ğ	11:00 AM					0					0					0					0	0
ž	11:15 AM					0					0	1				0					0	0
Реак Регіоа	11:30 AM					0					0					0					0	0
×	11:45 AM					0					0					0					0	0
ĕ	12:00 PM					0					0					0					0	0
Š	12:15 PM					0					0					0					0	0
wiaaay	12:30 PM					0					0					0					0	0
9	12:45 PM					0					0					0					0	0
2	1:00 PM					0					0					0					0	0
	1:15 PM					0					0					0					0	0
	1:30 PM					0					0					0					0	0
	1:45 PM					0					0					0					0	
	2:00 PM					0	_				0					0					0	0
	2:15 PM					0					0					0					0	0
	2:30 PM					0					0					0					0	0
	2:45 PM					0					0					0					0	0
	3:00 PM					0					0					0					0	0
	3:15 PM					0					0					0	_				0	0
	3:30 PM					0	1				0					0					0	0
	3:45 PM					0					0					0					0	0
	4:00 PM					0					0					0					0	
	4:00 PM					0					0	1				0					0	0
	4:15 PM 4:30 PM					0					0											
	4:45 PM					0					0					0					0	0
	5:00 PM					0					0					0					0	0
ğ	5:00 PM 5:15 PM					0					0											
Peak Perioa	5:15 PM 5:30 PM					·					0					0					0	0
'n	5:30 PM 5:45 PM					0					0					0					0	0
×	6:00 PM										0					0					0	0
16	6:00 PM 6:15 PM					0					0	-				0					0	0
-	6:30 PM					0		-			0	-				0					0	0
Š						0					0					0					0	
ĺ	6:45 PM					0					0					0					0	
	7:00 PM					0					0					0					0	
	7:15 PM					0					0					0					0	
	7:30 PM					0					0					0					0	
	7:45 PM					0					0					0					0	
	8:00 PM					0					0					0					0	
	8:15 PM					0					0					0					0	
	8:30 PM					0					0					0					0	0
	8:45 PM					0					0					0					0	
	9:00 PM					0					0					0					0	
	9:15 PM					0					0					0					0	0
	9:30 PM					0					0					0					0	
ı	9:45 PM					0					0					0					0	0
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Peak Hour Bicycle Turning Movement Volume Summary** 

		,							,													
				¥					+					<b>1</b>					<b>→</b>			
Ηοι	E   Washington   Avenue					F	rom E	ast			Fr	om Sc	outh			Fr	om W	/est		Total		
Tim	Time Period   E Washington Avenue			ıe		N	1st Str	eet			E Wash	ningtor	1 Avenu	ie		N	1st Str	eet		Hourly		
Star	art Time Right Thru Left U-Tn Tot				Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Coverage Count** 

# Wisconsin Department of Transportation

Hourly Traffic Volume Report

2018-Jul-30 to 2018-Aug-01

50 Hour Count - Averages and Graphs Do Not Include All Days

Location	STH 113	SON BTM	E JOHNSON BTWN 1ST & 2ND STS MADISON	2ND STS	MADISO	z											Segment ID	6518		
Site #	131947															Seaso	Seasonal Factor Group	2		
Region	SW															<u> </u>	Daily Factor Group	0 2		
County																A	Axle Factor Group	5 5		
Funct. Class	U Principal Arterial	ial - Other														Grov	Growth Factor Group	0 1		
::	Sun		Mon	2018-07-30	-30	Tues 20	2018-07-31		Wed 201	2018-08-01	F	Thur		Fri			Sat		2018 WisDOT Hourly	lourly
Hour	Pos Dir Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir N	Neg Dir	Total Po	Pos Dir Neg Dir	Dir 7	Total Pos	Pos Dir Neg D	Dir Total	/ Pos Dir	· Neg Dir	Total	Pos Dir Neg Dir	r Total		
<b>00:00</b> -00:29		-				116	116	232	153		315					-		-	00:00-00:29	274
01:00-01:59		1			1	54	42	96	94		154			1		1		1	01:00-01:59	125
<b>02:00</b> -02:59		1			'	09	38	98	53	30	83			-		1		'	02:00-02:59	91
03:00-03:29		1			ı	45	39	84	89	27	95			1		1		1	03:00-03:59	90
<b>04:00</b> -04:59		-			1	107	111	218	93	105	198			-		1		1	04:00-04:59	208
<b>05:00</b> -05:59		ı			ı	283	435	718	282		746			ı		1		1	05:00-05:59	732
65:90-00:90		ı			ı	430		1,416			1,422			ı		1		1	06:00-06:59	1419
<b>07:00</b> -07:59		1			1	870		2,697			2,617			1		1		'	07:00-07:59	2657
08:00-08:59		1	ļ	7	- 00	805		2,066			2,077			-		1		1	08:00-08:59	2072
65:60- <b>00:60</b>		1	1/5	18/		629		1,458			1,521			1		1		1	65:60-00:60	1490
<b>10:00</b> -10:59		1	089	969		776		1,543	718	776 1,	1,494			-		1		'	10:00-10:59	2207
11:00-11:59		1	810	908	1,616	852		1,674	+	+	'					'		'	11:00-11:59	1645
<b>12:00</b> -12:59		1	917	721	1,638	806		1,714	+	1	'			1		1		1	12:00-12:59	1676
<b>13:00</b> -13:59		1	865	711	1,576	881		1,580			1			1		1		1	13:00-13:59	1578
<b>14:00</b> -14:59		-	1,132	722	1,854	1,133		1,928			-			-		-		-	14:00-14:59	1891
<b>15:00</b> -15:59		1	1,436	894		1,494		2,285			1			-		1		1	15:00-15:59	2308
<b>16:00</b> -16:59		1	1,734	1,065		1,833		2,862			1			-		1		1	16:00-16:59	2831
<b>17:00</b> -17:59		-	1,590	1,039		1,636		2,606			•			1		1		1	17:00-17:59	2618
<b>18:00</b> -18:59		ı	978	678	1,656	1,063		1,744			1			ı		1		1	18:00-18:59	1700
<b>19:00</b> -19:59		1	579	428	1,007	780	564	1,344			'			1		1		1	19:00-19:59	1176
<b>20:00</b> -20:59		1	527	426	953	289		1,029			1			1		1		1	20:00-20:59	991
<b>21:00</b> -21:59		ı	440	276	716	200	362	862	+	+	1			ı		1		1	21:00-21:59	789
<b>22:00</b> -22:59		1	297	315	612	331	324	655			1			-		1		1	22:00-22:59	634
<b>23:00</b> -23:59		1	293	226	519			645			1			-		1		1	23:00-23:59	582
Daily Total	-	-	1		'	16,545 1	15,009 3.	31,554	'	'	ı	•	1		-	1	1	'		
,							L	-	L		-								-	
AM Peak	'	•	•	1	•	820		4			2,617	-	•	1	1	1	'	1		
Hour	-	-	-			02:00			02:00	00:00	02:00	-	1		-	-	-	1		
MD Peak	-	1	1,132	908		1,133		1,928	•	1	1	+	1		-	1	-	1		
Hour	-	1	14:00	11:00		14:00		14:00	-	<del> </del>	1	'	1			'	1	-		
FINI FEAK	1 1	1	16.00	16.00	16.00	16.00	16.00	16.00	• •	·				1 1		•		1 1		
Daily Peak	-	•		-	'	1.833		2.862	•							'	<u> </u>	'		
Hour	'		ľ		'	16.00		16.00		-	-	-				'		1		
"lodi % of Total			1	\	1			9.1%	' '	<u> </u>	1 1	' '		1 1	' '	'		' '		
Daily Ave					1			1 215	1	-		-			-	'				
		1				8		2,010		-									_	
Seasonal Fctr			0.931	0.931		0.931	0.931		0.935 0.	0.935										
Daily Fctr			0.957	0.957		0.917	0.917			0.926										
Axle Factor			0.500	0.500		0.500	0.500		0.500 0.	0.500										
Pulse Fctr			2.000	2.000		2.000	2.000			2.000										
Overall Fctr	0.000 0.000		0.891	0.891		0.854	0.854		0.866 0.	0.866	0	0.000 0.000	0(	0.000	00000		0.000 0.000	0		

34% 82% 67%

1060 1460 1242

**2021 TADI TMC** 

32% 47% 59%

1750 1928 1642

53%

avg (4-6)

**Coverage Count** 

Wisconsin Department of Transportation Hourly Traffic Volume Report

2018-Aug-07 to 2018-Aug-09

50 Hour Count - Averages and Graphs Do Not Include All Days

Location	STH 113 NORTH OF EAST WASH MADISON	OF EAST	WASH MAI	DISON												Segment ID	2675		
Site #	131945														Seasc	Seasonal Factor Group			
	SW														Ω	Daily Factor Group	2		
	DANE														7	Axle Factor Group	5		
Funct. Class	U Principal Arterial	al - Other													Gro	Growth Factor Group	1		
:	Sun		Mon			Tues 20	2018-08-07	Wed	ed 2018-08-08	80-8	Thur 2	2018-08-09	60	Fri		Sat		2018 WisDOT Hourly	Hourly
	Pos Dir Neg Dir	Total	Pos Dir N	Neg Dir	Total P		Neg Dir 7	Total Pos Dir	ir Neg Dir	ir <i>Total</i>	Pos Dir	Neg Dir	Total P	Pos Dir Neg Dir	Total	Pos Dir Neg Dir	Total		
<b>00:00</b> -00:26		-			-			-	62 83	92 157	22	16	146		-		-	00:00-00:20	152
01:00-01:59		1			'			-	38 5	59 97	35	53	88		-		1	01:00-01:59	93
<b>02:00</b> -02:59		1			1			1	28 3.	32 60	30	38	89		-		1	02:00-02:59	64
03:00-03:59		-			-			-	24 2.	25 49	33	34	29		-		1	03:00-03:59	28
<b>04:00</b> -04:59		1			1			1	54 7	76 130	47	62	109		1		1	04:00-04:59	120
<b>05:00</b> -05:59		ı			1			-	131 210	.0 341	121	202	323		1		1	05:00-05:59	332
<b>06:00</b> -06:59		1			1			- 3	311 378	8.	315	384	669		-		1	06:00-06:59	694
<b>07:00</b> -07:59		1			ı			- 4	455 794		453	733	1,186		1		1	07:00-07:59	1218
<b>08:00</b> -08:26		1			1			- 4	423 617	1,		587	1,009		1		1	08:00-08:29	1025
<b>09:00</b> -09:29		1			1			- 3				542	973		_		1	09:00-09:29	922
<b>10:00</b> -10:59		1			1			-	435 465	5 900	451	481	932		1		1	10:00-10:59	916
<b>11:00</b> -11:59		1			1			- 4	475 486	961	514	601	1,115		1		1	11:00-11:59	1038
<b>12:00</b> -12:59		1			1			-	468 555	5 1,023	525	269	1,094		1		1	12:00-12:59	1059
<b>13:00</b> -13:59		1			1	241	256	497 4	488 549	9 1,037	515	515	1,030		1		1	13:00-13:59	1034
<b>14:00</b> -14:59		-			1	256		1,084 6	617 547		142	158	300		-		1	14:00-14:59	1274
<b>15:00</b> -15:59		1			1	299		1,265 6		0 1,288			ı		-		1	15:00-15:59	1277
<b>16:00</b> -16:59		1			1	820			842 624	4 1,466			1		1		1	16:00-16:59	1435
<b>17:00</b> -17:59		1			1	780							1		1		1	17:00-17:59	1366
<b>18:00</b> -18:59		1			1	526				1,			1		1		1	18:00-18:59	1082
<b>19:00</b> -19:59		1			1	390	408						1		1		1	19:00-19:59	791
<b>20:00</b> -20:59		1			1	329	374						1		1		'	20:00-20:59	779
<b>21:00</b> -21:59		1			1	280	314						1		1		1	21:00-21:59	635
<b>22:00</b> -22:59		1			'	168	199		_				1		1		1	22:00-22:59	447
		1			'	66	150	249 1					1		-		'	23:00-23:59	289
Daily Total	-	•	•	<u> </u>	'	-	•	- 8,698	98 9,522	2 18,220	•	•	-	-	-	•	•		
				+	f			L				C	707					_	
AIVI PeaK		1	1	'	'	1	'	Ċ	455 794	1,249	453	/33	77:00	•	1	•	'		
MD Peak		' '	' '	+	•	' '	' '					601	1.115	' '			' '		
Hour	1	1	1	1	1	1	1	Ť	7		1	11:00	11:00	1	-	1	1		
PM Peak	1	•	-	-	•	820	598 1,	1,403	842 659		'	•	•	1	-	-	•		
Hour	-	1	1	ı	1	16:00	15:00 1	16:00 16:00	1		ı	1	1	-	_	1	1		
Daily Peak	•	1	•	1	١	1	'	٠	842 794		'	1	•	•	'	•	'		
Hour	1	ı	1	1	1	1	1	- 16:00		`'	ı	1	ı	1	1	1	1		
% of Total	-	1	'	1	1	ı	1	- 9.7	ω	8	1	1	1	-	-	-	1		
Daily Ave	•	-	•	<u> </u>	•	•	•	- 3	362 397	7 759	•	1	-	•	-	•	1		
																		ı	
Seasonal Fctr							0.935	0.935		2	0.935	0.935							
Daily Fctr			+	+	+		0.963	0.926		9	906.0	906.0							
Axle Factor			<u> </u>	+		0.500	0.500	0.500	00 0.500	0,0	0.500	0.500							
Pulse FCtr					1		2.000	2.000			2.000	2.000							
Overall Fctr	0.000 0.000		0.000	0.000			0.900	U.S		٩	0.847	0.847		0.000 0.000		0.000 0.000			

80% 102% 74%

386 603 589

**2021 TADI TMC** 

56%65%62%

816 870 845

63%

avg (4-6)

# DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING DIVISION Madison, Wisconsin

Office_	
Shop	
Field	

# TRAFFIC SIGNAL SEQUENCE/TIMING DATA

INTERSECTION First Street & East Washington Avenue NO. 19

THIS TIMING SET	ON	11-3	-2006					THIS	TIMI	NG C	HAN	GED (	ON			
INTERVAL	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
EB WASHINGTON	R	R	R	G	G	G	Y	R	R	R	R	R	R	R	R	R
EB LT	<b>←</b>	<b>←</b> y	R	R	R	R	R	R	R	R	R	R	R	R	R	R
WB WASHINGTON	← R	←y R	R	G	G	G	Y	R	R	R	R	R	R	R	R	R
NB FIRST	R	R	R	R	R	R	R	R	<b>←</b> G	←y G	G	G	G	G	Y	R
SB FIRST	R	R	R	R	R	R	R	R	R	R	R	G	G	G	Y	R
SB FIRST RIGHT-TURN	G	Y	R	R	R	R	R	R	R	R	R	R	G	G	G	G
WALK XING N-LEG OF FIRST	D w	D w	Dw	W	W	FD w	D w	D w	D w	D w	D w	D w	D w	D w	D w	D w
WALK XING S-LEG OF FIRST	D w	D w	Dw	W	FD w	FD w	D w	D w	D w	D w	D w	D w	D w	D w	D w	D w
WALK XING WASHINGTON ENTIRE E-LEG AND S-HALF OF W-LEG	D w	D w	Dw	D w	D w	D w	D w	D w			W=18 Dw=1			D w	D w	D w
WALK XING WASHINGTON NORTH HALF OF WEST LEG	D w	D w	Dw	D w	D w	D w	D w	D w	D w	D w	D w		=9" v=9"	D w	D w	D w
TIME (sec)	V	3.0	eblt: 2.5 wblt 2.0	V	6	9	3.5	1.5	V	3.0	2.5	2	V	V	3.5	3.0

FLASHING OPERATION (emergency only): YELLOW - Washington Avenue RED - First Street

Remarks: <u>Semi-actuated controller</u>. <u>First Street green</u>, <u>left-turn arrows</u>, and <u>WALK crossing E. Washington only appear if called via loop detectors or pedestrian push buttons. Pedestrian call for crossing north half of west-leg crosswalk places call for EBLT phase. EB and WB left-turn arrows are independent.</u>

DB Editor Report Page 1 of 71





Solutions that Move the World<sup>TM</sup>

East Washington - First St. - East Washington - First - Econolite Type - Cobalt

# **Configuration Controller Sequence**

# Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

	Phase Ring S	Seque	nce(	Note: Seq	uences id	entical to	the p	rior c	ne a	re no	t prir	ited)	
Sequence 1         Ring 1         1       2   3       4   9       10   13       14		01	02 03	04 05	06 07	08 09	10	11	12	13	14	15	16
Ring 1		В	В	В	В	В							
Ring 2	Sequence 1												
Sequence 2         Ring 1         2       1   3       4   10       9   13       14	Ring 1	1	2   3	4   9	10   13	14   .							
Ring 1	Ring 2	5	6   7	8   11	12   15	16   .							
Ring 2	Sequence 2	•		•	•	·							
Sequence 3         Ring 1         1       2   4       3   9       10   14       13	Ring 1	2	1   3	4   10	9   13	14   .							
Ring 1	Ring 2	5	6   7	8   11	12   15	16   .							
Ring 2	Sequence 3												
Sequence 4         Ring 1         2       1   4       3   10       9   14       13	Ring 1	1	2   4	3   9	10   14	13   .							
Sequence 4         Ring 1         2       1   4       3   10       9   14       13	Ring 2	5	6   7	8   11	12   15	16							
Ring 2	Sequence 4	•	•	·	•	·							
Ring 2	Ring 1	2	1   4	3   10	9   14	13   .						•	
Ring 1	Ring 2	5	6   7	-	12   15	16   .							
Ring 2	Sequence 5	•		·	·	·							
Sequence 6         Ring 1         2       1   3       4   10       9   13       14	Ring 1	1	2   3	4   9	10   13	14   .							
Sequence 6         Ring 1         2       1   3       4   10       9   13       14	Ring 2	6	5   7	8   12	11   15	16   .							
Ring 2	Sequence 6	•		•	•	·							
Sequence 7         Ring 1         1       2   4       3   9       10   14       13	Ring 1	2	1   3	4   10	9   13	14   .							
Sequence 7         Ring 1         1       2   4       3   9       10   14       13	Ring 2	6	5   7	8   12	11   15	16							
Ring 2	Sequence 7	•		•	•	·							
Sequence 8         Ring 1         2       1   4       3   10       9   14       13   .       .	Ring 1	1	2   4	3   9	10   14	13   .							
Sequence 8         Ring 1         2       1   4       3   10       9   14       13   .       .	Ring 2	6	5   7	8   12	11   15	16   .							
Ring 2	Sequence 8												
Sequence 9         Ring 1         1       2   3       4   9       10   13       14	Ring 1	2	1   4	3   10	9   14	13   .							
Ring 1	Ring 2	6	5   7	8   12	11   15	16							
Ring 2   5 6   8 7   11 12   16 15	Sequence 9	•		•	·	·							
Sequence 10         Ring 1         2       1   3       4   10       9   13       14	Ring 1	1	2   3	4   9	10   13	14   .							
Sequence 10         Ring 1         2       1   3       4   10       9   13       14	Ring 2	5	6   8	7   11	12   16	15   .							
Ring 2   5 6   8 7   11 12   16 15	Sequence 10												
Sequence 11 Ring 1	Ring 1	2	1   3	4   10	9   13	14   .							
Ring 1   1 2   4 3   9 10   14 13	Ring 2	5	6   8	7   11	12   16	15   .							
Ring 2   5 6   8 7   11 12   16 15	Sequence 11	-	-	•	-	•							
Sequence 12	•	1	2   4	3   9	10   14	13   .							
Sequence 12	Ring 2	5	6   8	7   11	12   16	15   .							
Ring 1   2 1   4 3   10 9   14 13	Sequence 12	-	•	•	•	•							
	Ring 1	2	1   4	3   10	9   14	13   .							

DB Editor Report Page 2 of 71

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

# Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	Х	Х	Х	Х	Х	Х		Х								
Exclusive Ped																

# Phase Compatibility (MM)

#### 1-1-2

Phase	
n/a	Barrier Mode

#### **Phase and Overlap Descriptions**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Approach	Е	W	N	S	W	Е	N	N	N	N	N	N	N	N	N	N
Movement	L	Т	L	Т	L	Т										
Associated PED		Х				Х										
Overlap	Α	В	С	D	Е	F	G	Н	I	J	K	L	М	N	0	Р
Approach	S	Ν	N	N	Ν	Ν	Ν	Ν	N	N	N	Ν	N	Ν	N	N
Movement	R	Т														

# Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC
CRC (16 bit)
Enable Automatic Backup to Datakey

AE07

DB Editor Report Page 3 of 71

Backup Prevent (MM) 1-1-3

Phases	_	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	_	-	Ŭ	-	Ŭ	۳	Ľ	Ŭ	Ŭ		•		.0			-
Timing 1			٠		٠	٠		٠		٠	٠	٠		٠	٠	
Phases 2	<u> </u>															
3		١.		١.			١.									
4																
5	<u>.</u>															
6																
7	<u>'</u>															
8	3															
9																
10																
11																
12	:[:				•			•								
13																
14		-														
15																
16		-														

Simultaneous Gap (MM) 1-1-4

Phase	es	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1																
	2																
	3																
	4																
	5																
Phase	6																
Must	7																
Gap	8																
With	9																
Phase *	10																
•	11																
•	12																
•	13																
•	14																
•	15																
•	16																
Disab	le																

# Load Switch Assignments (MM) 1-3

	Phase / Type			Dimr	ning		Power	Α	uto	Flash
_	Overlap	Type	Red	Yellow	Green	Dark	Up	Red	Yellow	Together
1	1	V				-	Auto	Χ		
2	2	٧				-	Auto	Χ		Χ
3	3	V				-	Auto	Χ		
4	4	V				-	Auto	Χ		Χ
5	5	٧				+	Auto	Χ		
6	6	V				+	Auto	Χ		Χ
7	7	٧				+	Auto	Χ		

DB Editor Report Page 4 of 71

8	8	V		+	Auto	Х	Х
9	2	Р		-	Auto		
10	4	Р		-	Auto		
11	6	Р		+	Auto		
12	8	Р		+	Auto		
13	1	0		-	Auto	Χ	
14	3	Р		+	Auto	Χ	Х
15	3	0		-	Auto	Χ	
16	4	0		+	Auto	Χ	Χ

DB Editor Report Page 5 of 71

# **City of Madison**



Solutions that Move the World<sup>TM</sup>

East Washington - First St. - East Washington - First - Econolite Type - Cobalt

#### **Configuration Port 1 (SDLC)**

#### Port 1 SDLC (MM) 1-4-1

BIU	1	2	3	4	5	6	7	8
Term & Facility	Χ	Χ						
Detector Rack	Χ		Χ	Χ				

Enable TS2/MMU Type Cabinet: Yes Enable MMU Extended Status: Yes Enable SDLC Stop Time: Yes Enable 3 Critical RFE's Lockup: Yes

#### MMU Program (MM) 1-4-2

WIND Plogi	
Channel Ca	an Serve
With Chanr	
Channel 1	Channel 2
1	5
1	6
1	11
1	13
2	5
2	6 9
2	9
2	11
3	8
3	12
3	14
4	8
4	10
4	12
4	13
4	14
5	9
5	13
6	9 11
1 1 1 1 2 2 2 2 2 3 3 3 4 4 4 4 4 4 5 5 6 6 6	11
	13
8	10
8	12
8	13
8	14

DB Editor Report Page 6 of 71

9	11
10	12
10	13
10	14
11	13
12	13
12	14
13	14

# Color Check Enable (MM) 1-4-3 Enable Color Check: No

MMU/LS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green	Х	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Х	Х	Χ	Χ	Χ	Χ	Х
Yellow	Х	Х	Х	Χ	Х	Х	Х	Χ	Х	Х	Х	Χ	Χ	Χ	Χ	Х
Red	Χ	Х	Χ	Χ	Χ	Χ	Χ	Χ	Х	Х	Χ	Χ	Χ	Χ	Χ	Χ

Secondary Stations/Tests (MM) 1-4-4

ID	1	2	3	4	5	6	7	8	MMU
Term & Facility									

ID	1	2	3	4	5	6	7	8	Diag
Detector Rack									

Enable SDLC Diagnostic Test: No

DB Editor Report Page 7 of 71





Solutions that Move the World<sup>TM</sup>

East Washington - First St. - East Washington - First - Econolite Type - Cobalt

#### **Configuration Communications 1 (SDLC)**

Ethernet Port Configuration (MM) NTCIP (MM) 1-5-5

1-5-1 NTCIP Backup Time (Sec): 0 **DHCP** NTCIP UDP Port: 501 No Enable: **Ethernet Priority:** 1 Controller IP: 172.23.43.230 Port 2 Priority (Port C50S 4 Subnet Mask: 255.255.255.240 for 2070): Port 3A Priority (Port C21S Default 172.23.43.225 Gateway IP: for 2070): Port 3B Priority (Port C22S Server IP: 172.22.2.169 for 2070):

#### Port Configuration (MM) 1-5-2 to 1-5-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Comm Module	None	Auto	Auto
Protocol	TERMINAL	NTCIP	ECPIP
Enable	No	No	No
Data Rate (BPS)	9600	19.2K	1200
Data, Parity, Stop	8 N 1	8 N 1	8 N 1
Address	0	0	0
Telemetry Response Delay	0.0	0.0	0.9
Duplex - Half or Full	Half	Full	Full
Flow Control	Yes	Yes	Yes
Group Address	0	0	0
Single Flag Enable	Yes	Yes	Yes
RTS to CTS Delay	n/a	n/a	14.0
RTS Turn Off Delay	n/a	n/a	2.0
Dropout Time	10	10	10
Early RTS	n/a	n/a	No
Telemetry Mode	n/a	n/a	FSK
ATCS Railroad	0	n/a	n/a
ATCS Railroad Line	0	n/a	n/a
ATCS Group	0	n/a	n/a
Wayside Device	0	n/a	n/a
ATC Device	0	n/a	n/a
Wayside Subnode	0	n/a	n/a
ATC Subnode	0	n/a	n/a

#### ECPIP (MM) 1-5-6

Controller Address: 0 Expanded System Detector Address: 0 DB Editor Report Page 8 of 71

### **System Detector** Assignment

System	Local
Detector	Detector

# Wireless Configuration (MM) 1-5-7 Wireless Channel Number: 6

Wireless Access Code: 327723274 DB Editor Report Page 9 of 71

#### **City of Madison**



Solutions that Move the World<sup>TM</sup>

East Washington - First St. - East Washington - First - Econolite Type - Cobalt

#### **Configuration Logging / Display**

#### Event Logging (MM) 1-6-1

Critical RFE's (MMU/TF)	Yes	3 Critical Errors Within 24 Hours	Yes
MMU Flash Faults	Yes	Local Flash Fault	Yes
Non-Critical RFE's (Det/Test)	Yes	Detector Errors	Yes
Coordination Errors	Yes	Controller Download	Yes
Preemption Events	Yes	TSP Events	Yes
Power On/Off	Yes	Low Battery	Yes
Access	Yes	Data Change	Yes
Online / Offline	Yes		

Alarm Event	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Logging	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х	Χ

# Display Options (MM) 1-7-2

Key Click Enable: Yes
Switch to Graphics
Mode:

LED Mode: Auto

Display Mode: Advanced

Trans Mode Pop-Up No

Disable:

#### Sign On (MM) 8-5

Sign On Message Line 1: First E. Washington

Sign On Message Line 2: Signal 19

# Software Modules (MM) 8-7

Application Version: 32.67.20 OS (Boot) Version: 06.12.00

DB Editor Report Page 10 of 71

# **City of Madison**



Solutions that Move the World<sup>TM</sup>

East Washington - First St. - East Washington - First - Econolite Type - Cobalt

#### Logic Processor Page 1 Logic Statement Control (MM) 1-8-1

Logic #	Statement Control
1	E
2	E
3	E

DB Editor Report Page 11 of 71

#### **City of Madison**



Solutions that Move the World™

East Washington - First St. - East Washington - First - Econolite Type - Cobalt

#### **Logic Processor Page 2**

Logic Statements (MM) 1-8-2

Logic #: 1 - ""

If:

Peer T/F Assignment # State

IF -- F VEH OVERLAP 1 IS On

Then:

Assignment # State LP SET LOGIC TLAG 1 On

Logic #: 2 - ""

lf:

Peer T/F Assignment # State

IF -- F LP LOGIC 1 IS On

Then:

Assignment # State
SIG SET OVLP
GREEN 1 Off
SIG SET OLP RED 1 On

Logic #: 3 - ""

If:

Peer T/F Assignment # State

VEH

IF -- F OVERLAP 1 IS On

GREEN

AND -- F LP LOGIC 1 IS On

Then:

Assignment # State

LP DELAY FOR 2.0 Sec.

LP SET LOGIC 1 Off

DB Editor Report Page 12 of 71



Solutions that Move the World<sup>TM</sup>

East Washington - First St. - East Washington - First - Econolite Type - Cobalt

# Controller Timing Plan (MM) 2-1 Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	N-L	S-T	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Min Green	5	18	5	6	4	20	0	10	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	4	9	0	7	0	18	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	7	17	6	12	7	15	0	15	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	3.0	3.0	2.5	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	47	30	10	25	13	30	0	40	0	0	0	0	0	0	0	0
Max2	47	30	10	25	13	30	0	40	40	40	40	40	40	40	40	40
Max3	35	30	40	25	13	30	0	40	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.5	3.0	3.5	3.0	3.5	3.0	3.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.5	1.5	2.5	3.0	2.0	1.5	1.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	5.0	5.0	5.0	5.0	5.0	5.0	2.0	5.0	5.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	3.0	3.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

DB Editor Report Page 13 of 71

Plan 2 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	N-L	S-T	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

DB Editor Report Page 14 of 71

Plan 3 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	N-L	S-T	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

DB Editor Report Page 15 of 71

Plan 4 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	N-L	S-T	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

DB Editor Report Page 16 of 71





Solutions that Move the World™

East Washington - First St. - East Washington - First - Econolite Type - Cobalt

#### **Controller Overlaps**

Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green
В	Normal	0.0	0.0	0.0	0.0

#### **Phases**

Overlap	Phase	Included	Drataat		Not Overlap	_		Flash Green
Α	1	Yes	No	No	No	No	No	
Α	4	Yes	No	No	No	No	No	
В	3	Yes	No	No	No	No	No	
В	4	Yes	No	No	No	No	No	

# **PPLT FYA**

Overlap Protected Phase (Left Turn) Permi	sing Arrow	())))thit	Start of			Ped Protected Enable
---	------------	-----------	----------	--	--	----------------------------

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	4	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	1	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	4	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	0	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
109	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

DB Editor Report Page 17 of 71





Solutions that Move the World™

East Washington - First St. - East Washington - First - Econolite Type - Cobalt

### Controller Pedestrian Overlaps Vehicle / Pedestrian Overlaps (MM) 2-3

Included Pedestrian Overlaps
3 3
4 3

DB Editor Report Page 18 of 71

# **City of Madison**



Solutions that Move the World<sup>TM</sup>

East Washington - First St. - East Washington - First - Econolite Type - Cobalt

#### Controller Start / Flash Data (MM) 2-5

#### Start Up

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

Overlap
A
В
С
D

Flash Thru Mon: Yes
Flash Time: 8
All Red: 0
Power Start Seq: 1
MUTCD Enabled: No
Y->G: n/a

#### **Automatic Flash**

Entry	
2	
6	

Exit	
2	

DB Editor Report Page 19 of 71

6
---

Overlap	Exit
Α	
В	
С	
D	

Flash Thru Mon: Yes
Exit Flash: G
Minimum Flash: 8
Mimimum Recall: No
Cycle Through Phase: No

DB Editor Report Page 20 of 71

# **City of Madison**



Solutions that Move the World<sup>TM</sup>

East Washington - First St. - East Washington - First - Econolite Type - Cobalt

# **Controller Options**

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph																
Guar Passage		Х		Х		Х										
Non-Act I		Х				Х										
Non-Act II																
Dual Entry		Х	Х			Х		Х								
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel				Х				Х								
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: Free Input Disables Pre-

No Timed: No

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

#### Phase Recall Options (MM) 2-8

#### Plan # 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector	Χ	Χ		Х		Х		Х								
Vehicle Recall		Х				Х										
Ped Recall		Х	Х	Х		Х		Х								
Max Recall																
Soft Recall																
No Rest																
Al Calc																

DB Editor Report Page 21 of 71

#### **City of Madison**



Solutions that Move the World<sup>TM</sup>

East Washington - First St. - East Washington - First - Econolite Type - Cobalt

# **Coordination Options**

Options (MM) 3-1

Manual Pattern Auto **ECPI** Coord Yes PTN System Source SYS System Format Splits In Seconds Offsets In Seconds **MAXINH** Transition Smooth Max Select

Dwell / Add Time 0

Delay Coord Wk-LZ

No Force Off Float

Offset Reference Lead Use Ped Time Yes Ped Recall No Ped Reservice No Local Zero FO Added Ini No No Override Green Re-sync Count 0 Multisync No

Auto Perm Minimum Green (Seconds) (MM) 3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#### Split Demand (MM) 3-5

- p	(															
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

DB Editor Report Page 22 of 71

#### **City of Madison**



Solutions that Move the World<sup>TM</sup>

East Washington - First St. - East Washington - First - Econolite Type - Cobalt

### Coordination Pattern Data Coordinator Pattern Data (MM) 3-2

#### Coordinator Pattern # 1

Split Pattern TS2 (Pat-Off) 0-1 Splits In Seconds Cycle 80 Std (COS) 9 Offsets In Seconds Offset Value Dwell/Add Time 0 0s Actuated Coord No Timing Plan Actuated Walk No Sequence 1 Rest Phase No Action Plan 0 Reservice Max Select None Force Off None

#### **Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N-L	S-T	W-L	E-T	Ν	Ν	N	N	Ν	N	N	Ν	Ν	Ν
Splits (Split Pat 1)	20	25	11	24	11	34	0	35	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	ı	0	0	0
Split Sum	80s	80s	0s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
Split Demand 0 Split Demand 0 Crossing Arterial 0
Pat 1 Pat 2

#### **Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall				Χ												
Recall to Max.																
Time																
Omit Phase									Х	Х	Х	Χ	Χ	Χ	Χ	Χ
Special Funciton Outputs																

Page 23 of 71 DB Editor Report

#### Coordinator Pattern # 2

Split Pattern TS2 (Pat-Off) 2 0-2 Splits In Seconds 90 Offsets In Seconds Cycle Std (COS) 17

Offset Value 7s Dwell/Add Time 0 Actuated Coord No Timing Plan 1 **Actuated Walk** No Sequence

Rest

Phase

No Action Plan Reservice Max Select None Force Off None

# **Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N-L	S-T	W-L	E-T	Ν	Ν	Ν	Ν	Ν	N	Ν	Ν	Ν	Ν
Splits (Split Pat 2)	15	40	11	24	11	44	0	35	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	1	0	0	0
Split Sum	90s	90s	0s	0s

Misc. Data

Veh Perm 1 Veh Perm 2 Disp 0 0 Veh Perm 2 0 Split Demand 0 Split Demand 0 Crossing Arterial 0 Pat 1 Pat 2 Pat

Split Pattern

Spill Fallerii																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									Х	Χ	Χ	Х	Χ	Х	Х	Χ
Special Funciton Outputs																

#### Coordinator Pattern #3

Split Pattern TS2 (Pat-Off) 3 0-3 Splits In Seconds Cycle 90 Std (COS) 10 Offsets In Seconds

Offset Value 28s Dwell/Add Time 0 Actuated Coord No Timing Plan 1 **Actuated Walk** No Sequence 1 Rest

Phase Action Plan 0 No Reservice

Max Select Force Off None None

#### **Split Preference Phases**

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

DB Editor Report Page 24 of 71

Description	E-L	W-T	N-L	S-T	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 3)	16	45	12	17	18	43	0	29	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	90s	0s	0s

Misc. Data		
Veh Perm 1 0	Veh Perm 2 0	Veh Perm 2 Disp 0
Split Demand 0 Pat 1	Split Demand 0 Pat 2	Crossing Arterial 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									Х	Х	Χ	Х	Χ	Х	Х	Χ
Special Funciton Outputs																

Page 25 of 71 DB Editor Report

#### Coordinator Pattern # 4

Split Pattern TS2 (Pat-Off) 4 1-1 Splits In Seconds 90 82 Offsets In Seconds Cycle Std (COS)

Offset Value 5s Dwell/Add Time 0 Actuated Coord No Timing Plan 1 **Actuated Walk** No Sequence

Rest

Phase 0 No Action Plan Reservice

Max Select None Force Off None

#### **Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N-L	S-T	W-L	E-T	N	Ν	N	N	Ν	N	N	N	N	N
Splits (Split Pat 4)	27	31	11	21	10	48	0	32	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	1	0	0	0
Split Sum	90s	90s	0s	0s

Misc. Data

Veh Perm 1 Veh Perm 2 Disp 0 0 Veh Perm 2 0 Split Demand 0 Split Demand 0 Crossing Arterial 0 Pat 1

Split Pattern

Spiit Fatterii																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									Х	Χ	Χ	Χ	Χ	Χ	Χ	Χ
Special Funciton Outputs																

#### Coordinator Pattern # 5

Split Pattern TS2 (Pat-Off) 1-2 5 Splits In Seconds Cycle 100 Std (COS) 11 Offsets In Seconds

Offset Value 57s Dwell/Add Time 0 Actuated Coord No Timing Plan 1 **Actuated Walk** No Sequence 1 Rest

Phase Action Plan 0 No Reservice

Max Select Force Off None None

#### **Split Preference Phases**

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

DB Editor Report Page 26 of 71

Description	E-L	W-T	N-L	S-T	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Splits (Split Pat 5)	14	52	14	20	18	48	0	34	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100s	100s	0s	0s

Misc. Data		
Veh Perm 1 0	Veh Perm 2 0	Veh Perm 2 Disp 0
Split Demand 0 Pat 1	Split Demand 0 Pat 2	Crossing Arterial 0

Split Pattern

opiit i attorn																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									Х	Χ	Х	Х	Χ	Х	Х	Χ
Special Funciton Outputs																

Page 27 of 71 DB Editor Report

#### Coordinator Pattern # 6

Split Pattern TS2 (Pat-Off) 6 1-3 Splits In Seconds 100 Offsets In Seconds Cycle Std (COS) 83

Offset Value 7s Dwell/Add Time 0 Actuated Coord No Timing Plan 1 **Actuated Walk** No Sequence

Rest

Phase

0 No Action Plan Reservice

Max Select None Force Off None

#### **Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N-L	S-T	W-L	E-T	Ν	Ν	N	N	Ν	N	Ν	Ν	Ν	N
Splits (Split Pat 6)	31	37	11	21	10	58	0	32	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	1	0	0	0
Split Sum	100s	100s	0s	0s

Misc. Data

Veh Perm 1 Veh Perm 2 Disp 0 0 Veh Perm 2 0 Split Demand 0 Split Demand 0 Crossing Arterial 0 Pat 1 Pat

Snlit Pattern

Spiil Falletti																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									Χ	Х	Χ	Χ	Χ	Χ	Х	Χ
Special Funciton Outputs																

#### Coordinator Pattern #7

Split Pattern TS2 (Pat-Off) 2-1 7 Splits In Seconds Cycle 90 Std (COS) 12 Offsets In Seconds

Offset Value 16s Dwell/Add Time 0 Actuated Coord No Timing Plan 1 **Actuated Walk** No Sequence 1 Rest

Phase Action Plan 0 No Reservice

Max Select Force Off None None

#### **Split Preference Phases**

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

DB Editor Report Page 28 of 71

Description	E-L	W-T	N-L	S-T	W-L	E-T	N	Ν	N	N	N	N	N	N	N	N
Splits (Split Pat 7)	25	29	11	25	11	43	0	32	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	1	0	0	0
Split Sum	90s	86s	0s	0s

Misc. Data		
Veh Perm 1 0	Veh Perm 2 0	Veh Perm 2 Disp 0
Split Demand 0 Pat 1	Split Demand 0 Pat 2	Crossing Arterial 0

Split Pattern

opiit i attorn																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									Х	Χ	Х	Х	Χ	Х	Х	Χ
Special Funciton Outputs																

Page 29 of 71 DB Editor Report

#### Coordinator Pattern #8

Split Pattern TS2 (Pat-Off) 8 2-2 Splits In Seconds Offsets In Seconds Cycle 100 Std (COS) 13 Offset Value 10s Dwell/Add Time 0 Actuated Coord No 1

Timing Plan **Actuated Walk** 

No Sequence Rest

Phase 0 No Action Plan Reservice

Max Select None Force Off None

#### **Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N-L	S-T	W-L	E-T	N	N	N	N	Ν	N	N	Ν	N	N
Splits (Split Pat 8)	34	28	11	27	10	52	0	32	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	1	0	0	0
Split Sum	100s	94s	0s	0s

Misc. Data

Veh Perm 1 Veh Perm 2 0 Veh Perm 2 Disp 0 0 Split Demand 0 Split Demand 0 Crossing Arterial 0 Pat 1 Pat 2 Pat

Split Pattern

Spill Fallerii																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									Х	Χ	Χ	Х	Χ	Х	Х	Χ
Special Funciton Outputs																

#### **Coordinator Pattern # 10**

Split Pattern TS2 (Pat-Off) 10 3-1 Splits In Seconds Cycle 130 Std (COS) 14 Offsets In Seconds

Offset Value Dwell/Add Time 0 1s Actuated Coord No Timing Plan 1 **Actuated Walk** No Sequence 1

Rest Phase Action Plan 0

No

Max Select Force Off None None

# **Split Preference Phases**

Reservice

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

DB Editor Report Page 30 of 71

Description	E-L	W-T	N-L	S-T	W-L	E-T	Ν	N	N	N	N	N	N	N	N	N
Splits (Split Pat 10)	53	39	13	25	12	80	0	38	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	ı	0	0	0
Split Sum	130s	130s	0s	0s

Misc. Data		
Veh Perm 1 0	Veh Perm 2 0	Veh Perm 2 Disp 0
Split Demand 0 Pat 1	Split Demand 0 Pat 2	Crossing Arterial 0

**Split Pattern** 

Ophic i accorn																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									Х	Х	Х	Χ	Х	Х	Χ	Χ
Special Funciton Outputs																

Page 31 of 71 **DB** Editor Report

#### Coordinator Pattern # 11

Split Pattern TS2 (Pat-Off) Splits In 11 3-2 Seconds Cycle 80 Std (COS) 137 Offsets In Seconds

Dwell/Add Time 0 Offset Value 0s Timing Plan **Actuated Coord No** 1 **Actuated Walk** No Sequence

Rest

Phase

Action Plan 0 No

Reservice Max Select None Force Off None

#### **Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N-L	S-T	W-L	E-T	N	N	N	N	Ν	N	N	Ν	N	N
Splits (Split Pat 11)	20	25	11	24	11	34	0	35	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	1	0	0	0
Split Sum	80s	80s	0s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0 Crossing Arterial 0 Split Demand 0 Split Demand 0 Pat 1 Pat 2 Pat

Snlit Pattern

Spill Pattern																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									Х	Х	Х	Х	Х	Х	Х	Х
Special Funciton Outputs																

DB Editor Report Page 32 of 71

# **City of Madison**



Solutions that Move the World™

East Washington - First St. - East Washington - First - Econolite Type - Cobalt

#### Coordination Split Pattern Split Pattern Data (MM) 3-3

#### Split Pattern # 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N-L	S-T	W-L	E-T	Ν	N	N	N	N	N	N	Ν	Ν	N
Split (seconds)	20	25	11	24	11	34	0	35	0	0	0	0	0	0	0	0
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall				Х												
Recall to Max. Time																
Omit Phase									Χ	Х	Χ	Х	Х	Χ	Χ	Х

Ring	1	2	3	4
Split Sum	80s	80s	0s	0s

#### Split Pattern # 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N-L	S-T	W-L	E-T	N	N	N	N	N	N	N	N	N	N
Split (seconds)	15	40	11	24	11	44	0	35	0	0	0	0	0	0	0	0
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max.																
Time																
Omit Phase									Χ	Х	Х	Χ	Χ	Х	Χ	Χ

Ring	1	2	3	4
Split Sum	90s	90s	0s	0s

#### Split Pattern #3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N-L	S-T	W-L	E-T	Ν	N	Ν	N	Ν	N	N	Ν	Ν	N
Split (seconds)	16	45	12	17	18	43	0	29	0	0	0	0	0	0	0	0
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max.																
Time																
Omit Phase									Χ	Χ	Χ	Х	Χ	Χ	Χ	Х

DB Editor Report Page 33 of 71

Ring	1	2	3	4
Split Sum	90s	90s	0s	0s

#### Split Pattern # 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N-L	S-T	W-L	E-T	N	N	N	N	N	N	N	Ν	N	N
Split (seconds)	27	31	11	21	10	48	0	32	0	0	0	0	0	0	0	0
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									Х	Х	Χ	Х	Х	Х	Х	Х

Ring	1	2	3	4
Split Sum	90s	90s	0s	0s

#### Split Pattern # 5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N-L	S-T	W-L	E-T	N	Ν	N	N	Ν	N	Ν	Ν	N	N
Split (seconds)	14	52	14	20	18	48	0	34	0	0	0	0	0	0	0	0
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ

Ring	1	2	3	4
Split Sum	100s	100s	0s	0s

# Split Pattern # 6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N-L	S-T	W-L	E-T	Ν	Ν	Ν	Ν	Ν	N	Ν	Ν	Ν	Ν
Split (seconds)	31	37	11	21	10	58	0	32	0	0	0	0	0	0	0	0
Coord Phase		Х				Χ										
Vehicle Recall																
Pedestrian Recall																
Recall to Max.																
Time																
Omit Phase									Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ

Ring	1	2	3	4
Split Sum	100s	100s	0s	0s

DB Editor Report Page 34 of 71

Split Pattern # 7

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N-L	S-T	W-L	E-T	Ν	Ν	N	N	Ν	N	Ν	Ν	Ν	N
Split (seconds)	25	29	11	25	11	43	0	32	0	0	0	0	0	0	0	0
Coord Phase		Х				Χ										
Vehicle Recall																
Pedestrian Recall																
Recall to Max.																
Time																
Omit Phase									Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ

Ring	1	2	3	4
Split Sum	90s	86s	0s	0s

Split Pattern #8

opiit i attern # 0																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N-L	S-T	W-L	E-T	N	Ν	N	Ν	Ν	N	Ν	Ν	Ν	N
Split (seconds)	34	28	11	27	10	52	0	32	0	0	0	0	0	0	0	0
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ

Ring	1	2	3	4
Split Sum	100s	94s	0s	0s

Split Pattern # 10

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N-L	S-T	W-L	E-T	Ν	Ν	Ν	N	Ν	N	N	Ν	Ν	N
Split (seconds)	53	39	13	25	12	80	0	38	0	0	0	0	0	0	0	0
Coord Phase		Χ				Χ										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ

Ring	1	2	3	4
Split Sum	130s	130s	0s	0s

Split Pattern # 11

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	E-L	W-T	N-L	S-T	W-L	E-T	Ν	Ν	Ν	N	Ν	Ν	N	Ν	Ν	Ν

DB Editor Report Page 35 of 71

Split (seconds)	20	25	11	24	11	34	0	35	0	0	0	0	0	0	0	0
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max.																
Time																
Omit Phase									Χ	Χ	Χ	Χ	Χ	Х	Χ	Χ

Ring	1	2	3	4
Split Sum	80s	80s	0s	0s

DB Editor Report Page 36 of 71

# **City of Madison**



Solutions that Move the World<sup>TM</sup>

East Washington - First St. - East Washington - First - Econolite Type - Cobalt

#### **Preempt Plan**

# Preempt Plan (MM) 4-1

#### **Preempt Plan 3**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	Α	В	С	D	Е	F	G	Н	I	J	K	L	М	N	0	Р
Trk Clr Veh																
Trk Clr Overlap																
Enable Trailing	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х
Dwell Veh				Х												
Dwell Ped																
Dwell Overlap																
Cycling Veh																
Cycling Ped																
Cycling Overlap																
Exit Phases	Х					Х										
Exit Calls	Х	Х	Х	Х		Х										
Special Function																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Det Lock	Yes	Delay	1	Inhibit	1
Override Flash	No	Duration	20	CLR > GRN	No
Term Ovlp Asap	No	PC Through Yel	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	FL Exit Color	Red	Exit Options	CRD
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Pmt	No	No	No	No

Timing	Walk	Ped CIr	Min Grn	Yellow	Red
Entrance	0	12	5	25.5	25.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	25.5	25.5
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	15	0.0	40	25.5	25.5

DB Editor Report Page 37 of 71

Preemption Active On Preempt Act No Dwell Out Other - Priority Non-Priority Pmt Off Off Preempt Inhibit Extension Ped Priority 0.0 Off Time Return Veh Priority Queue Delay Off Off Return

Conditional Delay Off

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#### **Preempt Plan 4**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	Α	В	С	D	Е	F	G	Н	I	J	K	L	М	N	0	Р
Trk Clr Veh																
Trk Clr Overlap																
Enable Trailing	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х
Dwell Veh	Х					Х										
Dwell Ped																
Dwell Overlap																
Cycling Veh																
Cycling Ped																
Cycling Overlap																
Exit Phases		Х				Х										
Exit Calls	Х	Х	Х	Х		Х										
Special Function																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Det Lock	Yes	Delay	1	Inhibit	1
Override Flash	No	Duration	20	CLR > GRN	No
Term Ovlp Asap	No	PC Through Yel	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	FL Exit Color	Grn	Exit Options	CRD
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Pmt	No	No	No	No

Timing	Walk	Ped CIr	Min Grn	Yellow	Red
Entrance	0	12	5	25.5	25.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	25.5	25.5

DB Editor Report Page 38 of 71

	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	15	0.0	40	25.5	25.5

Preemption Active On Preempt Act No Dwell Out Other - Priority Off Non-Priority Pmt Off Preempt Inhibit Extension Ped Priority 0.0 Off Time Return Veh Priority Off Queue Delay Off Return

Conditional Delay Off

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Preempt Plan 5** 

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	Α	В	С	D	Е	F	G	Н	I	J	K	L	М	N	0	Р
Trk Clr Veh																
Trk Clr Overlap																
Enable Trailing	Х	Х	Χ	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х	Х
Dwell Veh		Х				Х										
Dwell Ped																
Dwell Overlap					-											
Cycling Veh																
Cycling Ped																
Cycling Overlap																
Exit Phases			Χ													
Exit Calls	Х	Х	Х	Х		Х										
Special Function																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Det Lock	Yes	Delay	1	Inhibit	1
Override Flash	Yes	Duration	20	CLR > GRN	No
Term Ovlp Asap	No	PC Through Yel	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	FL Exit Color	Grn	Exit Options	CRD
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Pmt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	255	5	25.5	25.5

DB Editor Report Page 39 of 71

	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	25.5	25.5
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	15	0.0	40	25.5	25.5

Preemption Active On Preempt Act No Out Dwell Other - Priority Non-Priority Pmt Off Off Preempt Inhibit Extension Ped Priority 0.0 Off Return Time Veh Priority Off Queue Delay Off Return Conditional Delay Off

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DB Editor Report Page 40 of 71

# **City of Madison**



Solutions that Move the World™

East Washington - First St. - East Washington - First - Econolite Type - Cobalt

# **Preempt Preempt Filtering** Enable Preempt Filtering & TSP/SCP (MM) 4-2

137/3	GP (MM) 4-2	
Input	Solid	Pulsing
1	PREEMPTION 1	PREEMPTION 1
2	PREEMPTION 2	PREEMPTION 2
3	PREEMPTION 3	PREEMPTION 7
4	PREEMPTION 4	PREEMPTION 8
5	PREEMPTION 5	PREEMPTION 9
6	PREEMPTION 6	PREEMPTION 10
7	BYPASSED	BYPASSED
8	BYPASSED	BYPASSED
9	BYPASSED	BYPASSED
10	BYPASSED	BYPASSED

DB Editor Report Page 41 of 71





Solutions that Move the World™

East Washington - First St. - East Washington - First - Econolite Type - Cobalt

# Preempt TSP/SCP Plan and Split

TSP / SCP Plan (MM) 4-3

TSP/SCP Plan							No Delay in TSP	Action SF Inhibit	Reservice Cycles	Bus Heading
1	No	Solid	No	0	0	No	False	0	0	NB
2	No	Solid	No	0	0	No	False	0	0	SB
3	No	Solid	No	0	0	No	False	0	0	EB
4	No	Solid	No	0	0	No	False	0	0	WB
5	No	Solid	No	0	0	No	False	0	0	
6	No	Solid	No	0	0	No	False	0	0	

Mode: TSP

Free Default Pattern: 120 Headway Allowance: 0

TSP/SCP Plan	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5						•									•	
6						•								•		

#### TSP / SCP Split Pattern (MM) 4-4

TSP/SCP Split	Max		•	•					Pha	ase							
Pattern	Type	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1 4	Max Reduction	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

DB Editor Report Page 42 of 71

# **City of Madison**



Solutions that Move the World™

East Washington - First St. - East Washington - First - Econolite Type - Cobalt

# Time Base Clock/Calendar Clock/Calendar Data (MM) 5-1

Manual Action Plan: 0
SYNC Reference Time: 00:00

SYNC Reference: Reference Time

Day Light Savings: No Time Reset Input Set Time: 3:30:00 Standard Time From GMT: 0 DB Editor Report Page 43 of 71

#### **City of Madison**



Solutions that Move the World™

East Washington - First St. - East Washington - First - Econolite Type - Cobalt

#### Time Base Action Plan Action Plan (MM) 5-2

<b>Action</b>	Plan	- 1	- "1"
ACHOIL	ı ıaıı	- 1	

1 Override Sys Pattern No Timing Plan 1 Sequence 1 Veh Detector Plan 1 Det Log None Flash Red Rest No No Veh Det Diag Ped Det Diag 0 0 Plan Plan

Dimming Enable No Pmt Veh Priority No Ret

1/6

Pmt Ped Priority
Ret

No

Pmt Queue Delay No

Pmt Cond Dela	ay	No	)													
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)									=							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60																
LP 61-75																
LP 76-90																
LP 91-100																

DB Editor Report Page 44 of 71

Action Plan - 2 - "2"

2 Pattern Override Sys No Timing Plan 1 Sequence 1 Veh Detector Plan 1 Det Log None Flash Red Rest No No Veh Det Diag Ped Det Diag 0 0 Plan Plan

Pmt Veh Priority Dimming Enable No No

Ret

**Pmt Ped Priority** No Pmt Queue Delay No

Ret

Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)

Aux Func (1-3)

	1	2	ფ	4	5	6	7	8	თ	10	11	12	13	14	15
LP 1-15															
LP 16-30	•	•													
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 3 - "3"

Pattern 3 Override Sys No Timing Plan Sequence 1 Veh Detector Plan 1 Det Log None Flash No Red Rest No Veh Det Diag Ped Det Diag 0 0 Plan Plan Pmt Veh Priority

Dimming Enable No No

**Pmt Ped Priority** No Pmt Queue Delay No Ret

Pmt Cond Delay No

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

DB Editor Report Page 45 of 71

Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
(· •)																
(· •/	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	<b>15</b>	
LP 1-15																
LP 1-15 LP 16-30																
LP 1-15 LP 16-30 LP 31-45																
LP 1-15 LP 16-30 LP 31-45 LP 46-60																

DB Editor Report Page 46 of 71

<b>Action Plan -</b>	4 .	- "4"
----------------------	-----	-------

Pattern 4 Override Sys No Timing Plan 1 Sequence 1 Veh Detector Plan 1 Det Log None Flash Red Rest No No Veh Det Diag Ped Det Diag 0 0 Plan Plan

Pmt Veh Priority Dimming Enable No No

Ret

**Pmt Ped Priority** No Pmt Queue Delay No Ret

Pmt Cond Delay

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)

Aux Func (1-3)

` '															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30											•	•	•		
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

#### Action Plan - 5 - "5"

Pattern 5 Override Sys No Timing Plan 1 Sequence 1 Veh Detector Plan 1 Det Log None Flash No Red Rest No Veh Det Diag Ped Det Diag 0 0 Plan Plan

Pmt Veh Priority Dimming Enable No

No Ret

**Pmt Ped Priority** No Pmt Queue Delay No Ret

**Pmt Cond Delay** No

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

DB Editor Report Page 47 of 71

Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
(· •)																
(· •/	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	<b>15</b>	
LP 1-15																
LP 1-15 LP 16-30																
LP 1-15 LP 16-30 LP 31-45																
LP 1-15 LP 16-30 LP 31-45 LP 46-60																

DB Editor Report Page 48 of 71

<b>Action</b>	Plan -	6 -	"6"
---------------	--------	-----	-----

Pattern	6	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Pl	an 1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag	0	Ped Det Diag	0
Plan	U	Plan	U

Pmt Veh Priority Dimming Enable No

Ret

Pmt Ped Priority Pmt Queue Delay No No Ret

Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)

Aux Func (1-3)

` '															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

#### Action Plan - 7 - "7"

Pattern	7	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Plan	า 1	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
	No	Pmt Veh Priority	No

Ret

**Pmt Ped Priority** No Pmt Queue Delay No Ret

Pmt Cond Delay No

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

DB Editor Report Page 49 of 71

Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
(· •)																
(· •/	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	<b>15</b>	
LP 1-15																
LP 1-15 LP 16-30																
LP 1-15 LP 16-30 LP 31-45																
LP 1-15 LP 16-30 LP 31-45 LP 46-60																

Page 50 of 71 **DB** Editor Report

<b>Action</b>	Plan -	8 -	. "8"
---------------	--------	-----	-------

Pattern 8 Override Sys No Timing Plan 1 Sequence 1 Veh Detector Plan 1 Det Log None Flash Red Rest No No Veh Det Diag Ped Det Diag 0 0 Plan Plan

Pmt Veh Priority Dimming Enable No No Ret

**Pmt Ped Priority** No Pmt Queue Delay No Ret

Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)

Aux Func (1-3)

`															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	-														
LP 16-30															•
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

#### Action Plan - 9 - "9"

Pattern 9 Override Sys No Timing Plan 0 Sequence 1 Veh Detector Plan 0 Det Log None Flash No Red Rest No Veh Det Diag Ped Det Diag 0 0 Plan Plan

Pmt Veh Priority Dimming Enable No

No Ret

**Pmt Ped Priority** No Pmt Queue Delay No Ret

**Pmt Cond Delay** No

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

DB Editor Report Page 51 of 71

Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
(· •)																
(· •/	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	<b>15</b>	
LP 1-15																
LP 1-15 LP 16-30																
LP 1-15 LP 16-30 LP 31-45																
LP 1-15 LP 16-30 LP 31-45 LP 46-60																

DB Editor Report Page 52 of 71

<b>Action</b>	Plan -	10 -	"10"
---------------	--------	------	------

10	Override Sys	No
0	Sequence	1
n 0	Det Log	None
No	Red Rest	No
0	Ped Det Diag Plan	0
	0 n 0 No	0 Sequence n0 Det Log No Red Rest Ped Det Diag

Pmt Veh Priority Dimming Enable No

Ret

Pmt Ped Priority No Pmt Queue Delay No Ret

Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)

Aux Func (1-3)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	-														
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

# Action Plan - 11 - "11"

Pattern	11	Override Sys	No
Timing Plan	1	Sequence	1
Veh Detector Pla	n 0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
		Pmt Vah Priority	

Pmt Veh Priority Dimming Enable No No

No

**Pmt Ped Priority** No Pmt Queue Delay No Ret

Pmt Cond Delay

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

DB Editor Report Page 53 of 71

	_	_	_	_	_	_	_	_	_	_	_	_	_	_		
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func																
(1-8)																
(1-8) Aux Func (1-3)																
(1-8) Aux Func	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
(1-8) Aux Func	1	2	3	4	5	6	7	8	9	<b>10</b>	11	12	13	14	15	
(1-8) Aux Func (1-3)		2								10			13	14		
(1-8) Aux Func (1-3) LP 1-15		•														
(1-8) Aux Func (1-3) LP 1-15 LP 16-30																
(1-8) Aux Func (1-3) LP 1-15 LP 16-30 LP 31-45																
(1-8) Aux Func (1-3) LP 1-15 LP 16-30 LP 31-45 LP 46-60																

DB Editor Report Page 54 of 71

<b>Action Pla</b>	n - 98 - "98"
-------------------	---------------

Pattern	Free	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Pla	an 0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag	0	Ped Det Diag	0
Plan	U	Plan	U

Dimming Enable No Pmt Veh Priority No

Ret

Pmt Ped Priority No Pmt Queue Delay No Ret

Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)	Х															
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
	+			<del>                                     </del>	<del>                                     </del>			<del>                                     </del>	<del>                                     </del>	<del>                                     </del>		_				

LP 16-30								
LP 31-45								
LP 46-60								
LP 61-75								
LP 76-90								
LP 91-100								

#### Action Plan - 99 - "99"

Pattern	Free	Override Sys	Yes
Timing Plan	0	Sequence	0
Veh Detector Plan	10	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No

Pmt Ped Priority No Pmt Queue Delay No Ret

Pmt Cond Delay No

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

DB Editor Report Page 55 of 71

Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
(· •)																
(· •/	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	<b>15</b>	
LP 1-15																
LP 1-15 LP 16-30																
LP 1-15 LP 16-30 LP 31-45																
LP 1-15 LP 16-30 LP 31-45 LP 46-60																

DB Editor Report Page 56 of 71

<b>Action</b>	Plan	- 100	- "100"
ACHUII	ган	- 100	- 100

Override Sys Pattern Flash Yes Sequence Timing Plan 0 0 Det Log Veh Detector Plan 0 None Flash Yes Red Rest No Veh Det Diag Ped Det Diag 0 0 Plan Plan

Pmt Veh Priority No Dimming Enable No

Ret

Pmt Ped Priority No Pmt Queue Delay No

Ret

Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)

Aux Func (1-3)

	1	2	3	4	5	6	7	8	တ	10	11	12	13	14	15
LP 1-15															
LP 16-30	•	•													
LP 31-45															
LP 46-60	•	•													
LP 61-75															
LP 76-90															
LP 91-100															

DB Editor Report Page 57 of 71

# **City of Madison**



Solutions that Move the World<sup>TM</sup>

East Washington - First St. - East Washington - First - Econolite Type - Cobalt

# Time Base Day Plan/Schedule Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Action Plan	Start Time
1	1	06:00
2 3	1	06:30
	2	07:00
4	2	08:00
5	1	09:00
6 7	1	14:00
7	4	15:00
8 9	4	15:30
9	4	17:30
10	1	18:00
11	99	23:00

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	1	06:00
2	1	06:30
3	2	07:00
4	2	08:30
5	1	09:00
6	1	12:00
7	4	14:00
8	4	15:00
9	4	15:30
10	4	16:30
11	1	18:00
12	99	23:00

Day Plan #3 - "3"

Event	Action Plan	Start Time
1	1	07:00
2	99	23:00

#### Day Plan #4 - "4"

Event	Action Plan	Start Time

1	99	01:00
2	1	08:00
3	99	23:00

# Day Plan #5 - "5"

Event	Action Plan	Start Time
1	100	02:30
2	1	07:00

# Day Plan #6 - "6"

Event	Action Plan	Start Time
1	99	01:30
2	1	07:00
3	7	16:45

# Day Plan #7 - "7"

Day	aπ -			
Event	Action	Start		
Lveiit	Plan	Time		
1	99	01:00		
2	1	07:00		
3	2	11:00		
4	1	15:00		
5	5	17:30		
6	1	20:15		

# Day Plan #8 - "8"

Event	Action Plan	Start Time
1	99	01:30
2	1	05:30
3	3	16:00
4	1	19:30
5	6	23:00

# Day Plan #11 - "11"

Event	Action Plan	Start Time
1	99	01:30
2 3	1	05:30
	3	06:45
4	5	07:15
5	3	08:15
6	4	15:00
7	6	16:15
8	4	17:15
9	1	17:45

Day Plan #12 - "12"

DB Editor Report Page 59 of 71

Event	Action Plan	Start Time
1	99	01:30
2 3	1	07:00
3	3	09:00
4	1	11:15
5	6	15:00
6	1	17:00

# Day Plan #13 - "13"

Bay Hall #10								
Event	Action Plan	Start Time						
1	99	05:30						
2	1	06:00						
	3	06:45						
4	5	07:15						
5 6	3	08:15						
6	1	08:45						
7	4	15:00						
8	6	16:15						
9	4	17:15						
10	1	17:45						
11	99	23:00						

# Day Plan #14 - "14"

Event	Action Plan	Start Time
1	1	06:00
2	3	06:45
2 3 4	5	07:15
4	3	08:15
5 6	1	08:45
6	4	15:00
7	6	16:15
8	5	17:15
9	1	18:30
10	6	22:00

# Day Plan #15 - "15"

Event	Action Plan	Start Time
1	6	00:00
2	4	01:30
3	1	02:00

DB Editor Report Page 60 of 71

# Schedule (MM) 5-4

#### Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ОСТ	NOV	DEC
	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Х

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		Х	Χ	Χ	Χ		

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	Χ	Χ	Χ	Χ	Χ	Х	Х	Χ	Χ	Χ
	12	13	14	15	16	17	18	19	20	21	22
	Х	Χ	Χ	Х	Х	Х	Х	Х	Х	Χ	Х
	23	24	25	26	27	28	29	30	31		
	Х	Χ	Χ	Х	Х	Χ	Χ	Χ	Χ		

#### Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
						Χ	

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ
	12	13	14	15	16	17	18	19	20	21	22
	Χ	Χ	Χ	Χ	Х	Χ	Χ	Χ	Χ	Χ	Χ
	23	24	25	26	27	28	29	30	31		
	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ		

#### Schedule Number - 3

Day Plan No.: 3

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT

DB Editor Report Page 61 of 71

1	1 1	1 1	1	1	1 1	l v l	ı
						_ ^	Ĺ

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ
	12	13	14	15	16	17	18	19	20	21	22
	Χ	Χ	Χ	Χ	Х	Χ	Χ	Χ	Χ	Χ	Χ
	23	24	25	26	27	28	29	30	31		
	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ		

DB Editor Report Page 62 of 71

#### Schedule Number - 4

Day Plan No.: 4

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	Χ						

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	Х	Χ	Χ	Χ	Χ	Χ	Х	Х	Χ	Χ	Χ
	12	13	14	15	16	17	18	19	20	21	22
	Х	Χ	Χ	Х	Х	Х	Х	Х	Х	Χ	Х
	23	24	25	26	27	28	29	30	31		
	Х	Χ	Χ	Х	Х	Χ	Х	Х	Х		

#### Schedule Number - 5

Day Plan No.: 5

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

	Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
--	-----------	-----	-----	-----	-----	-----	-----	-----

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	12	13	14	15	16	17	18	19	20	21	22
	23	24	25	26	27	28	29	30	31	·	Ò

#### Schedule Number - 6

Day Plan No.: 6

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	12	13	14	15	16	17	18	19	20	21	22
	23	24	25	26	27	28	29	30	31		

DB Editor Report Page 63 of 71

DB Editor Report Page 64 of 71





Solutions that Move the World™

East Washington - First St. - East Washington - First - Econolite Type - Cobalt

# **Time Base Exceptions**

**Exception Day Program (MM) 5-5** 

Excep Day	Float/Fixed	Mon/Mon	DOW/DOM	WOM/Year	Day Plan
1	FIXED	11	26	2016	7

DB Editor Report Page 65 of 71





Solutions that Move the World $^{\text{TM}}$ 

East Washington - First St. - East Washington - First - Econolite Type - Cobalt

#### **Detectors**

**Detectors - Pg 1** 

Veh Det Phase Assignment (MM) 6-1

#### Vehicle Detector Plan Number - 1

	Î	Î
Veh Detector	Called Phase	Туре

#### Vehicle Detector Plan Number - 2

Veh Detector	Called Phase	Type

#### **Vehicle Detector Plan Number - 3**

Veh Detector	Called Phase	Туре
--------------	--------------	------

#### Vehicle Detector Plan Number - 4

Veh Detector	Called Phase	Туре	
--------------	--------------	------	--

#### Vehicle Detector Setup (MM) 6-2

Veh Detector	Туре	TS2 Detector	Description
1	S-STANDARD	Yes	
2	N-NTCIP	Yes	Inbound left turn
3	S-STANDARD	Yes	
4	S-STANDARD	Yes	
5	S-STANDARD	Yes	
6	S-STANDARD	Yes	
7	S-STANDARD	Yes	
8	S-STANDARD	Yes	
9	S-STANDARD	Yes	
10	S-STANDARD	Yes	
11	S-STANDARD	Yes	
12	S-STANDARD	Yes	
13	S-STANDARD	Yes	
14	S-STANDARD	Yes	
15	S-STANDARD	Yes	
16	C-CALLING	Yes	
17	S-STANDARD	Yes	
18	S-STANDARD	Yes	
19	S-STANDARD	Yes	
20	S-STANDARD	Yes	
21	S-STANDARD	Yes	
22	S-STANDARD	Yes	
23	S-STANDARD	Yes	

DB Editor Report Page 66 of 71

24	S-STANDARD Yes	
25	S-STANDARD Yes	
26	S-STANDARD Yes	
27	S-STANDARD Yes	
28	S-STANDARD Yes	
29	S-STANDARD Yes	
30	S-STANDARD Yes	
31	S-STANDARD Yes	
32	S-STANDARD Yes	
33	S-STANDARD Yes	
34	S-STANDARD Yes	
35	S-STANDARD Yes	
36	S-STANDARD Yes	
37	S-STANDARD Yes	
38	S-STANDARD Yes	
39	S-STANDARD Yes	
40	S-STANDARD Yes	
41	S-STANDARD Yes	
42	S-STANDARD Yes	
43	S-STANDARD Yes	
44	S-STANDARD Yes	
45	S-STANDARD Yes	
46	S-STANDARD Yes	
47	S-STANDARD Yes	
48	S-STANDARD Yes	
49	S-STANDARD Yes	
50	S-STANDARD Yes	
51	S-STANDARD Yes	
52	S-STANDARD Yes	
53	S-STANDARD Yes	
54	S-STANDARD Yes	
55	S-STANDARD Yes	
56	S-STANDARD Yes	
57	S-STANDARD Yes	
58	S-STANDARD Yes	
59	S-STANDARD Yes	
60	S-STANDARD Yes	
61	S-STANDARD Yes	
62	S-STANDARD Yes	
63	S-STANDARD Yes	
64	S-STANDARD Yes	

#### **Vehicle Detector Plan Number - 1**

Veh Detector	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim. / Discon. Time	Use Added Initial	Cross Switch Ph	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

DB Editor Report Page 67 of 71

2 <b> </b>	3	l No l	Yes	0.0	Passage	0.0	l 0	l No l	0	None	No	No	No
3	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	0	No	Yes	6.0	Passage	5.0	0	No	0	None	No	No	No
8	0	No	Yes	10.0	Passage	0.0	0	No	0	None	No	No	No
9	0	No	Yes	10.0	Passage	0.0	0	No	0	None	No	No	No
10	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	0	No	Yes	10.0	Passage	0.0	0	No	0	None	No	No	No
14	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	1	No	Yes		Passage		0	No	0	None	No	No	No
34	1	No	Yes		Passage	0.0	0	No	0	None	No	No	No
35	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
					1								

DB Editor Report Page 68 of 71

51	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

#### **Vehicle Detector Plan Number - 2**

Veh Detector	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Passage	Queue Lim. / Discon. Time	Use Added Initial	Cross Switch Ph	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
-----------------	-------	-------------	----------------	---------------	---------------	---------	------------------------------------	-------------------------	-----------------------	------------	---------------	---------------	-----------------------

#### **Vehicle Detector Plan Number - 3**

Veh Detector	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim. / Discon. Time	Use Added Initial	Cross Switch Ph	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
-----------------	-------	-------------	----------------	---------------	---------------	-------------------------------------	------------------------------------	-------------------------	-----------------------	------------	---------------	---------------	-----------------------

# Vehicle Detector Plan Number - 4

Veh Detector	ase ECPI Log	Call De Option Ti	elay Ext ime Optio	Passage	Queue Lim. / Discon. Time		_	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay	
-----------------	-----------------	----------------------	-----------------------	---------	------------------------------------	--	---	------------	---------------	---------------	-----------------------	--

# Ped Detector Phase Assignment (MM) 6-3

Mode: Econolite

Ped						(	Cal	lec	l P	ha	se					
Detector Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	X															
2	] .		Χ													
3	] .		Х													
4				Χ												
5					Χ											
6	] .					Χ										
7							Х									
8				Χ				Χ								
9									Х							
10	] .									Χ						
11											Χ					
12												Χ				

DB Editor Report Page 69 of 71

13	۱. ا	١.	١.	۱. ا	.	١.	۱. ا	.		.	Х			۱. ا
14												Χ		
15													Χ	
16														Χ

DB Editor Report Page 70 of 71

#### **City of Madison**



Solutions that Move the World™

East Washington - First St. - East Washington - First - Econolite Type - Cobalt

#### **Detectors**

#### **Detectors - Pg 2**

Log - Speed Detector Setup (MM) 6-4

NTCIP Log ECPI Log Length Unit: Period: 60 Period: 0 Inches

Speed Detector	Local Detector	One/Two Detector		Trap length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

#### Vehicle Detector Diagnostics (MM) 6-5

Veh Diagnostic Plan Number - 1

Det	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
-----	--------	-----	------	------------	----------------	-------------------------

Veh Diagnostic Plan Number - 2

Det	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
-----	--------	-----	------	------------	----------------	-------------------------

Veh Diagnostic Plan Number - 3

Det	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
-----	--------	-----	------	------------	----------------	-------------------------

DB Editor Report Page 71 of 71

Veh Diagnostic Plan Number - 4

Det	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
-----	--------	-----	------	------------	----------------	-------------------------

# Pedestrian Detector Diagnostics (MM) 6-6

Ped	Diagno	etic	Plan	Numb	er <sub>-</sub> 1
reu	Diaulic	วอเเษ	гіан	Nullib	tı - I

Det	Counts	Act	Pres	Multiplier

## Ped Diagnostic Plan Number - 2

Det Counts Act Pres Multiplier	Det	Counts	Act	Pres	Multiplier
--------------------------------	-----	--------	-----	------	------------

#### Ped Diagnostic Plan Number - 3

Det	Counts	Act	Pres	Multiplier
-----	--------	-----	------	------------

# Ped Diagnostic Plan Number - 4

Det	Counts	Act	Pres	Multiplier

# DEPARTMENT OF TRANSPORTATION TRAFFIC ENGINEERING DIVISION Madison, Wisconson

Office Shop Field

1/30/2020 THIS TIMING SET ON: THIS TIMING CHANGED ON: TRAFFIC SIGNAL SEQUENCE/TIMING DATA E Johnson Street & First Street INTERSECTION NO.: INTERSECTION:

18	R	←R	R	\ \	R	R	←R	9↑	R	DW	DW	DW	2.0	
17	R	←R •	~	· ↑	~	Y	<b>,</b>	- 9←	~				3.0	
1.	ŀ		R		R	\			R	DW	DW	DW	3.	
16	R	←R	R	9←	R	Ŋ	←G	**94	R	DW	DW		Λ	
15	R	$\leftarrow_{R}$	R	HR	R	R	$\leftarrow_{R}$	A←	R	MQ	MQ	*	2.0	
14	R	←R	R	→R	Y	R	←R	→R	R	DW	DW	7", FDw = 24"	3.0	
13	R	←R	R	→R	G	R	$\leftarrow$ R	→R	R	DW	DW	- 7", FD	Λ	
12	R	←R	R	→R	G	R	$\leftarrow$ R	ДR	R	DW	FDw	W =	8	
11	R	←R	R	\ T	G	R	$\leftarrow$ R	↑ Y	R	DW	W		22	
10	R	←R	R	\ T	R	R	$\leftarrow$ R	↑ Y	R	DW	DW	DW	3.0	
6	Y	←R	Y	→R	R	R	$\leftarrow_{R}$	↑R	R	DW	DW	DW	3.5	
8	G	←R	G	→R	R	R	$\leftarrow$ R	→R	R	DW	DW	DW	Λ	
7	G	←R	G	→R	R	R	←R	→R	R	,	DW	DW	Λ	
9	G	←R	G	→R*	R	R	←R	↑R	$R^*$	Dw = 22"	DW	DW	3.5	
5	G	←R	G	→R*	R	R	←R	↑R	$Y^*$	W = 7", $FDw =$	DW	DW	3.0	
4	G	←R	G	→R*	R	R	$\leftarrow$ R	→R	G*	1	DW	DW	10.0	
3	G	←R	R	→R*	R	R	←R	→R	R	DW	DW	DW	4.0	
2	G	$\forall \rightarrow$	R	+×*	R	R	$\leftarrow$ R	<b>^</b>	R	DW	DW	DW	3.5	
1	G	€G	R	<b>→</b> R*	R	R	←R	Ð←	R	DW	DW	DW	Λ	
INTERVAL	WB Johnson	WBLT Johnson	EB Johnson	EB Right Turn Johnson	SB Driveway	NR Einst	TAIL LIEST	NB First St. Right Turn	Bike Crossing First	Pedestrian Crossing First	Pedestrian Crossing Johnson, West Leg	Pedestrian Crossing Johnson, East Leg	Time (sec):	

FLASHING OPERATION: YELLOW - JOHNSON RED - RED - Remarks: SIGNAL NOT PROGRAMMED TO FLASH DURING NORMAL OPERATIONS

\*EBRT NTOR blank out board comes up with WBLT phase, and stays on thru bike phase.

\*\*When pedestrian phase crossing the East Leg of Johnson St. is timing, NBRT remains a RED ARROW until pedestrian timing is completed.

DB Editor Report Page 1 of 70

#### City of Madison



Solutions that Move the World<sup>TM</sup>

First - Johnson - First @ Johnson cobalt - Econolite Type - ASC/3

## **Configuration Controller Sequence**

#### Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence......(Note: Sequences identical to the prior one are not printed)

	01 02	03 04	05	06	07	80	09	10	11	12	13	14	15	16
	ВВ	В												
Sequence 1														
Ring 1	1   2	.   4	8											
Ring 2	3   5	6   7												
Ring 3	1.1.	.   9	10											

#### Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	Х	Х	Х	X	X	Х	Х	Χ	Х	Х						
Exclusive Ped																

#### Phase Compatibility (MM)

#### 1-1-2

Phase	
n/a	Barrier Mode

#### **Phase and Overlap Descriptions**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Overlap	Α	В	C	D	Е	F	G	Н	-	J	K	L	M	N	0	Р
Description																

#### Administration (MM) 1-7-1

Enable Controller/Cabinet No Interlock CRC

CRC (16 bit) 58CD

Enable Automatic Backup Yes

to Datakey

DB Editor Report Page 2 of 70

Backup Prevent (MM) 1-1-3

	ses	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing	1															
Phases	2															
	3				•	•						•		•		
	4				•	•	•	•			•	•	•	•	•	
	5															
	6							•								
	7															
	8	-														-
	9															
	10															
	11															
	12															
	13									-				-		
	14									-						
	15															
	16															

Simultaneous Gap (MM) 1-1-4

Simultaneous	Oa	י) ץ	AIIAI	<u>' '</u>	1-4											
Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
Phase 6																
Must 7																
Gap 8																
With 9																
Phase 10																
11																
12																
13																
14																
15																
16																
Disable																

# Load Switch Assignments (MM) 1-3

	Phase / Overlap			Dimr	ning		Power	Α	uto	Flash
_	Overlap	Type	Red	Yellow	Green	Dark	Up	Red	Yellow	Together
	1 1	V				-	Auto	Χ		
	2 2	٧				-	Auto	Χ		Χ
	3 0					-	Auto	Χ		
	4 4	V				-	Auto	Χ		Χ
	5 5	٧				-	Auto	Χ		
	6 3	0				-	Auto	Χ		Х
	7 0					-	Auto	Χ		

DB Editor Report Page 3 of 70

8	8	V		-	Auto	Χ	X
9	2	Р		1	Auto		
10	4	Р		ı	Auto		
11	7	Р		•	Auto		
12	8	Р		-	Auto		
13	3	0		ı	Auto	Χ	Χ
14	1	0		•	Auto	Χ	Χ
15	2	0		-	Auto	Χ	
16	4	0		+	Auto	Χ	Χ

DB Editor Report Page 4 of 70

# **City of Madison**



Solutions that Move the World<sup>TM</sup>

First - Johnson - First @ Johnson cobalt - Econolite Type - ASC/3

#### **Configuration Port 1 (SDLC)**

#### Port 1 SDLC (MM) 1-4-1

BIU	1	2	3	4	5	6	7	8
Term & Facility	Χ	Χ						
Detector Rack	Χ			Χ				

Enable TS2/MMU Type Cabinet: Yes Enable MMU Extended Status: Yes Enable SDLC Stop Time: No Enable 3 Critical RFE's Lockup: Yes

#### MMU Program (MM) 1-4-2

	(111111)					
Channel Can Serve						
With Chanr	nel <b>Channel 2</b>					
Channel 1						
1	12					
1	13					
1	14					
2	5					
2	9					
2	13					
2	16					
4	10					
4	11					
4	12					
1 1 2 2 2 2 2 4 4 4 5 5	9					
5	13					
8	11					
8 8 8	12					
8	14					
	15					
8	16					
9 9	13					
	16					
10	11					
10	12					
11	12					
11	15					
11	16					
12	13					
12	14					

DB Editor Report Page 5 of 70

1	3	14
1	3	16
1	4	15
1	4	16

# Color Check Enable (MM) 1-4-3 Enable Color Check: No

MMU/LS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green	Χ	Х	Х	Χ	Х	Х	Χ	Χ	Х	Х	Χ	Χ	Χ	Χ	Χ	Х
Yellow	Х	Χ	Χ	Χ	Χ	Х	Χ	Χ					Χ	Χ	Χ	Х
Red	Χ	Х	Х	Χ	Х	Х	Х	Х					Χ	Χ	Χ	Х

Secondary Stations/Tests (MM) 1-4-4

ID	1	2	3	4	5	6	7	8	MMU
Term & Facility									

ID	1	2	3	4	5	6	7	8	Diag
Detector Rack									

Enable SDLC Diagnostic Test: No

DB Editor Report Page 6 of 70





Solutions that Move the World<sup>TM</sup>

First - Johnson - First @ Johnson cobalt - Econolite Type - ASC/3

## **Configuration Communications 1 (SDLC)**

## Ethernet Port Configuration (MM) NTCIP (MM) 1-5-5

1-5-1 NTCIP Backup Time (Sec): 61 **DHCP** NTCIP UDP Port: 501 No Enable: **Ethernet Priority:** 1 Controller IP: 172.23.115.69 Port 2 Priority (Port C50S for 2070): Subnet Mask: 255.255.255.240 Port 3A Priority (Port C21S Default 172.23.115.65 Gateway IP: for 2070): Port 3B Priority (Port C22S 3 Server IP: 172.22.2.169 for 2070):

## Port Configuration (MM) 1-5-2 to 1-5-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Protocol	NTCIP	NTCIP	TERMINAL
Enable	Yes	Yes	No
Data Rate (BPS)	9600	19.2K	1200
Data, Parity, Stop	8 N 1	8 N 1	8 O 1
Address	1	1	0
Telemetry Response Delay	0.0	0.0	0.0
Duplex - Half or Full	Full	Full	Full
Flow Control	Yes	Yes	Yes
Group Address	0	0	0
Single Flag Enable	Yes	Yes	Yes
RTS to CTS Delay	n/a	n/a	3.0
RTS Turn Off Delay	n/a	n/a	2.0
Dropout Time	10	10	10
Early RTS	n/a	n/a	No
Telemetry Mode	n/a	n/a	FSK
ATCS Railroad	0	n/a	n/a
ATCS Railroad Line	0	n/a	n/a
ATCS Group	0	n/a	n/a
Wayside Device	0	n/a	n/a
ATC Device	0	n/a	n/a
Wayside Subnode	0	n/a	n/a
ATC Subnode	0	n/a	n/a

## **ECPIP (MM) 1-5-6**

Controller Address: 0 Expanded System Detector Address: 0 DB Editor Report Page 7 of 70

# System Detector Assignment

System	Local
Detector	Detector

**Wireless Configuration (MM) 1-5-7** Wireless Channel Number: 1

Wireless Channel Number: Wireless Access Code:

DB Editor Report Page 8 of 70

## **City of Madison**



Solutions that Move the World™

First - Johnson - First @ Johnson cobalt - Econolite Type - ASC/3

## **Configuration Logging / Display**

## **Event Logging (MM) 1-6-1**

Critical RFE's (MMU/TF)	Yes	3 Critical Errors Within 24 Hours	Yes
MMU Flash Faults	Yes	Local Flash Fault	Yes
Non-Critical RFE's (Det/Test)	Yes	Detector Errors	Yes
Coordination Errors	Yes	Controller Download	Yes
Preemption Events	Yes	TSP Events	Yes
Power On/Off	Yes	Low Battery	Yes
Access	Yes	Data Change	Yes
Online / Offline	Vac		

Online / Offline Yes

Alarm Event	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Logging	X	X	X	Х	Χ	X	Х	Х	Х	X	Х	Х	Х	X	X	X

## **Display Options (MM) 1-7-2**

Key Click Enable: Yes
Backlight Enable: Yes
LED Mode: Auto
Display Mode: Advanced
Screen Format: Advanced

Trans Mode Pop-Up

Disable:

## Sign On (MM) 8-5

Sign On Message Line 1: Signal

Sign On Message Line 2: First Johnson

### Software Modules (MM) 8-7

Application Version: 32.66.10 OS (Boot) Version: 06.07.00

DB Editor Report Page 9 of 70





Solutions that Move the World™

First - Johnson - First @ Johnson cobalt - Econolite Type - ASC/3

## Logic Processor Page 1 Logic Statement Control (MM) 1-8-1

Logic#	Statement Control
1	E
2	E
3	E

DB Editor Report Page 10 of 70

## **City of Madison**



Solutions that Move the World<sup>TM</sup>

First - Johnson - First @ Johnson cobalt - Econolite Type - ASC/3

#### **Logic Processor Page 2**

## Logic Statements (MM) 1-8-2

Logic #: 1

If:

PeerT/F Assignment # State

IF -- F CTR PHASE 4 IS On

Then:

Assignment # State

CTR OMIT PED 8 On PHASE

Logic #: 2

If:

Peer T/F Assignment # State

IF -- F CTR PHASE 1 IS On

OR -- F CTR PHASE 5 IS On

Then:

Assignment # State
SIG SET OLP

YELLOW 4 On

Else:

Assignment # State
SIG SET OLP 4 Off

YELLOW 4 OII

Logic #: 3

If:

Peer T/F Assignment # State

IF -- F CTR ON PHASE CHECK 5 IS On

Then:

Assignment # State

SIG SET OLP RED 4 On

Else:

Assignment # State

SIG SET OLP RED 4 Off

DB Editor Report Page 11 of 70

Logic #: 4

If:

Peer T/F Assignment # State
-- F PED OL WALK 8 IS On

OR -- F PED OL PED 8 IS On

Then:

Assignment # State
SIG SET OLP RED 2 On
SIG SET OLP
YELLOW
SIG SET OVLP
GREEN 2 Off

Logic #: 5

lf:

PeerT/F Assignment # State
F -- F CTR PHASE 1 IS On
TIMING

Then:

Assignment # State
SIG SET OLP
YELLOW 4 On

Else:

Assignment # State
SIG SET OLP
YELLOW 4 Off

Logic #: 6

If:

Peer T/F Assignment # State

IF -- F CTR ON 1 IS On PHASE CHECK

Then:

**Assignment # State** SIG SET OLP RED 4 On

Else:

Assignment # State SIG SET OLP RED 4 Off

DB Editor Report Page 12 of 70



Solutions that Move the World™

First - Johnson - First @ Johnson cobalt - Econolite Type - ASC/3

# Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	8	10	8	4	10	10	10	10	8	8	5	5	5	5	5	5
Bk Min Green	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	22	0	0	7	1	4	0	0	0	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	22	0	8	0	0	24	10	4	0	0	7	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.5	2.5	2.5	3.0	2.0	2.5	2.5	2.5	2.5	3.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	30	45	20	8	10	30	35	20	10	10	35	15	35	35	35	35
Max2	20	40	30	20	10	40	40	25	15	15	40	15	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	3.5	3.5	3.0	3.0	3.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	4.0	3.0	3.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0	1.0	0.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	5.0	5.0	2.0	5.0	5.0	5.0	2.0	5.0	2.0	5.0	2.0	5.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	20	0	20	0	20	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	10	0	10	0	10	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	2.5	0.0	2.5	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

DB Editor Report Page 13 of 70

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

DB Editor Report Page 14 of 70

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

DB Editor Report Page 15 of 70

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

DB Editor Report Page 16 of 70



Solutions that Move the World™

First - Johnson - First @ Johnson cobalt - Econolite Type - ASC/3

# **Controller Overlaps**

Vehicle Overlaps (MM) 2-2

Overlap	Туре	Lag Green	Yellow	Red	Adv. Green
С	Normal	0.0	0.0	0.0	0.0
M	Other/Econolite	1.0	3.5	1.5	0.0

## **Phases**

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green
Α	1	Yes	No	No	No		No	No	
A	7	No	No	Yes	No		No	No	
A	8	Yes	No	No	No		No	No	
В	8	Yes	No	Yes	No		No	No	
С	2	Yes	No	No	No		No	No	
С	3	Yes	No	No	No		No	No	

#### **PPLT FYA**

Overlap		Pnase (Opposing	Arrow	()iithiit	Start of			Ped Protected Enable
---------	--	--------------------	-------	-----------	----------	--	--	----------------------------

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	4	0	7	3.0	0.0	4
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	4	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
109	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

DB Editor Report Page 17 of 70





Solutions that Move the World<sup>TM</sup>

First - Johnson - First @ Johnson cobalt - Econolite Type - ASC/3

# **Controller Pedestrian Overlaps**

Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps
4	8
8	8

DB Editor Report Page 18 of 70





Solutions that Move the World™

First - Johnson - First @ Johnson cobalt - Econolite Type - ASC/3

## Controller Start / Flash Data (MM) 2-5

#### Start Up

Phase	Phase Setting
1	
1 2 3 4 5 6 7 8 9	G
3	•
4	•
5	•
6	G
7	•
8	•
9	-
10	•
10 11 12	-
12	•
13	•
14	•
15	•
16	

	_
Overlap	
A	
В	
С	
D	
E	
F	
G	
Н	
М	
N	

Flash Thru Mon: Yes
Flash Time: 8
All Red: 0
Power Start Seq: 1
MUTCD Enabled: No
Y->G: n/a

## **Automatic Flash**

Entry	

DB Editor Report Page 19 of 70

2	
6	

Exit	
2	
6	

Overlap Exit
Α
В
С
D
E
F
G
Н
M
N

Flash Thru Mon: Yes
Exit Flash: W
Minimum Flash: 8
Mimimum Recall: No
Cycle Through Phase: No

DB Editor Report Page 20 of 70



Solutions that Move the World™

First - Johnson - First @ Johnson cobalt - Econolite Type - ASC/3

## **Controller Options**

## Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph																
Guar Passage																
Non-Act I		Х				Х										
Non-Act II																
Dual Entry				Х			Х									
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel																
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: On Unit Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: Yes

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: Free Input Disables Pre-

No Timed: No

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

## Phase Recall Options (MM) 2-8

## Plan #1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector	Χ	Χ	Χ	Χ	Х	Х	Х	Χ	Х	Х						
Vehicle Recall	Х	Х	Х		Х	Х										
Ped Recall		Х														
Max Recall																
Soft Recall																
No Rest																
Al Calc																

**DB** Editor Report Page 21 of 70

## **City of Madison**



Solutions that Move the World™

First - Johnson - First @ Johnson cobalt - Econolite Type - ASC/3

# **Coordination Options**

Options (MM) 3-1

Manual Pattern Auto **ECPI Coord** Yes System Source SYS System Format **STD** Splits In Seconds Offsets In Seconds Transition Smooth Max Select **MAXINH** 

Dwell / Add Time 0

Delay Coord Wk-

Force Off Float LZ Offset Reference Lag Use Ped Time No Ped Recall Ped Reservice No No Local Zero FO Added Ini No No

Override Green Re-sync Count 0 Multisync No

Auto Perm Minimum Green (Seconds) (MM) 3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#### Split Demand (MM) 3-5

Opine Domanie	· (,	• •														
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

DB Editor Report Page 22 of 70

## **City of Madison**



Solutions that Move the World<sup>TM</sup>

First - Johnson - First @ Johnson cobalt - Econolite Type - ASC/3

# Coordination Pattern Data Coordinator Pattern Data (MM) 3-2

#### Coordinator Pattern # 1

Split Pattern 1 TS2 (Pat-Off) 0-1 Splits In Seconds Offsets In Seconds Cycle 80 Std (COS) 9 Offset Value 70s Dwell/Add Time 0 Actuated Coord No Timing Plan 1

Actuated Walk No Sequence 1

Phase No Action Plan 0

Max Select None Force Off None

#### **Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 1)	19	32	15	12	17	15	29	17	0	15	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	76s	15s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
Split Demand 0 Split Demand 0 Crossing Arterial 0
Pat 1 0 Pat 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase													Χ	Χ	Х	Χ
Special Funciton Outputs																

Page 23 of 70 DB Editor Report

#### Coordinator Pattern # 2

Split Pattern 2 TS2 (Pat-Off) 0-2 Splits In Seconds 90 Std (COS) 10 Offsets In Seconds Cycle

Offset Value 65s Dwell/Add Time 0 Actuated Coord No Timing Plan 1 **Actuated Walk** No Sequence 1

Rest

Phase Action Plan 0 No Reservice

Max Select None Force Off None

#### **Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 2)	25	33	15	12	17	19	29	20	0	15	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	ı	0	0	0
Split Sum	90s	80s	15s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0 Split Demand 0 Split Demand 0 Crossing Arterial 0 Pat 1 Pat 2

#### Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase													Χ	Х	Х	Χ
Special Funciton Outputs																

## Coordinator Pattern # 3

Split Pattern 3 TS2 (Pat-Off) 0-3 Splits In Seconds 100 Std (COS) Offsets In Seconds Cycle 11 Offset Value 85s Dwell/Add Time 0

Actuated Coord No Timing Plan 1 **Actuated Walk** No 1 Sequence

Rest Phase Action Plan 0 No Reservice

Max Select None Force Off None

## **Split Preference Phases**

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

DB Editor Report Page 24 of 70

Splits (Split Pat 3)	30	35	15	12	17	21	29	23	0	10	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	1	0	0	0
Split Sum	100s	82s	10s	0s

Misc. Data		
Veh Perm 1 0	Veh Perm 2 0	Veh Perm 2 Disp 0
Split Demand 0 Pat 1	Split Demand 0 Pat 2	Crossing Arterial 0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase													Χ	Χ	Х	Χ
Special Funciton Outputs																

Page 25 of 70 DB Editor Report

#### Coordinator Pattern # 4

Split Pattern TS2 (Pat-Off) 4 1-1 Splits In Seconds 90 Std (COS) 0 Offsets In Seconds Cycle

Offset Value 65s Dwell/Add Time 0 Actuated Coord No Timing Plan 0 **Actuated Walk** No Sequence 0

Rest

Phase Action Plan 0 No Reservice

Max Select None Force Off None

#### **Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 4)	25	33	15	12	17	19	29	20	0	10	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	ı	0	0	0
Split Sum	90s	80s	10s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0 Split Demand 0 Split Demand 0 Crossing Arterial 0 Pat 1 Pat 2

#### **Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time					Х											
Omit Phase													Χ	Х	Х	Χ
Special Funciton Outputs																

## Coordinator Pattern # 5

Split Pattern 5 TS2 (Pat-Off) 1-2 Splits In Seconds Cycle Std (COS) 0 Offsets In Seconds 110 Offset Value 20s Dwell/Add Time 0

Actuated Coord No Timing Plan 1 **Actuated Walk** No 1 Sequence

Rest Phase Action Plan 0 No

Reservice Max Select None Force Off None

## **Split Preference Phases**

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

DB Editor Report Page 26 of 70

Splits (Split Pat 5)	25	52	15	12	27	19	29	21	0	10	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	1	0	0	0
Split Sum	110s	90s	10s	0s

Misc. Data		
Veh Perm 1 0	Veh Perm 2 0	Veh Perm 2 Disp 0
Split Demand 0 Pat 1	Split Demand 0 Pat 2	Crossing Arterial 0

Spirt i attern						·					·					
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time					Х											
Omit Phase													Χ	Χ	Х	Χ
Special Funciton Outputs																

Page 27 of 70 DB Editor Report

#### Coordinator Pattern # 6

Split Pattern TS2 (Pat-Off) 6 1-3 Splits In Seconds Cycle 100 Std (COS) 0 Offsets In Seconds

Offset Value 70s Dwell/Add Time 0 Actuated Coord No Timing Plan 1 **Actuated Walk** No Sequence 1

Rest

Phase Action Plan 0 No Reservice

Max Select None Force Off None

#### **Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 6)	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	0s	0s	0s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0 Split Demand 0 Split Demand 0 Crossing Arterial 0 Pat 1 Pat 2

#### **Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase																
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase													Χ	Χ	Х	Χ
Special Funciton Outputs																

## **Coordinator Pattern # 10**

Split Pattern 10 TS2 (Pat-Off) 3-1 Splits In Seconds Cycle 85 Std (COS) Offsets In Seconds 0 Offset Value 42s Dwell/Add Time 0 Actuated Coord No Timing Plan 0

**Actuated Walk** No 0 Sequence Rest

Phase Action Plan 0 No Reservice

Max Select None Force Off None

## **Split Preference Phases**

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

DB Editor Report Page 28 of 70

Splits (Split Pat 10)	25	38	0	22	0	63	0	30	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	1	0	0	0
Split Sum	115s	63s	0s	0s

Misc. Data		
Veh Perm 1 0	Veh Perm 2 0	Veh Perm 2 Disp 0
Split Demand <sub>0</sub> Pat 1	Split Demand 0 Pat 2	Crossing Arterial 0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time	Х															
Omit Phase													Х	Х	Х	Х
Special Funciton Outputs																

DB Editor Report Page 29 of 70

#### **Coordinator Pattern #13**

Split Pattern TS2 (Pat-Off) Splits In Seconds 13 4-1 Cycle 90 Std (COS) 0 Offsets In Seconds Offset Value 20s Dwell/Add Time 0 Actuated Coord No Timing Plan 1 **Actuated Walk** No Sequence 1 Rest Phase Action Plan 0 No Reservice

Force Off

Split Preference Phases

None

Max Select

op		-														
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 13)	22	33	15	12	17	16	35	23	0	10	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

None

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	1	0	0	0
Split Sum	90s	83s	10s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0

Split Demand O Pat 1 Crossing Arterial O Pat 2

**Split Pattern** 

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		Χ				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									Χ	Х	Χ	Х	Х	Χ	Х	Χ
Special Funciton Outputs																

#### **Coordinator Pattern #15**

TS2 (Pat-Off) Split Pattern 15 4-3 Splits In Seconds Cycle 100 Std (COS) 0 Offsets In Seconds Offset Value 0s Dwell/Add Time 0 Actuated Coord No Timing Plan 0 Actuated Walk No Sequence 0 Rest Phase No Action Plan 0 Reservice Force Off Max Select None None

#### **Split Preference Phases**

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

DB Editor Report Page 30 of 70

Description				l								I				
Splits (Split Pat 15)	20	50	15	12	13	37	30	18	0	10	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	1	0	0	0
Split Sum	100s	95s	10s	0s

Misc. Data					
Veh Perm 1 (	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand ( Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									Χ	Х	Χ	Χ	Х	Χ	Х	Х
Special Funciton Outputs																

DB Editor Report Page 31 of 70

## Coordinator Pattern # 21

Split Pattern 21 TS2 (Pat-Off) 6-3 Splits In Seconds Cycle 85 Std (COS) 0 Offsets In Seconds Offset Value 42s Dwell/Add Time 0

Actuated Coord No Timing Plan 0
Actuated Walk No Seguence 0

Rest No

No Sequence 0

Phase No Action Plan 0

Max Select None Force Off None

## **Split Preference Phases**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 21)	25	38	0	22	0	63	0	30	0	66	0	19	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	1	0	0	0
Split Sum	115s	63s	66s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
Split Demand 0 Split Demand 0 Crossing Arterial 0
Pat 1 Pat 2

opiit i attern																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		Х				Х				Х						
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time	Х															
Omit Phase									Χ	Χ	Χ	Χ	Х	Χ	Х	Х
Special Funciton Outputs																

DB Editor Report Page 32 of 70

# **City of Madison**



Solutions that Move the World™

First - Johnson - First @ Johnson cobalt - Econolite Type - ASC/3

## Coordination Split Pattern Split Pattern Data (MM) 3-3

#### Split Pattern # 1

opiit i attern # i																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	19	32	15	12	17	15	29	17	0	15	0	0	0	0	0	0
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase													Х	Χ	Х	Χ

Ring	1	2	3	4
Split Sum	80s	76s	15s	0s

#### Split Pattern # 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	25	33	15	12	17	19	29	20	0	15	0	0	0	0	0	0
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase													Х	Х	Х	Х

Ring	1	2	3	4
Split Sum	90s	80s	15s	0s

opiit i attern # 5																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	30	35	15	12	17	21	29	23	0	10	0	0	0	0	0	0
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall									·							
Recall to Max.																
Time																
Omit Phase													Χ	Χ	Х	Х

Ring	1	2	3	4
Split Sum	100s	82s	10s	0s

Split Pattern # 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	25	33	15	12	17	19	29	20	0	10	0	0	0	0	0	0
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time					Х											
Omit Phase													Х	Χ	Х	Χ

Ring	1	2	3	4
Split Sum	90s	80s	10s	0s

Split Pattern # 5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	25	52	15	12	27	19	29	21	0	10	0	0	0	0	0	0
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time					Х											
Omit Phase													Х	Х	Х	Χ

Ring	1	2	3	4
Split Sum	110s	90s	10s	0s

Split Pattern # 6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0
Coord Phase																
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase													Χ	Χ	Χ	Χ

Ring	1	2	3	4
Split Sum	0s	0s	0s	0s

DB Editor Report Page 34 of 70

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	10	65	0	25	0	75	0	25	0	84	0	16	0	0	0	0
Coord Phase		Χ				Х				Х						
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase													Χ	Χ	Χ	Χ

Ring	1	2	3	4
Split Sum	125s	75s	84s	0s

Split Pattern # 8

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	12	63	0	25	0	75	0	25	0	84	0	16	0	0	0	0
Coord Phase		Х				Х				Х						
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase													Х	Х	Х	Х

Ring	1	2	3	4
Split Sum	125s	75s	84s	0s

Split Pattern # 10

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	25	38	0	22	0	63	0	30	0	0	0	0	0	0	0	0
Coord Phase		Χ				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time	Х															
Omit Phase													Χ	Χ	Χ	Χ

Ring	1	2	3	4
Split Sum	115s	63s	0s	0s

	1	1	1			1	1	1	1	1	1	1	i -			_
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	22	33	15	12	17	16	35	23	0	10	0	0	0	0	0	0
Coord Phase		Х				Х										
Vehicle Recall																

DB Editor Report Page 35 of 70

Pedestrian Recall												
Recall to Max. Time												
Omit Phase					Χ	Χ	Χ	Χ	Х	Χ	Χ	Х

Ring	1	2	3	4
Split Sum	90s	83s	10s	0s

Split Pattern # 15

Spill Pattern # 15																
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	20	50	15	12	13	37	30	18	0	10	0	0	0	0	0	0
Coord Phase		Х				Х										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									Χ	Х	Χ	Χ	Χ	Χ	Х	Χ

Ring	1	2	3	4
Split Sum	100s	95s	10s	0s

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	25	38	0	22	0	63	0	30	0	66	0	19	0	0	0	0
Coord Phase		Х				Х				Х						
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time	Х															
Omit Phase									Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ

Ring	1	2	3	4
Split Sum	115s	63s	66s	0s

DB Editor Report Page 36 of 70

# **City of Madison**



Solutions that Move the World™

First - Johnson - First @ Johnson cobalt - Econolite Type - ASC/3

# **Preempt Plan**

# Preempt Plan (MM) 4-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	Α	В	С	D	Е	F	G	Н	I	J	K	L	М	N	0	Р
Trk Clr Veh		Х														
Trk Clr Overlap																
Enable Trailing																
Dwell Veh	Х															
Dwell Ped																
Dwell Overlap	Х															
Cycling Veh																
Cycling Ped																
Cycling Overlap																
Exit Phases		Х			Х											
Exit Calls					Х	Х		Х								
Special Function																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Det Lock	Yes	Delay	1	Inhibit	1
Override Flash	Yes	Duration	30	CLR > GRN	No
Term Ovlp Asap	No	PC Through Yel	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	FL Exit Color	Red	Exit Options	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Pmt	No	No	No	No

Timing	Walk	Ped CIr	Min Grn	Yellow	Red
Entrance	1	7	1	25.5	25.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	37	0	0	25.5	25.5
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	20	0.0	0	25.5	25.5

DB Editor Report Page 37 of 70

Preemption Active Out	On	Preempt Act Dwell	No
		DWCII	
Other - Priority	Off	Non-Priority Pmt	Off
Preempt	OII	rton i nonty i me	<b>O</b>
Inhibit Extension	0.0	Ped Priority	٠
Time	0.0	Return	Off
Veh Priority	0,11	0 0 1	٠
Return	Off	Queue Delay	Off
	0.55		
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

- reempt Plan 3	1		_		_	_		-	-							
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	Α	В	C	D	Е	F	G	Н	I	J	K	L	М	N	0	Ρ
Trk Clr Veh															-	
Trk Clr Overlap																
Enable Trailing																
Dwell Veh		Х				Х									-	
Dwell Ped																
Dwell Overlap									-							
Cycling Veh															-	
Cycling Ped																
Cycling Overlap									-							
Exit Phases			Х													
Exit Calls	Х			Х	Х			Х								
Special Function																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Det Lock	Yes	Delay	1	Inhibit	1
Override Flash	No	Duration	20	CLR > GRN	No
Term Ovlp Asap	No	PC Through Yel	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	FL Exit Color	Grn	Exit Options	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Pmt	No	No	No	No

Timing	Walk	Ped CIr	Min Grn	Yellow	Red
Entrance	0	255	5	25.5	25.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	25.5	25.5

DB Editor Report Page 38 of 70

	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	15	2.0	35	25.5	25.5

Preemption Active On Preempt Act No Out Dwell Other - Priority Off Non-Priority Pmt Off Preempt Inhibit Extension Ped Priority 0.0 Off Return Time Veh Priority Off Queue Delay Off Return

Conditional Delay Off

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	Α	В	С	D	Е	F	G	Н	I	J	K	L	М	N	0	Р
Trk Clr Veh	Х		Х													
Trk Clr Overlap																
Enable Trailing																
Dwell Veh																
Dwell Ped																
Dwell Overlap																
Cycling Veh																
Cycling Ped																
Cycling Overlap																
Exit Phases		Х			Х											
Exit Calls				Х				Х								
Special Function																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Det Lock	Yes	Delay	1	Inhibit	0
Override Flash	No	Duration	20	CLR > GRN	No
Term Ovlp Asap	No	PC Through Yel	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	FL Exit Color	Grn	Exit Options	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Pmt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red	
Entrance	0	255	5	25.5	25.5	

DB Editor Report Page 39 of 70

	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	5	0	0	25.5	25.5
	Min Dwell	Pmt Ext Max Time		Yellow	Red
Dwell / Cycle-Exit	0	0.0	40	25.5	25.5

Preemption Active On Out Preempt Act Dwell No

Other - Priority Off Non-Priority Pmt Off

Inhibit Extension O.0 Ped Priority Return Off

Veh Priority
Return

Off

Queue Delay

Off

Conditional Delay Off

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

 Veh Pri Return %
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0
 0<

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	Α	В	С	D	Е	F	G	Н	I	J	K	L	М	N	0	Р
Trk Clr Veh								Х								
Trk Clr Overlap																
Enable Trailing																
Dwell Veh																
Dwell Ped																
Dwell Overlap																
Cycling Veh																
Cycling Ped																
Cycling Overlap																
Exit Phases	Х		Х													
Exit Calls	Х	Х	Х	Х	Х	Х		Х		Х						
Special Function																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Det Lock	Yes	Delay	1	Inhibit	0
Override Flash	No	Duration	20	CLR > GRN	No
Term Ovlp Asap	No	PC Through Yel	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	FL Exit Color	Grn	Exit Options	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Pmt	No	No	No	No
		ı		

DB Editor Report Page 40 of 70

Timing	Walk	Ped CIr	Min Grn	Yellow	Red
Entrance	0	255	10	25.5	25.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	5	0	0	25.5	25.5
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	15	2.0	35	25.5	25.5

Preemption Active On Preempt Act No Out Dwell Other - Priority Non-Priority Pmt Off Off Preempt Inhibit Extension Ped Priority 0.0 Off Return Time Veh Priority Queue Delay Off Off Return

Conditional Delay Off

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DB Editor Report Page 41 of 70

# **City of Madison**



Solutions that Move the World<sup>TM</sup>

First - Johnson - First @ Johnson cobalt - Econolite Type - ASC/3

#### Preempt Preempt Filtering Enable Preempt Filtering & TSP/SCP (MM) 4-2

	701 (IVIIVI) <del>+</del> 2	
Input	Solid	Pulsing
1	BYPASSED	BYPASSED
2	BYPASSED	BYPASSED
3	PREEMPTION 3	PREEMPTION 3
4	PREEMPTION 4	PREEMPTION 4
5	PREEMPTION 5	PREEMPTION 5
6	PREEMPTION 6	PREEMPTION 6
7	BYPASSED	BYPASSED
8	BYPASSED	BYPASSED
9	BYPASSED	BYPASSED
10	BYPASSED	BYPASSED

DB Editor Report Page 42 of 70





Solutions that Move the World<sup>TM</sup>

First - Johnson - First @ Johnson cobalt - Econolite Type - ASC/3

# Preempt TSP/SCP Plan and Split

TSP / SCP Plan (MM) 4-3

		, . •								
TSP/SCP Plan	Enable Option	Signal Type	Det Lock	Delay Time	IMax		No Delay in TSP	Action SF Inhibit	Reservice Cycles	Bus Heading
1	No	Solid	No	0	0	No	False	0	0	NB
2	No	Solid	No	0	0	No	False	0	0	SB
3	No	Solid	No	0	0	No	False	0	0	EB
4	No	Solid	No	0	0	No	False	0	0	WB
5	No	Solid	No	0	0	No	False	0	0	
6	No	Solid	No	0	0	No	False	0	0	

Mode: TSP

Free Default Pattern: 120 Headway Allowance: 100

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

TSP / SCP Split Pattern (MM) 4-4

	Opiit i ati	terri	LIALIA	י <i>ד (ו</i> י	<u> </u>												
TSP/SCP Split	Max								Pha	ase							
Pattern	Туре	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1 4	Max Reduction	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

DB Editor Report Page 43 of 70

# City of Madison



Solutions that Move the World<sup>TM</sup>

First - Johnson - First @ Johnson cobalt - Econolite Type - ASC/3

# Time Base Clock/Calendar Clock/Calendar Data (MM) 5-1

Manual Action Plan: 0 SYNC Reference Time: 00:00

SYNC Reference: Reference Time

Day Light Savings: No Time Reset Input Set Time: 0:00:00 Standard Time From GMT: 0 DB Editor Report Page 44 of 70

# **City of Madison**



Solutions that Move the World™

First - Johnson - First @ Johnson cobalt - Econolite Type - ASC/3

#### Time Base Action Plan Action Plan (MM) 5-2

#### Action Plan - 1

Pattern 1 Override Sys No Timing Plan 1 Sequence 1 Veh Detector Plan 1 Det Log None Flash Red Rest No No Veh Det Diag Ped Det Diag 0 0 Plan Plan

Dimming Enable No Pmt Veh Priority No

Ret

Pmt Ped Priority No Pmt Queue Delay No

Pmt Cond Dela	ay	No	)													
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60					•											
LP 61-75							-									
LP 76-90																
LP 91-100							-									

DB Editor Report Page 45 of 70

Action Plan - 2

2 Pattern Override Sys No Timing Plan 1 Sequence 1 Veh Detector Plan 1 Det Log None Flash Red Rest No No Veh Det Diag Ped Det Diag 0 0 Plan Plan

Pmt Veh Priority No Dimming Enable No Ret

Pmt Ped Priority No Pmt Queue Delay No

Ret

Pmt Cond Delay Nο

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	1
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func																
(1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60 LP 61-75																
LP 46-60																

#### Action Plan - 3

3 Pattern Override Sys No Timing Plan 1 Sequence 1 Veh Detector Plan 1 Det Log None Flash No Red Rest No Ped Det Diag Veh Det Diag 0 0 Plan Plan Pmt Veh Priority Dimming Enable No No

Ret

**Pmt Ped Priority** No Pmt Queue Delay No Ret

Pmt Cond Delay

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

DB Editor Report Page 46 of 70

Walk 2				l		1 1		l	I							
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func																
(1-8)																
(1-8) Aux Func	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
(1-8) Aux Func	1	2	3	4	5	6	7	8	9	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	14	15	
(1-8) Aux Func (1-3)		2		4	5			8		10	11			14		
(1-8) Aux Func (1-3) LP 1-15	-	2	-					8 .						14		
(1-8) Aux Func (1-3) LP 1-15 LP 16-30																
(1-8) Aux Func (1-3) LP 1-15 LP 16-30 LP 31-45																
(1-8) Aux Func (1-3) LP 1-15 LP 16-30 LP 31-45 LP 46-60																

DB Editor Report Page 47 of 70

No

Action Plan - 4

Pattern 4 Override Sys No Timing Plan 1 Sequence 0 Veh Detector Plan 1 Det Log None Flash Red Rest No No Veh Det Diag Ped Det Diag 0 0 Plan Plan

Pmt Veh Priority

Dimming Enable No Ret

Pmt Ped Priority No Pmt Queue Delay No

Ret

Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	1
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func																
(1-8)																
Aux Func																
(1-3)																•
(1-3)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
(1-3) LP 1-15	1	2	3	4	5	6	7	8	9	<b>10</b>	<b>11</b>	<b>12</b>	13	14	<b>15</b>	
	1 .	2	3	4	5	6	7		9	10	11	12	13	14		
LP 1-15 LP 16-30			3	·	5	6		-		10	11	12		14		
LP 1-15	-															
LP 1-15 LP 16-30 LP 31-45 LP 46-60	-															
LP 1-15 LP 16-30 LP 31-45	-															

#### Action Plan - 5

5 Override Sys Pattern No 1 Timing Plan Sequence 1 Veh Detector Plan 1 None Det Log Red Rest Flash No No Veh Det Diag Ped Det Diag 0 0 Plan Plan Pmt Veh Priority No

Dimming Enable No Ret

**Pmt Ped Priority** No Pmt Queue Delay No Ret

Pmt Cond Delay No

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

DB Editor Report Page 48 of 70

			_	_	_			_	_				_			
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func																
(1-8)																
(1-8) Aux Func	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
(1-8) Aux Func	1	2	3	4	5	6	7	8	9	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	14	15	
(1-8) Aux Func (1-3)		2	3 .	4	5			8	9	10	11		13	14		
(1-8) Aux Func (1-3) LP 1-15		-	-											14		
(1-8) Aux Func (1-3) LP 1-15 LP 16-30		-														
(1-8) Aux Func (1-3) LP 1-15 LP 16-30 LP 31-45		-				-								14		
(1-8) Aux Func (1-3) LP 1-15 LP 16-30 LP 31-45 LP 46-60																

DB Editor Report Page 49 of 70

No

Action Plan - 6

6 Pattern Override Sys No Timing Plan 1 Sequence 1 Veh Detector Plan 1 Det Log None Flash Red Rest No No Veh Det Diag Ped Det Diag 0 0 Plan Plan

Pmt Veh Priority Dimming Enable No Ret

Pmt Ped Priority No Pmt Queue Delay No

Ret

Pmt Cond Delay No

Pmt Cond Del	lay	No														
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	1(
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func																
(1-8)																
Aux Func																
(1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60																
LP 61-75																
LP 76-90																
LP 91-100																

#### Action Plan - 7

7 Pattern Override Sys No Timing Plan 1 Sequence 0 Veh Detector Plan 1 None Det Log Flash No Red Rest No Ped Det Diag Veh Det Diag 0 0 Plan Plan Pmt Veh Priority No

Dimming Enable No Ret

**Pmt Ped Priority** No Pmt Queue Delay No Ret

Pmt Cond Delay

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

DB Editor Report Page 50 of 70

Walk 2			l	l	l				I				l			
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func	Ī															
(1-8)																
(1-8) Aux Func	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Ī
(1-8) Aux Func	1	2	3	4	5	6	7	8	9	<b>10</b>	<b>11</b>	<b>12</b>	13	14	15	
(1-8) Aux Func (1-3)	<del>                                     </del>	2		4	5		7	8 .	9	10	11			14		
(1-8) Aux Func (1-3) LP 1-15		2	-		5	-		8		-	-	-		14		
(1-8) Aux Func (1-3) LP 1-15 LP 16-30																
(1-8) Aux Func (1-3) LP 1-15 LP 16-30 LP 31-45						-										
(1-8) Aux Func (1-3)  LP 1-15 LP 16-30 LP 31-45 LP 46-60																

Page 51 of 70 **DB** Editor Report

**Action Plan - 8** 

8 Override Sys Pattern Yes Timing Plan 0 Sequence 0 Veh Detector Plan 0 Det Log None Flash Yes Red Rest No Veh Det Diag Ped Det Diag 0 0 Plan Plan

Pmt Veh Priority No Dimming Enable No

Ret

Pmt Ped Priority No Pmt Queue Delay No

Ret

Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3	Х	Χ	Х	Х	Χ	Х	Х	Х								
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)									-							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15	١.															

( . • )															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 9

9 Pattern Override Sys No 0 Timing Plan Sequence 0 Veh Detector Plan 0 None Det Log Flash No Red Rest No Ped Det Diag Veh Det Diag 0 0 Plan Plan Pmt Veh Priority

Dimming Enable No No

Ret Pmt Queue Delay No

Ret

**Pmt Ped Priority** No

Pmt Cond Delay

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

DB Editor Report Page 52 of 70

Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
<u> </u>																
Spec Func (1-8)																
(1-8) Aux Func	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
(1-8) Aux Func	1	2	3	4	5	6	7	8	9	<b>10</b>	11	12	13	14	15	
(1-8) Aux Func (1-3)	+-	2	3	4	5		7	8	9	10	11		13	14		
(1-8) Aux Func (1-3) LP 1-15	-															
(1-8) Aux Func (1-3) LP 1-15 LP 16-30																
(1-8) Aux Func (1-3) LP 1-15 LP 16-30 LP 31-45			-			-				-		-				•
(1-8) Aux Func (1-3) LP 1-15 LP 16-30 LP 31-45 LP 46-60	-															

DB Editor Report Page 53 of 70

**Action Plan - 10** 

10 Override Sys Pattern No Timing Plan 0 Sequence 0 Veh Detector Plan 0 Det Log None Flash Red Rest No No Veh Det Diag Ped Det Diag 0 0 Plan Plan

Dimming Enable No Pmt Veh Priority No

Ret

Pmt Ped Priority No Pmt Queue Delay No Ret

Not

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	1
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func																
(1-8)																
Aux Func																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
(1-3)	1	2	3	4	5	6	7	8	9	<b>10</b>	11	<b>12</b>	13	14	15	
Aux Func (1-3) LP 1-15 LP 16-30	1	<b>2</b>	3	4	5	6	7	8	9	10	11	<b>12</b>	13	<b>14</b>	15	
(1-3) LP 1-15 LP 16-30	-	2		4	5	6	7		9 .	10	11		13	14		
(1-3) LP 1-15	.   .				5				9		11		13			
(1-3) LP 1-15 LP 16-30 LP 31-45 LP 46-60					5				9				13			
LP 1-15 LP 16-30 LP 31-45																

**Action Plan - 11** 

Pattern 1 Override Sys No 0 Timing Plan Sequence 1 Veh Detector Plan 0 Det Log None Flash No Red Rest No Ped Det Diag Veh Det Diag 0 0 Plan Plan Pmt Veh Priority Dimming Enable No No Ret **Pmt Ped Priority** 

Ret Phonity No Pmt Queue Delay No

Pmt Cond Delay No

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

DB Editor Report Page 54 of 70

			_	_	_			_	_				_			
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func																
(1-8)																
(1-8) Aux Func	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
(1-8) Aux Func	1	2	3	4	5	6	7	8	9	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	14	15	
(1-8) Aux Func (1-3)		2	3 .	4	5			8	9	10	11		13	14		
(1-8) Aux Func (1-3) LP 1-15		-	-											14		
(1-8) Aux Func (1-3) LP 1-15 LP 16-30		-														
(1-8) Aux Func (1-3) LP 1-15 LP 16-30 LP 31-45		-				-								14		
(1-8) Aux Func (1-3) LP 1-15 LP 16-30 LP 31-45 LP 46-60																

DB Editor Report Page 55 of 70

No

Action Plan - 99

Free Pattern Override Sys No Timing Plan 0 Sequence 0 Veh Detector Plan 0 Det Log None Flash Red Rest No No Veh Det Diag Ped Det Diag 0 0 Plan Plan

Pmt Veh Priority

Dimming Enable No Ret

Pmt Ped Priority No Pmt Queue Delay No

Ret

Pmt Cond Delay Nο

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	1
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func																
(1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15																
LP 16-30																
LP 31-45																
LP 46-60 LP 61-75																
LP 46-60																

#### Action Plan - 100

Flash Pattern Override Sys No Timing Plan 0 Sequence 0 Veh Detector Plan 0 None Det Log Flash Yes Red Rest No Ped Det Diag Veh Det Diag 0 0 Plan Plan Pmt Veh Priority Dimming Enable No No

Ret

No

**Pmt Ped Priority** Ret

Pmt Queue Delay No

Pmt Cond Delay No

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

DB Editor Report Page 56 of 70

Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
<u> </u>																
Spec Func (1-8)																
(1-8) Aux Func	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
(1-8) Aux Func	1	2	3	4	5	6	7	8	9	<b>10</b>	11	12	13	14	15	
(1-8) Aux Func (1-3)	+-	2	3	4	5		7	8	9	10	11		13	14		
(1-8) Aux Func (1-3) LP 1-15	-															
(1-8) Aux Func (1-3) LP 1-15 LP 16-30																
(1-8) Aux Func (1-3) LP 1-15 LP 16-30 LP 31-45			-			-				-		-				•
(1-8) Aux Func (1-3) LP 1-15 LP 16-30 LP 31-45 LP 46-60	-															

DB Editor Report Page 57 of 70

DB Editor Report Page 58 of 70

# **City of Madison**



Solutions that Move the World<sup>TM</sup>

First - Johnson - First @ Johnson cobalt - Econolite Type - ASC/3

# Time Base Day Plan/Schedule Day Plan (MM) 5-3

#### Day Plan #1

Event	Action Plan	Start Time
1	99	01:45
2	1	06:00
3	2	06:30
2 3 4	2	07:00
5	2	08:30
6	1	09:00
7	4	16:00
8	1	18:00
9	99	23:30
10	4	15:00
13	0	00:30

#### Day Plan #2

Day i i	u :: // =	
Event	Action Plan	Start Time
1	1	06:00
2 3	2	06:30
3	3	07:15
4	2	08:15
5	1	09:00
6	4	15:00
7	1	18:00

# Day Plan #3

Event	Action Plan	Start Time
1	99	01:30
2	1	07:00
3	2	11:00
4	1	19:00

#### Day Plan #4

Event	Action Plan	Start Time
1	99	01:30
2	1	07:00
3	2	09:00
4	1	19:00

DB Editor Report Page 59 of 70

# Schedule (MM) 5-4

#### Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ОСТ	NOV	DEC
	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		Χ	Χ	Χ	Χ		

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	Х	Χ	Χ	Χ	Χ	Χ	Х	Х	Х	Х	Х
	12	13	14	15	16	17	18	19	20	21	22
	Х	Х	Χ	Х	Χ	Χ	Х	Х	Х	Х	Х
	23	24	25	26	27	28	29	30	31		
	Х	Χ	Χ	Х	Χ	Χ	Х	Х	Х		

#### Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
						Χ	

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Х	Χ
	12	13	14	15	16	17	18	19	20	21	22
	Χ	Χ	Χ	Χ	Х	Х	Χ	Х	Х	Х	Х
	23	24	25	26	27	28	29	30	31		
	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ		

#### Schedule Number - 3

Day Plan No.: 3

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT

DB Editor Report Page 60 of 70

	1 1	1	1	1 1	l y l	
					^	

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	Х	Χ	Χ	Х	Х	Χ	Х	Х	Х	Х	Х
	12	13	14	15	16	17	18	19	20	21	22
	Х	Χ	Χ	Х	Х	Χ	Х	Х	Х	Х	Х
	23	24	25	26	27	28	29	30	31		
	Х	Χ	Χ	Χ	Х	Χ	Х	Х	Х		

DB Editor Report Page 61 of 70

# Schedule Number - 4

Day Plan No.: 4

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ОСТ	NOV	DEC
	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Χ

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	Χ						

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	Х	Χ	Χ	Х	Χ	Χ	Х	Χ	Х	Χ	Х
	12	13	14	15	16	17	18	19	20	21	22
	Х	Х	Χ	Χ	Χ	Х	Х	Χ	Х	Χ	Х
	23	24	25	26	27	28	29	30	31		
	Х	Χ	Χ	Χ	Χ	Χ	Χ	Χ	Х		

DB Editor Report Page 62 of 70





Solutions that Move the World™

First - Johnson - First @ Johnson cobalt - Econolite Type - ASC/3

**Time Base Exceptions** 

**Exception Day Program (MM) 5-5** 

Excep		Man/Man		MOMO	Day
Day <sup>·</sup>	Float/Fixed	won/won	DOW/DOM	wow/ Year	Plan

DB Editor Report Page 63 of 70

#### **City of Madison**



Solutions that Move the World<sup>TM</sup>

First - Johnson - First @ Johnson cobalt - Econolite Type - ASC/3

#### **Detectors**

**Detectors - Pg 1** 

Veh Det Phase Assignment (MM) 6-1

#### **Vehicle Detector Plan Number - 1**

Veh Detector	Called Phase	Туре	
1	2	N	
2	2	N	
5	5	N	
6	8	N	
7	8	N	
8	1	N	
9	8	N	
10	8	N	
12	1	N	
13	1	N	
14	2, 3	N	
15	2, 3	N	
16	2, 3	N	
49	4	N	
50	4	N	

#### Vehicle Detector Plan Number - 2

Veh Detector	Called Phase	Туре
--------------	--------------	------

#### **Vehicle Detector Plan Number - 3**

	Veh Detector	Called Phase	Туре
--	--------------	--------------	------

#### Vehicle Detector Plan Number - 4

Veh Detector	Called Phase	Туре

#### Vehicle Detector Setup (MM) 6-2

Veh Detector	Туре	TS2 Detector	Description
1	N-NTCIP	Yes	
2	N-NTCIP	Yes	
3	N-NTCIP	Yes	
4	N-NTCIP	Yes	
5	N-NTCIP	Yes	
6	N-NTCIP	Yes	
7	N-NTCIP	Yes	
8	N-NTCIP	Yes	

DB Editor Report Page 64 of 70

9	N-NTCIP	Yes	I	
10	N-NTCIP	Yes		
11	N-NTCIP	Yes		
12	N-NTCIP	Yes	WBLT Stop Bar	
13	N-NTCIP	Yes	WBLT mid	
14	N-NTCIP	Yes	WB mid Right	
15	N-NTCIP	Yes	WB Mid Center	
16	N-NTCIP	Yes	WB mid left	
17	N-NTCIP	Yes	WB mid lott	
18	N-NTCIP	Yes		
19	N-NTCIP	Yes		
20	N-NTCIP	Yes		
21	N-NTCIP	Yes		
22	N-NTCIP	Yes		
23	N-NTCIP N-NTCIP	Yes Yes		
24				
25 26	N-NTCIP	Yes		
26	N-NTCIP	Yes		
27	N-NTCIP	Yes		
28	N-NTCIP	Yes		
29	N-NTCIP	Yes		
30	N-NTCIP	Yes		
31	N-NTCIP	Yes		
32	N-NTCIP	Yes		
33	N-NTCIP	Yes		
34	N-NTCIP	Yes		
35	N-NTCIP	Yes		
36	N-NTCIP	Yes		
37	N-NTCIP	Yes		
38	N-NTCIP	Yes		
39	N-NTCIP	Yes		
40	N-NTCIP	Yes		
41	N-NTCIP	Yes		
42	N-NTCIP	Yes		
43	N-NTCIP	Yes		
44	N-NTCIP	Yes		
45	N-NTCIP	Yes		-
46	N-NTCIP	Yes		
47	N-NTCIP	Yes		
48	N-NTCIP	Yes		
49	N-NTCIP	Yes	Autoscope for Driveway	
50	N-NTCIP	Yes	Autoscope for driveway	
51	N-NTCIP	Yes	•	
52	N-NTCIP	Yes		
53	N-NTCIP	Yes		
54	N-NTCIP	Yes		
55	N-NTCIP	Yes		
56	N-NTCIP	Yes		
57	N-NTCIP	Yes		
	1			

DB Editor Report Page 65 of 70

58	N-NTCIP	Yes	
59	N-NTCIP	Yes	
60	N-NTCIP	Yes	
61	N-NTCIP	Yes	
62	N-NTCIP	Yes	
63	N-NTCIP	Yes	
64	N-NTCIP	Yes	

# **Vehicle Detector Plan Number - 1**

Veh Detector	unaca	ECPI Log	Option	Delay Time	Ext	Extend Time / Passage Time	Lim. /	Use Added Initial	Cross Switch Ph	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	2	No	Yes	0.0	Passage	0.0	0	No	0	Yellow	No	No	No
2	2	No	Yes	0.0	Passage	0.0	0	No	0	Yellow	No	No	No
3	0	No	No	0.0	Passage	0.0	0	No	0	None	No	No	No
4	0	No	No	0.0	Passage	0.0	0	No	0	None	No	No	No
5	5	No	Yes	1.0	Passage	0.0	0	No	0	Yellow	No	No	No
6	8	No	Yes	0.0	Passage	0.0	0	No	0	Red	No	No	No
7	8	No	Yes	0.0	Passage	0.0	0	No	0	Red	No	No	No
8	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	8	No	Yes	0.0	Passage	0.0	0	No	0	Yellow	No	No	No
10	8	No	Yes	0.0	Passage	0.0	0	No	0	Yellow	No	No	No
11	1	No	No	0.0	Passage	0.0	0	No	0	None	No	No	No
12	1	No	Yes	0.0	Passage	0.0	0	No	0	Red	No	No	No
13	1	No	Yes	0.0	Passage	0.0	0	No	0	Yellow	No	No	No
14	3	No	Yes	0.0	Passage	0.0	0	No	0	Yellow	No	No	No
15	3	No	Yes	0.0	Passage	0.0	0	No	0	Yellow	No	No	No
16	3	No	Yes	0.0	Passage	0.0	0	No	0	Yellow	No	No	No
17	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	0	No	Yes		Passage		0	No	0	None	No	No	No
29	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

DB Editor Report Page 66 of 70

37	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	0	No	Yes	0.0	Passage	0.0	0	No	6	None	No	No	No
43	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	4	No	Yes	5.0	Passage	0.0	0	No	0	None	No	No	No
51	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

# **Vehicle Detector Plan Number - 2**

Veh Detector	Phase	ECPI Log		Delay Time	Option	Extend Time / Passage Time	Queue Lim. / Discon. Time	Added	Cross Switch Ph		NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

DB Editor Report Page 67 of 70

#### Vehicle Detector Plan Number - 3

Veh Detector	Phase	ECPI Log		Delay Time		Extend Time / Passage Time	Queue Lim. / Discon. Time	Added	Cross Switch Ph			NTCIP Occ.	Pmt Queue Delay
1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

#### Vehicle Detector Plan Number - 4

Veh Detector	Phase	ECPI Log		Delay Time	Ext	Passage	Queue Lim. / Discon. Time	Added	Cross Switch Ph		NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

# Ped Detector Phase Assignment (MM) 6-3

Mode: Econolite

Ped Called Phase

Detector Number 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 DB Editor Report Page 68 of 70

1	۱. ا	.	۱. ا	١.	В		١. ا	.	١. ا	۱. ا	.	.	١.	١. ا	١. ا	۱. ا
2		Х														
3 4																
				Χ				Χ								
5 6 7																
6	•			•			Χ									
7	•			•									•			
8				Χ				Χ								
9 10	•			•									•			
	•			•									•			
11																
12																
13	•		•	•	•	•		•		•	•	•	•			
14																
15	•														Χ	
16																Χ

DB Editor Report Page 69 of 70





Solutions that Move the World™

First - Johnson - First @ Johnson cobalt - Econolite Type - ASC/3

#### **Detectors**

#### Detectors - Pg 2

## Log - Speed Detector Setup (MM) 6-4

NTCIP Log ECPI Log Length Unit: Period: 60 Period: 0 Inches

	Local Detector	One/Two Detector		Trap length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

#### Vehicle Detector Diagnostics (MM) 6-5

#### Veh Diagnostic Plan Number - 1

Det	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
-----	--------	-----	------	------------	----------------	-------------------------

#### Veh Diagnostic Plan Number - 2

Det	Counts	Act	Pres	Multiplier	Falled Time	Failed Call Delay
-----	--------	-----	------	------------	----------------	-------------------------

#### Veh Diagnostic Plan Number - 3

Det	Counts	Act	Pres	Multiplier	Falled Time	Failed Call Delay

DB Editor Report Page 70 of 70

Veh Diagnostic Plan Number - 4

Det	Counts	A ct	Pres	Multiplier	Failed	Failed Call
Det	Counts	ACI	ries	Multiplier	Time	Delay

# Pedestrian Detector Diagnostics (MM) 6-6

|--|

Det C	ounts	Act	Pres	Multiplier
-------	-------	-----	------	------------

## Ped Diagnostic Plan Number - 2

	1			
	<b>^</b>	A 4	<b>D</b>	B. 4. 14. 11.
Det	Counts	Act	Pres	Multiplier
	Oddiita	701	1 103	Multiplici

# Ped Diagnostic Plan Number - 3

Det	Counts	Act	Pres	Multiplier

#### Ped Diagnostic Plan Number - 4

Det	Counts	Act	Pres	Multiplier

# Appendix B Peak Hour Analysis Outputs

Background Traffic

Full Build Traffic

Full Build Traffic – with Modifications

	•	•	<b>†</b>	/	-	ļ
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ሻሻ	77.77	<b>^</b>	7	ሻሻ	<b>↑</b> ↑
Traffic Volume (vph)	295	350	785	165	455	1000
Future Volume (vph)	295	350	785	165	455	1000
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.88	0.91	1.00	0.97	0.95
			0.91			0.95
Ped Bike Factor	1.00	0.99		0.97	0.99	
Frt	0.050	0.850		0.850	0.050	
Flt Protected	0.950	2/5/	4040	1500	0.950	2420
Satd. Flow (prot)	3273	2656	4940	1538	3335	3438
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3263	2621	4940	1487	3302	3438
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	25		30			30
Link Distance (ft)	310		700			500
Travel Time (s)	8.5		15.9			11.4
Confl. Peds. (#/hr)	1	1		14	14	
Confl. Bikes (#/hr)		1		3		
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	100%	70%	100%	62%	100%	100%
Heavy Vehicles (%)	7%	7%	5%	5%	5%	5%
Adj. Flow (vph)	351	292	935	122	542	1190
Shared Lane Traffic (%)	331	212	733	122	J4Z	1170
. ,	251	202	ODE	122	E 40	1190
Lane Group Flow (vph)	351	292	935	122	542	
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
	20	20		20	20	6
Detector 1 Size(ft)			6 CL Ev			
Detector 1 Type	CI+Ex	Cl+Ex	CI+Ex	CI+Ex	Cl+Ex	CI+Ex
Detector 1 Channel	2.5	2.2	2.5	2.2	2.2	
Detector 1 Extend (s)	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
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			CI+Ex			CI+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	pm+ov		pm+ov	Prot	NA
	1 101	יייין	1 1// 1	יייין	1 101	1 1/ 1

TADI Synchro 11 Report Background AM Peak Page 1

	•	•	†	<i>&gt;</i>	<b>/</b>	<b>↓</b>	
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Protected Phases	8	1	2	8	1	6	
Permitted Phases		8		2			
Detector Phase	8	1	2	8	1	6	
Switch Phase							
Minimum Initial (s)	10.0	8.0	10.0	10.0	8.0	10.0	
Minimum Split (s)	15.0	15.5	16.5	15.0	15.5	16.5	
Total Split (s)	20.0	25.0	45.0	20.0	25.0	70.0	
Total Split (%)	22.2%	27.8%	50.0%	22.2%	27.8%	77.8%	
Maximum Green (s)	15.0	17.5	38.5	15.0	17.5	63.5	
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.5	
All-Red Time (s)	2.0	4.0	3.0	2.0	4.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	7.5	6.5	5.0	7.5	6.5	
Lead/Lag		Lead	Lag		Lead		
Lead-Lag Optimize?		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.5	3.0	3.0	3.5	
Recall Mode	None	None	C-Max	None	None	C-Max	
Act Effct Green (s)	13.7	28.5	40.0	55.3	17.2	64.8	
Actuated g/C Ratio	0.15	0.32	0.44	0.61	0.19	0.72	
v/c Ratio	0.70	0.35	0.43	0.13	0.85	0.48	
Control Delay	48.4	28.9	18.2	6.0	49.2	6.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	48.4	28.9	18.2	6.0	49.2	6.4	
LOS	D	С	В	Α	D	Α	
Approach Delay	39.5		16.8			19.8	
Approach LOS	D		В			В	
Intersection Summary							
Area Type:	Other						
Cycle Length: 90							
Actuated Cycle Length: 90							
Offset: 65 (72%), Reference	ed to phase	2:NBT a	nd 6:SBT	, Start of	Yellow		
Natural Cycle: 60							
Control Type: Actuated-Coo	rdinated						
Maximum v/c Ratio: 0.85							
Intersection Signal Delay: 22	2.6			lr	ntersectio	n LOS: C	
Intersection Capacity Utiliza	tion 52.4%	)		IC	CU Level	of Service	e A
Analysis Period (min) 15							
Splits and Phases: 100: E	Johnson	Street & I	First Stree	et			
		<b>A</b>					
<b>\$</b> <sub>Ø1</sub>		<sup>™</sup> Ø2	(R)				
25 s		45 s					_
▼ Ø6 (R)							_
▼ 20 (K)							¥1 V0

TADI Synchro 11 Report Background AM Peak Page 2

# 100: E Johnson Street & First Street

	•	•	<b>†</b>	/	-	ļ
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	351	292	935	122	542	1190
v/c Ratio	0.70	0.35	0.43	0.13	0.85	0.48
Control Delay	48.4	28.9	18.2	6.0	49.2	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.4	28.9	18.2	6.0	49.2	6.4
Queue Length 50th (ft)	91	67	133	22	153	135
Queue Length 95th (ft)	128	m91	154	38	#199	157
Internal Link Dist (ft)	230		620			420
Turn Bay Length (ft)						
Base Capacity (vph)	545	848	2197	942	654	2473
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	0.64	0.34	0.43	0.13	0.83	0.48

# Intersection Summary

Synchro 11 Report TADI Background AM Peak Page 3

 <sup># 95</sup>th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

	•	4	<b>†</b>	<i>&gt;</i>	<b>/</b>	<b>+</b>	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	76	77	<b>^</b>	7	ሻሻ	<b>^</b>	
Traffic Volume (veh/h)	295	350	785	165	455	1000	
Future Volume (veh/h)	295	350	785	165	455	1000	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		0.96	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No		No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1826	1826	1826	1826	
Adj Flow Rate, veh/h	351	292	935	122	542	1190	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	
Percent Heavy Veh, %	7	7	5	5	5	5	
Cap, veh/h	451	853	2345	911	616	2555	
Arrive On Green	0.14	0.14	0.47	0.47	0.18	0.74	
Sat Flow, veh/h	3319	2679	5149	1490	3374	3561	
Grp Volume(v), veh/h	351	292	935	122	542	1190	
Grp Sat Flow(s),veh/h/ln	1659	1340	1662	1490	1687	1735	
Q Serve(g_s), s	9.2	7.5	11.0	3.2	14.1	12.4	
Cycle Q Clear(g_c), s	9.2	7.5	11.0	3.2	14.1	12.4	
Prop In Lane	1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	451	853	2345	911	616	2555	
V/C Ratio(X)	0.78	0.34	0.40	0.13	0.88	0.47	
Avail Cap(c_a), veh/h	553	936	2345	911	656	2555	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	37.6	23.5	15.5	7.6	35.8	4.8	
Incr Delay (d2), s/veh	5.7	0.2	0.5	0.3	12.6	0.6	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	7.3	4.3	7.4	2.6	11.0	6.4	
Unsig. Movement Delay, s/veh		00.7	110	7.0	10.1	F 4	
LnGrp Delay(d),s/veh	43.2	23.7	16.0	7.9	48.4	5.4	
LnGrp LOS	D	С	В	А	D	A	
Approach Vol, veh/h	643		1057			1732	
Approach Delay, s/veh	34.4		15.1			18.9	
Approach LOS	С		В			В	
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	23.9	48.8				72.8	17.2
Change Period (Y+Rc), s	7.5	6.5				6.5	5.0
Max Green Setting (Gmax), s	17.5	38.5				63.5	15.0
Max Q Clear Time (g_c+I1), s	16.1	13.0				14.4	11.2
Green Ext Time (p_c), s	0.4	9.3				15.1	1.0
Intersection Summary							
HCM 6th Ctrl Delay			20.6				
HCM 6th LOS			20.0 C				
HOW OUT LOS			C				

TADI Synchro 11 Report Background AM Peak Page 4

	۶	<b>→</b>	•	•	<b>&gt;</b>	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	ተተ <sub>ጉ</sub>		W	
Traffic Volume (vph)	1	630	645	10	1	1
Future Volume (vph)	1	630	645	10	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.998		0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1759	4838	0	1711	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1759	4838	0	1711	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		310	330		350	
Travel Time (s)		8.5	9.0		9.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	8%	8%	7%	7%	1%	1%
Adj. Flow (vph)	1	778	796	12	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	779	808	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0	Ŭ,	12	, i
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type: C	)ther					
Control Type: Unsignalized						
Intersection Capacity Utilizati	on 44.3%			IC	CU Level o	of Service A
Amalusia Daniad (min) 15						

Analysis Period (min) 15

TADI Synchro 11 Report Background AM Peak Page 5

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	ĽDĹ			NOK	SBL	JDK
Traffic Vol, veh/h	1	630	<b>↑↑</b> 645	10	<b>'T'</b>	1
Future Vol, veh/h	1	630	645	10	1	1
Conflicting Peds, #/hr		030	045	10	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	310p	None
Storage Length	_	-	_	-	0	TVOIC
Veh in Median Storag		0	0	_	0	_
Grade, %		0	0	-	0	
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	8	8	7	7	1	1
Mymt Flow	1	778	796	12	1	1
IVIVIIIL FIOW	Į.	118	190	12	ı	
Major/Minor	Major1	N	Major2	N	Minor2	
Conflicting Flow All	809	0	-	0	1584	406
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	781	-
Critical Hdwy	5.42	-	-	-	6.065	7.115
Critical Hdwy Stg 1	-	-	-	-	6.615	-
Critical Hdwy Stg 2	-	-	-		5.415	-
Follow-up Hdwy	3.176	-	_		3.6595	3.9095
Pot Cap-1 Maneuver	792	-	-	-	221	*788
Stage 1	-	-	_	-	659	-
Stage 2	-	-	-	-	440	-
Platoon blocked, %	1	_	_	_	1	1
Mov Cap-1 Maneuver		_	-	_	220	*786
Mov Cap 1 Maneuver		_	_	_	220	-
Stage 1	_	_	_	_	657	_
Stage 2	_	_	_	_	440	_
Stage 2					440	
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		15.5	
HCM LOS					С	
Minor Lane/Major Mvr	mt	EBL	EBT	WBT	WBR	CDI n1
	III			WDI		
Capacity (veh/h)		791	-	-	-	344
HCM Cantrol Dalay (	.\	0.002	-	-		0.007
HCM Control Delay (s	5)	9.6	0	-	-	15.5
HCM Lane LOS	- \	A	Α	-	-	С
HCM 95th %tile Q(veh	1)	0	-	-	-	0
Notes						
~: Volume exceeds ca	apacity	\$: De	elay exc	eeds 30	00s	+: Com
Olamo Onocous CC	Leading	ψ, υ	aj onc	.5545 01		

TADI Synchro 11 Report Background AM Peak Synchro 12 Report Page 6

	۶	<b>→</b>	•	•	-	4	1	<b>†</b>	<b>/</b>	<b>/</b>	<b>↓</b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4î.		, j	<b>♦</b> 13-			4			4	
Traffic Volume (vph)	10	620	1	1	645	10	1	1	1	10	1	10
Future Volume (vph)	10	620	1	1	645	10	1	1	1	10	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.955			0.935	
Flt Protected		0.999		0.950				0.984			0.977	
Satd. Flow (prot)	0	3370	0	1671	3336	0	0	1768	0	0	1718	0
Flt Permitted		0.999		0.950				0.984			0.977	
Satd. Flow (perm)	0	3370	0	1671	3336	0	0	1768	0	0	1718	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		330			190			400			350	
Travel Time (s)		9.0			5.2			10.9			9.5	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	7%	7%	7%	8%	8%	8%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	12	738	1	1	768	12	1	1	1	12	1	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	751	0	1	780	0	0	3	0	0	25	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(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type: (	Other											

Control Type: Unsignalized
Intersection Capacity Utilization 34.6%
Analysis Period (min) 15

ICU Level of Service A

Synchro 11 Report TADI Background AM Peak Page 7

Intersection													
Int Delay, s/veh	0.4												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		414	LDIX	ነ ነ	<b>†</b>	WDIX	IIDL	4	HUIK	ODL	4	ODIT	
Fraffic Vol, veh/h	10	620	1	1	645	10	1	1	1	10	1	10	
future Vol, veh/h	10	620	1	1	645	10	1	1	1	10	1	10	
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	_	_	-	0	_	-	_	_	-	_	_	-	
eh in Median Storage	a.# -	0	-	-	0	_	-	0	_	_	0	_	
Grade, %	-	0	-		0	_	_	0	_	_	0	-	
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84	
leavy Vehicles, %	7	7	7	8	8	8	1	1	1	1	1	1	
Nymt Flow	12	738	1	1	768	12	1	1	1	12	1	12	
		, 00	•	•	, 00		•	•	•	•	•		
Acior/Minor	Major1		N	Majora			linar1			/inor?			
	Major1	^		Major2	^		Minor1	1547		Minor2	1 - 41	200	
Conflicting Flow All	781	0	0	740	0	0	1152	1547	372	1172	1541	392	
Stage 1	-	-	-	-	-	-	764	764	-	777	777	-	
Stage 2	-	-	-	4.07	-	-	388	783	-	395	764	-	
ritical Hdwy	4.24	-	-	4.26	-	-	7.52	6.52	6.92	7.52	6.52	6.92	
ritical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-	
ritical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-	
ollow-up Hdwy	2.27	-	-	2.28	-	-	3.51	4.01	3.31	3.51	4.01	3.31	
ot Cap-1 Maneuver	1131	-	-	824	-	-	*313	165	628	300	167	*822	
Stage 1	-	-	-	-	-	-	*365	413	-	713	638	-	
Stage 2	-	-	-	-	-	-	*775	634	-	604	413	-	
Platoon blocked, %	1120	-	-	000	-	-	*202	1(2)	(07	1	1	*001	
Nov Cap-1 Maneuver	1130	-	-	823	-	-	*302	162	627	293	163	*821	
Nov Cap-2 Maneuver	-	-	-	-	-	-	*302	162	-	293	163	-	
Stage 1	-	-	-	-	-	-	*358	405	-	700	637	-	
Stage 2	-	-	-	-	-	-	*761	632	-	590	405	-	
pproach	EB			WB			NB			SB			
ICM Control Delay, s	0.2			0			18.5			14.6			
ICM LOS							С			В			
linor Lane/Major Mvn	nt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR:	SBLn1				
Capacity (veh/h)		271	1130	-	-	823	-	-	400				
ICM Lane V/C Ratio		0.013	0.011	-	-	0.001	-	-	0.063				
ICM Control Delay (s)	)	18.5	8.2	0.1	-	9.4	-	-					
CM Lane LOS		С	А	А	-	Α	-	-	В				
ICM 95th %tile Q(veh	1)	0	0	-	-	0	-	-	0.2				
lotes													
	nacity	¢. D.	alay aya	anda 20	)Oc	u Com	nutation	a Not D	ofinod	*, AII	malar	/oluma	n plataan
Volume exceeds ca	pacity	\$: D(	elay exc	eeus 30	102	+: Com	pulalioi	ו ואטנ ו	enneu	: All	major \	volume I	in platoon

	<b>→</b>	•	•	•	4	~
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ተተ <sub>ጉ</sub>			<b>^</b>		7
Traffic Volume (vph)	625	5	5	650	5	5
Future Volume (vph)	625	5	5	650	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.999					0.865
Flt Protected					0.950	
Satd. Flow (prot)	4843	0	0	3343	0	1627
Flt Permitted					0.950	
Satd. Flow (perm)	4843	0	0	3343	0	1627
Link Speed (mph)	25			25	25	
Link Distance (ft)	190			220	232	
Travel Time (s)	5.2			6.0	6.3	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	7%	7%	8%	8%	1%	1%
Adj. Flow (vph)	744	6	6	774	6	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	750	0	0	780	6	6
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	ion Err%			IC	CU Level of	of Service

Intersection Capacity Utilization Err% Analysis Period (min) 15

Intersection						_		
Int Delay, s/veh	0.1							
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
	<del>ተ</del> ተኈ			<b>^</b>		7		
Traffic Vol, veh/h	625	5	5	650	5	5		
Future Vol, veh/h	625	5	5	650	5	5		
Conflicting Peds, #/hr	0	1	1	0	1	1		
Sign Control	Free	Free	Free	Free	Stop	Stop		
RT Channelized	-		-	None	-	None		
Storage Length	-	-	-	-	-	0		
Veh in Median Storage,	, # 0	-	-	0	0	-		
Grade, %	0	-	_	0	0	-		
Peak Hour Factor	84	84	84	84	84	84		
Heavy Vehicles, %	7	7	8	8	1	1		
Mymt Flow	744	6	6	774	6	6		
IVIVIIIL I IOW	/44	U	U	114	U	U		
	Major1	N	Major2	N	Vinor1			
Conflicting Flow All	0	0	751	0	1148	377		
Stage 1	-	-	-	-	748	-		
Stage 2	-	-	-	-	400	-		
Critical Hdwy	-	-	5.46	-	6.27	7.12		
Critical Hdwy Stg 1	-	-	-	-	6.62	-		
Critical Hdwy Stg 2	-	-	-	-	5.82	-		
Follow-up Hdwy	_	-	3.18	_	3.66	3.91		
Pot Cap-1 Maneuver	_	_	496	_	*681	532		
Stage 1	_	_	-	_	*355	-		
Stage 2	_	_	_	_	*744	_		
Platoon blocked, %	-		-	-	1	-		
			407			F21		
Mov Cap-1 Maneuver	-	-	496	-	*665	531		
Mov Cap-2 Maneuver	-	-	-	-	*665	-		
Stage 1	-	-	-	-	*355	-		
Stage 2	-	-	-	-	*728	-		
Approach	EB		WB		NB			
HCM Control Delay, s	0		0.1		11.9			
HCM LOS	U		0.1		В			
HOW EOS								
Minor Lane/Major Mvm	t l	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)		531	-	-	496	-		
HCM Lane V/C Ratio		0.011	-	-	0.012	-		
HCM Control Delay (s)		11.9	-	-	12.3	-		
HCM Lane LOS		В	_	_	В	_		
HCM 95th %tile Q(veh)		0	-	-	0	-		
		_						
Notes								
~: Volume exceeds cap			_	ceeds 30			i	outation Not Defined

	۶	<b>→</b>	$\rightarrow$	•	<b>←</b>	•	•	<b>†</b>	/	<b>&gt;</b>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Ť	<b>†</b>	77	ሻ	<b>†</b>	7	ሻሻ	ተተተ	7	ሻ	ተተተ	7
Traffic Volume (vph)	90	110	430	180	200	60	305	1040	90	50	1900	150
Future Volume (vph)	90	110	430	180	200	60	305	1040	90	50	1900	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	160		160	310		0	100		100
Storage Lanes	1		2	1		1	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	1759	2632	1719	1810	1538	3213	4759	1482	1719	4940	1538
Flt Permitted	0.624			0.472			0.950			0.239		
Satd. Flow (perm)	1095	1759	2596	853	1810	1516	3211	4759	1449	432	4940	1516
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		220			500			500			500	
Travel Time (s)		6.0			13.6		_	9.7			9.7	
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	70%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	9%	9%	9%	5%	5%	5%
Adj. Flow (vph)	97	118	324	194	215	40	328	1118	60	54	2043	100
Shared Lane Traffic (%)	07	110	22.4	104	215	40	220	1110	/0	Ε4	20.42	100
Lane Group Flow (vph)	97	118	324	194	215 No.	40	328	1118	60 No	54	2043	100
Enter Blocked Intersection	No	No.	No Diabt	No	No	No Diabt	No	No	No Diabt	No	No	No Diabt
Lane Alignment	Left	Left 12	Right	Left	Left 12	Right	Left	Left 24	Right	Left	Left 24	Right
Median Width(ft) Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		10			10			10			10	
Headway 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
Turning Speed (mph)	15	1.00	9	1.00	1.00	9	1.00	1.00	9	1.00	1.00	9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+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	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	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	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	

TADI Background AM Peak Synchro 11 Report Page 11

	•	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	/	-	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases		4	1	3	8		1	6		5	2	
Permitted Phases	4		4	8		8			6	2		2
Detector Phase	4	4	1	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	6.0	6.0	5.0	5.0	10.0	10.0	5.0	20.0	20.0	4.0	18.0	18.0
Minimum Split (s)	12.5	12.5	10.5	10.5	16.5	16.5	10.5	25.0	25.0	9.0	23.0	23.0
Total Split (s)	24.0	24.0	15.0	11.0	35.0	35.0	15.0	44.0	44.0	11.0	40.0	40.0
Total Split (%)	26.7%	26.7%	16.7%	12.2%	38.9%	38.9%	16.7%	48.9%	48.9%	12.2%	44.4%	44.4%
Maximum Green (s)	17.5	17.5	9.5	5.5	28.5	28.5	9.5	39.0	39.0	6.0	35.0	35.0
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	3.0	3.0	2.5	2.5	3.0	3.0	2.5	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	5.5	5.5	6.5	6.5	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead	Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	2.5	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	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	40.0	40.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	40.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.4	12.4	25.8	24.4	23.4	23.4	12.4	45.9	45.9	43.5	37.2	37.2
Actuated g/C Ratio	0.14	0.14	0.29	0.27	0.26	0.26	0.14	0.51	0.51	0.48	0.41	0.41
v/c Ratio	0.64	0.49	0.43	0.68	0.46	0.10	0.74	0.46	0.08	0.18	1.00	0.16
Control Delay	46.9	35.1	28.7	39.8	30.4	24.1	50.0	16.3	14.6	10.4	48.3	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.9	35.1	28.7	39.8	30.4	24.1	50.0	16.3	14.6	10.4	48.3	18.5
LOS	D	D	С	D	С	С	D	В	В	В	D	В
Approach Delay		33.4			33.9			23.6			46.0	
Approach LOS		С			С			С			D	

#### **Intersection Summary**

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 7 (8%), Referenced to phase 2:SBTL and 6:NBT, Start of 1st Green

Natural Cycle: 90

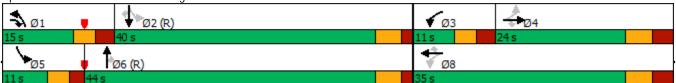
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 36.2 Intersection LOS: D
Intersection Capacity Utilization 80.5% ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 500: E Washington Ave & First Street



Background AM Peak Page 12

	•	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	~	<b>&gt;</b>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	97	118	324	194	215	40	328	1118	60	54	2043	100
v/c Ratio	0.64	0.49	0.43	0.68	0.46	0.10	0.74	0.46	0.08	0.18	1.00	0.16
Control Delay	46.9	35.1	28.7	39.8	30.4	24.1	50.0	16.3	14.6	10.4	48.3	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.9	35.1	28.7	39.8	30.4	24.1	50.0	16.3	14.6	10.4	48.3	18.5
Queue Length 50th (ft)	58	70	102	90	102	17	91	152	18	11	~473	36
Queue Length 95th (ft)	m81	m96	m132	140	156	39	#181	208	43	30	#569	71
Internal Link Dist (ft)		140			420			420			420	
Turn Bay Length (ft)	175			160		160	310			100		100
Base Capacity (vph)	212	342	749	284	573	480	441	2426	738	300	2042	626
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.35	0.43	0.68	0.38	0.08	0.74	0.46	0.08	0.18	1.00	0.16

#### Intersection Summary

Synchro 11 Report TADI Background AM Peak Page 13

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.

m Volume for 95th percentile queue is metered by upstream signal.

	۶	<b>→</b>	•	•	<b>←</b>	4	1	<b>†</b>	~	<b>/</b>	<b>†</b>	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	<b>↑</b>	77	ሻ	<b>↑</b>	7	ሻሻ	ተተተ	7	ሻ	ተተተ	7
Traffic Volume (veh/h)	90	110	430	180	200	60	305	1040	90	50	1900	150
Future Volume (veh/h)	90	110	430	180	200	60	305	1040	90	50	1900	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1826	1826	1826	1767	1767	1767	1826	1826	1826
Adj Flow Rate, veh/h	97	118	324	194	215	40	328	1118	60	54	2043	100
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	8	8	8	5	5	5	9	9	9	5	5	5
Cap, veh/h	231	252	649	261	481	402	345	2509	768	312	2203	668
Arrive On Green	0.14	0.14	0.14	0.06	0.26	0.26	0.11	0.52	0.52	0.03	0.44	0.44
Sat Flow, veh/h	1068	1781	2610	1739	1826	1524	3264	4823	1477	1739	4985	1512
Grp Volume(v), veh/h	97	118	324	194	215	40	328	1118	60	54	2043	100
Grp Sat Flow(s), veh/h/ln	1068	1781	1305	1739	1826	1524	1632	1608	1477	1739	1662	1512
Q Serve(g_s), s	7.7	5.5	9.6	5.5	8.8	1.8	9.0	13.0	1.8	1.5	34.9	3.6
Cycle Q Clear(g_c), s	7.7	5.5	9.6	5.5	8.8	1.8	9.0	13.0	1.8	1.5	34.9	3.6
Prop In Lane	1.00	252	1.00	1.00 261	481	1.00 402	1.00 345	2509	1.00 768	1.00 312	2203	1.00 668
Lane Grp Cap(c), veh/h V/C Ratio(X)	0.42	0.47	649 0.50	0.74	0.45	0.10	0.95	0.45	0.08	0.17	0.93	0.15
Avail Cap(c_a), veh/h	288	346	788	261	578	483	345	2509	768	370	2203	668
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	35.5	29.1	34.0	27.7	25.1	40.0	13.5	10.8	13.0	23.7	15.0
Incr Delay (d2), s/veh	0.9	1.0	0.4	11.0	0.7	0.1	35.6	0.6	0.2	0.3	8.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	4.4	5.4	4.4	7.1	1.2	9.0	7.9	1.1	1.0	20.4	2.2
Unsig. Movement Delay, s/veh			0.1		,		7.0	,,,		110	20.1	2.2
LnGrp Delay(d),s/veh	37.4	36.5	29.6	45.1	28.3	25.2	75.7	14.1	11.0	13.3	32.1	15.5
LnGrp LOS	D	D	С	D	С	С	Ε	В	В	В	С	В
Approach Vol, veh/h		539			449			1506			2197	
Approach Delay, s/veh		32.5			35.3			27.4			30.8	
Approach LOS		С			D			С			С	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	44.8	11.0	19.2	8.0	51.8		30.2				
Change Period (Y+Rc), s	5.5	5.0	5.5	6.5	5.0	5.0		6.5				
Max Green Setting (Gmax), s	9.5	35.0	5.5	17.5	6.0	39.0		28.5				
Max Q Clear Time (g_c+l1), s	11.0	36.9	7.5	11.6	3.5	15.0		10.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.1	0.0	5.8		1.3				
Intersection Summary												
HCM 6th Ctrl Delay			30.3									
HCM 6th LOS			C									
			_									

	۶	•	4	<b>†</b>	ļ	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		ተተተ	ተተተ	7
Traffic Volume (vph)	0	5	0	1435	2505	5
Future Volume (vph)	0	5	0	1435	2505	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor						
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1627	0	4759	4940	1538
Flt Permitted						
Satd. Flow (perm)	0	1627	0	4759	4940	1538
Link Speed (mph)	25			35	35	
Link Distance (ft)	283			320	500	
Travel Time (s)	7.7			6.2	9.7	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	9%	9%	5%	5%
Adj. Flow (vph)	0	5	0	1543	2694	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	5	0	1543	2694	5
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	ion 58.7%			IC	:U Level	of Service I
Amalusia Daniad (min) 15						

Analysis Period (min) 15

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	LDL	LDK	NDL		<b>↑</b> ↑↑	
Traffic Vol, veh/h	0		Λ	1425		
· ·	0	5	0	1435	2505	5
Future Vol, veh/h	0	5	0	1435	2505	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage,		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	9	9	5	5
Mvmt Flow	0	5	0	1543	2694	5
	/linor2		Major1		Major2	
Conflicting Flow All	-	1349	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.12	-	-	-	-
Critical Hdwy Stg 1	-	_	_	_	-	_
Critical Hdwy Stg 2	_	_	_	_	_	_
Follow-up Hdwy	_	3.91	_	_	_	_
Pot Cap-1 Maneuver	0	122	0	-	_	
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	122	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	35.9		0		0	
HCM LOS	Ε					
Minor Long/Major Mym		NDT	-DI1	CDT	CDD	
Minor Lane/Major Mvm	l	NBT E		SBT	SBR	
Capacity (veh/h)		-	122	-	-	
HCM Lane V/C Ratio		-	0.044	-	-	
HCM Control Delay (s)		-	35.9	-	-	
HCM Lane LOS		-	Ε	-	-	
HCM 95th %tile Q(veh)		-	0.1	-	-	
,						

	•	•	<b>†</b>	<i>&gt;</i>	<b>&gt;</b>	ţ
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ሻሻ	77	<b>^</b>	7	ሻሻ	<b>^</b>
Traffic Volume (vph)	300	555	1330	330	310	810
Future Volume (vph)	300	555	1330	330	310	810
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.88	0.91	1.00	0.97	0.95
			0.91			0.95
Ped Bike Factor	0.99	0.99		0.97	1.00	
Frt	0.050	0.850		0.850	0.050	
Flt Protected	0.950			45	0.950	
Satd. Flow (prot)	3433	2787	5136	1599	3433	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3412	2749	5136	1545	3416	3539
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	25		30			30
Link Distance (ft)	310		700			500
Travel Time (s)	8.5		15.9			11.4
Confl. Peds. (#/hr)	2	1	13.7	13	13	11.4
Confl. Bikes (#/hr)		1		5	13	
` ,	0.07		0.07		0.07	0.97
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	
Growth Factor	100%	70%	100%	62%	100%	100%
Heavy Vehicles (%)	2%	2%	1%	1%	2%	2%
Adj. Flow (vph)	309	401	1371	211	320	835
Shared Lane Traffic (%)						
Lane Group Flow (vph)	309	401	1371	211	320	835
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24	<b>J</b>	24	<u> </u>		24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane	10		10			10
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
			1.00			1.00
Turning Speed (mph)	15	9	2	9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	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	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			CI+Ex			CI+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	pm+ov	NA	pm+ov	Prot	NA
		1 -	-	1 -		•

	•	4	†	<i>&gt;</i>	<b>/</b>	<b>↓</b>	
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Protected Phases	8	1	2	8	1	6	
Permitted Phases		8		2			
Detector Phase	8	1	2	8	1	6	
Switch Phase							
Minimum Initial (s)	10.0	8.0	10.0	10.0	8.0	10.0	
Minimum Split (s)	15.0	15.5	16.5	15.0	15.5	16.5	
Total Split (s)	20.0	25.0	45.0	20.0	25.0	70.0	
Total Split (%)	22.2%	27.8%	50.0%	22.2%	27.8%	77.8%	
Maximum Green (s)	15.0	17.5	38.5	15.0	17.5	63.5	
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.5	
All-Red Time (s)	2.0	4.0	3.0	2.0	4.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	7.5	6.5	5.0	7.5	6.5	
Lead/Lag		Lead	Lag		Lead		
Lead-Lag Optimize?		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.5	3.0	3.0	3.5	
Recall Mode	None	None	C-Max	None	None	C-Max	
Act Effct Green (s)	13.0	24.5	44.0	58.5	14.0	65.5	
Actuated g/C Ratio	0.14	0.27	0.49	0.65	0.16	0.73	
v/c Ratio	0.62	0.53	0.55	0.21	0.60	0.32	
Control Delay	50.4	31.8	17.8	5.7	39.9	4.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	50.4	31.8	17.8	5.7	39.9	4.9	
LOS	D	С	В	Α	D	Α	
Approach Delay	39.9		16.2			14.6	
Approach LOS	D		В			В	
Intersection Summary							
Area Type:	Other						
Cycle Length: 90							
Actuated Cycle Length: 90							
Offset: 65 (72%), Reference	ced to phase	e 2:NBT a	and 6:SBT	, Start of	Yellow		
Natural Cycle: 60							
Control Type: Actuated-Co	ordinated						
Maximum v/c Ratio: 0.62							
Intersection Signal Delay:						n LOS: C	
Intersection Capacity Utiliz	ation 58.9%			IC	CU Level	of Service	e В
Analysis Period (min) 15							
	E Johnson	Street &	First Stree	et			
<b>\</b> o <sub>Ø1</sub>		<b>↑</b> ø2	(P)				
25 s		45 s	(K)				
1 (2)							<b>₽</b> Ø8
▼ Ø6 (R)							<b>▼ ™</b> Ø8

# 100: E Johnson Street & First Street

	•	•	<b>†</b>	~	<b>\</b>	ļ
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	309	401	1371	211	320	835
v/c Ratio	0.62	0.53	0.55	0.21	0.60	0.32
Control Delay	50.4	31.8	17.8	5.7	39.9	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.4	31.8	17.8	5.7	39.9	4.9
Queue Length 50th (ft)	91	98	194	36	87	75
Queue Length 95th (ft)	130	132	264	68	124	107
Internal Link Dist (ft)	230		620			420
Turn Bay Length (ft)						
Base Capacity (vph)	572	861	2512	1047	667	2576
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	0.54	0.47	0.55	0.20	0.48	0.32
Intersection Summary						

TADI Synchro 11 Report Background PM Peak Synchro 12 Report Page 3

	•	•	<b>†</b>	<b>/</b>	<b>/</b>	ţ	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	767	77	ተተተ	7	ሻሻ	<b>^</b>	
Traffic Volume (veh/h)	300	555	1330	330	310	810	
Future Volume (veh/h)	300	555	1330	330	310	810	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		0.96	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No		No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1885	1885	1870	1870	
Adj Flow Rate, veh/h	309	401	1371	211	320	835	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	2	2	1	1	2	2	
Cap, veh/h	525	757	2663	1040	413	2560	
Arrive On Green	0.15	0.15	0.52	0.52	0.12	0.72	
Sat Flow, veh/h	3456	2790	5316	1540	3456	3647	
Grp Volume(v), veh/h	309	401	1371	211	320	835	
Grp Sat Flow(s),veh/h/ln	1728	1395	1716	1540	1728	1777	
Q Serve(g_s), s	7.5	11.0	15.8	4.7	8.1	7.7	
Cycle Q Clear(g_c), s	7.5	11.0	15.8	4.7	8.1	7.7	
Prop In Lane	1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	525	757	2663	1040	413	2560	
V/C Ratio(X)	0.59	0.53	0.51	0.20	0.77	0.33	
Avail Cap(c_a), veh/h	576	798	2663	1040	672	2560	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	35.5	27.9	14.3	5.7	38.4	4.6	
Incr Delay (d2), s/veh	1.3	0.6	0.7	0.4	3.1	0.3	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	5.8	6.7	9.9	4.3	6.4	4.2	
Unsig. Movement Delay, s/veh	l						
LnGrp Delay(d),s/veh	36.9	28.5	15.0	6.1	41.6	4.9	
LnGrp LOS	D	С	В	Α	D	Α	
Approach Vol, veh/h	710		1582			1155	
Approach Delay, s/veh	32.1		13.8			15.1	
Approach LOS	С		В			В	
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	18.3	53.1				71.3	18.7
Change Period (Y+Rc), s	7.5	6.5				6.5	5.0
Max Green Setting (Gmax), s	17.5	38.5				63.5	15.0
Max Q Clear Time (g_c+I1), s	10.1	17.8				9.7	13.0
Green Ext Time (p_c), s	0.7	12.7				9.0	0.7
Intersection Summary							
HCM 6th Ctrl Delay			18.0				
HCM 6th LOS			В				
TION OUI LOO			D				

۶	<b>→</b>	<b>←</b>	•	<b>&gt;</b>	4
EBL	EBT	WBT	WBR	SBL	SBR
	4	<b>^</b>		W	
1	640	845	15	10	10
1	640	845	15	10	10
1900	1900	1900	1900	1900	1900
1.00	1.00	0.91	0.91	1.00	1.00
		0.997		0.932	
				0.976	
0	1863	5070	0	1711	0
				0.976	
0	1863	5070	0	1711	0
	310	330		350	
	8.5	9.0		9.5	
3			3	1	2
			1		1
0.96	0.96	0.96	0.96	0.96	0.96
2%	2%	2%	2%	1%	1%
1	667	880	16	10	10
0	668	896	0	20	0
No	No	No	No	No	No
Left	Left	Left	Right	Left	Right
	0	0		12	
	0	0		0	
	16	16		16	
1.00	1.00	1.00	1.00	1.00	1.00
15			9	15	9
	Free	Free		Stop	
)ther					
on 45.1%			IC	CU Level of	of Service A
	1 1 1900 1.00 0 0 0 3 0.96 2% 1 0 No Left	1 640 1 640 1900 1900 1.00 1.00 0 1863 0 1863 25 310 8.5 3 0.96 0.96 2% 2% 1 667 0 668 No No Left Left 0 0 16	1 640 845 1 640 845 1 900 1900 1900 1.00 1.00 0.91  0.997  0 1863 5070  0 1863 5070  25 25 310 330 8.5 9.0 3  0.96 0.96 0.96 2% 2% 2% 1 667 880  0 668 896 No No No No Left Left 0 0 0 0 0 16 16  1.00 1.00 1.00 15 Free Free	1 640 845 15 1 640 845 15 1 900 1900 1900 1900 1.00 1.00 0.91 0.91  0.997  0 1863 5070 0  0 1863 5070 0  25 25 310 330 8.5 9.0 3	1 640 845 15 10 1 640 845 15 10 1 900 1900 1900 1900 1900 1.00 1.00 0.91 0.91 1.00  0.997 0.932 0.976 0 1863 5070 0 1711 25 25 25 25 310 330 350 8.5 9.0 9.5 3 3 1 0.96 0.96 0.96 0.96 2% 2% 2% 2% 1% 1 667 880 16 10  0 668 896 0 20 No No No No No No Left Left Left Right Left 0 0 0 12 0 0 0 0 16 16 16 16

Analysis Period (min) 15

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LUL		<b>1</b>	אטול	Ŋ.	אומט
Traffic Vol, veh/h	1	640	845	15	10	10
Future Vol, veh/h	1	640	845	15	10	10
Conflicting Peds, #/hr		0	0	3	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storag	je,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	1	667	880	16	10	10
Major/Minor	Major1	N	Major2	ı	Minor2	
Conflicting Flow All	899	0	viajui z -	0	1561	453
Stage 1	099	-	-	U	891	400
Stage 2		_	-	_	670	-
Critical Hdwy	5.33		_	_	6.065	7.115
Critical Hdwy Stg 1	5.55	_	_		6.615	7.113
Critical Hdwy Stg 2	_	_	_		5.415	_
Follow-up Hdwy	3.119	_	_		3.413	3 9095
Pot Cap-1 Maneuver	*911	_	_	-	*302	*727
Stage 1	-	_	_	_	*776	-
Stage 2	_	_	_		*495	_
Platoon blocked, %	1	_	_	_	1	1
Mov Cap-1 Maneuver		_	_	_	*299	*724
Mov Cap-2 Maneuve		_	_	_	*299	-
Stage 1	_	_	_	_	*772	_
Stage 2	_	_	_	_	*494	_
Olugo 2					171	
	- FD		\4/D		0.0	
Approach	EB		WB		SB	
HCM Control Delay, s	s 0		0		14	
HCM LOS					В	
Minor Lane/Major Mv	mt	EBL	EBT	WBT	WBR :	SBLn1
Capacity (veh/h)		* 909	-	-	-	423
HCM Lane V/C Ratio		0.001	-	-	-	0.049
HCM Control Delay (s		9	0	-	-	14
HCM Lane LOS		Α	A	-	-	В
HCM 95th %tile Q(ve	h)	0	-	-	-	0.2
Notes						
	on o oitu	¢. Do	Nov. ove	20 do 20	00c	Comi
~: Volume exceeds c	apacity	\$: D€	elay exc	eeds 30	UUS	+: Com

	۶	<b>→</b>	*	•	<b>←</b>	4	1	<b>†</b>	~	<b>/</b>	<del> </del>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4î.		J.	<b>∱</b> }			44			4	
Traffic Volume (vph)	10	640	1	1	850	15	1	1	1	10	1	10
Future Volume (vph)	10	640	1	1	850	15	1	1	1	10	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.997			0.955			0.936	
Flt Protected		0.999		0.950				0.984			0.977	
Satd. Flow (prot)	0	3536	0	1770	3529	0	0	1768	0	0	1720	0
Flt Permitted		0.999		0.950				0.984			0.977	
Satd. Flow (perm)	0	3536	0	1770	3529	0	0	1768	0	0	1720	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		330			190			400			350	
Travel Time (s)		9.0			5.2			10.9			9.5	
Confl. Peds. (#/hr)	1		2	2		1	1		5	5		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	10	660	1	1	876	15	1	1	1	10	1	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	671	0	1	891	0	0	3	0	0	21	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(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type: C	Other											

Control Type: Unsignalized
Intersection Capacity Utilization 36.3%
Analysis Period (min) 15

ICU Level of Service A

Intersection													
Int Delay, s/veh	0.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	LDL	414	LDIN	ሻ	<b>†</b>	WDIX	NDL	4	NDI	JDL	4	JUIN	
Traffic Vol, veh/h	10	640	1	1	850	15	1	1	1	10	1	10	
Future Vol, veh/h	10	640	1	1	850	15	1	1	1	10	1	10	
Conflicting Peds, #/hr	1	0	2	2	0	1	1	0	5	5	0	1	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	_	_	-	0	_	-	_	_	-	_	_	-	
Veh in Median Storage	e. # -	0	-	-	0	_	_	0	_	-	0	_	
Grade, %		0	-	_	0	_	-	0	_	-	0	_	
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	
Heavy Vehicles, %	2	2	2	2	2	2	1	1	1	1	1	1	
Mvmt Flow	10	660	1	1	876	15	1	1	1	10	1	10	
Major/Minor	Major1		N	Major?		N	/linor1		N	/linor?			
	Major1	0		Major2	0		Minor1	1577		Minor2	1570	440	
Conflicting Flow All	892	0	0	663	0	0	1125	1577	338	1243 887	1570	448	
Stage 1	-	-	-	-	-	-	683 442	683 894	-	356	887 683	-	
Stage 2	111	-	-	111	-	-			- 4 02		6.52	- 4 00	
Critical Hdwy	4.14	-	-	4.14	-	-	7.52	6.52	6.92	7.52 6.52	5.52	6.92	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52 6.52	5.52 5.52	-	6.52	5.52	-	
Critical Hdwy Stg 2	2.22	-	-	2.22	-	-	3.51	4.01	3.31	3.51	4.01	3.31	
Follow-up Hdwy Pot Cap-1 Maneuver	*1066	-	-	922	-	-	*531	*199	661	*397	*203	*714	
Stage 1	1000	-	-	922	-	-	*408	*450	- 001	*674	*590	- 114	
Stage 2	-	-	-	-	-	-	*674	*590	-	*637	*450	-	
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	430	1	
Mov Cap-1 Maneuver	•	-	-	920	-	-	*513	*196	657	*388	*199	*713	
Mov Cap-2 Maneuver	1000	-	-	720	-	-	*513	*196	- 007	*388	*199	713	
Stage 1	-	-	<u>-</u>	-	-	-	*401	*442	-	*663	*589	-	
Stage 2	-				_		*661	*589	-	*622	*442	-	
Jiaye z	_	-	-	_	-	-	001	507	_	UZZ	442	-	
A				MO			ND			65			
Approach	EB			WB			NB			SB			
HCM Control Delay, s	0.2			0			15.4			13			
HCM LOS							С			В			
Minor Lane/Major Mvn	nt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1				
Capacity (veh/h)		350 3	* 1065	-	-	920	-	-	469				
HCM Lane V/C Ratio		0.009	0.01	-	-	0.001	-	-	0.046				
HCM Control Delay (s)	)	15.4	8.4	0.1	-	8.9	-	-	13				
HCM Lane LOS		С	Α	Α	-	Α	-	-	В				
HCM 95th %tile Q(veh	)	0	0	-	-	0	-	-	0.1				
Notes													
~: Volume exceeds ca	nacity	\$∙ De	elav exc	eeds 30	2005	+: Com	nutation	Not D	efined	*· ΔII	maiory	/olume i	in platoon
. Volumo execeus ca	ψ. DC	hay che		333	., 50111	Patatioi	. 1101 D	omiou	. 7 111	major	Junio	piatooii	

TADI Synchro 11 Report Background PM Peak Synchro 12 Report Page 8

	-	•	•	<b>←</b>	4	~
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ተተ <sub>ጉ</sub>			<b>^</b>		7
Traffic Volume (vph)	625	25	45	835	30	45
Future Volume (vph)	625	25	45	835	30	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.994					0.865
Flt Protected				0.997	0.950	
Satd. Flow (prot)	5055	0	0	3529	0	1627
Flt Permitted				0.997	0.950	
Satd. Flow (perm)	5055	0	0	3529	0	1627
Link Speed (mph)	25			25	25	
Link Distance (ft)	190			220	232	
Travel Time (s)	5.2			6.0	6.3	
Confl. Peds. (#/hr)		2	2		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	2%	1%	1%
Adj. Flow (vph)	644	26	46	861	31	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	670	0	0	907	31	46
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type: (	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	ion Err%			IC	CU Level	of Service I

Intersection Capacity Utilization Err% Analysis Period (min) 15

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
	<del>ተ</del> ተኈ			<b>^</b>		1
Traffic Vol, veh/h	625	25	45	835	30	45
Future Vol, veh/h	625	25	45	835	30	45
Conflicting Peds, #/hr	0	2	2	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	_			None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage,	, # 0	-	-	0	0	-
Grade, %	0	_	_	0	0	_
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	644	26	46	861	31	46
IVIVIIIL FIOW	044	20	40	801	31	40
Major/Minor N	/lajor1	N	Major2	ľ	Minor1	
Conflicting Flow All	0	0	672	0	1183	338
Stage 1	-	-	-	-	659	-
Stage 2	_	_	_	-	524	_
Critical Hdwy	_	_	5.34	-	6.27	7.12
Critical Hdwy Stg 1	_	_	0.01	_	6.62	-
Critical Hdwy Stg 2	_	_	-	-	5.82	_
			3.12		3.66	3.91
Follow-up Hdwy	-	-		-		
Pot Cap-1 Maneuver	-	-	562	-	*678	564
Stage 1	-	-	-	-	*402	-
Stage 2	-	-	-	-	*679	-
Platoon blocked, %	-	-		-	1	
Mov Cap-1 Maneuver	-	-	561	-	*570	562
Mov Cap-2 Maneuver	-	-	-	-	*570	-
Stage 1	-	-	-	-	*401	-
Stage 2	-	-	-	-	*572	-
Ü						
A			MD		ND	
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		12	
HCM LOS					В	
Minor Lane/Major Mvm	t 1	VBLn1	EBT	EBR	WBL	WBT
	t I		LUI			
Capacity (veh/h)		562	-	-	561	-
HCM Lane V/C Ratio		0.083	-		0.083	-
HCM Control Delay (s)		12	-	-	12	-
HCM Lane LOS		В	-	-	В	-
HCM 95th %tile Q(veh)		0.3	-	-	0.3	-
Notes						
~: Volume exceeds cap	acity	\$. Do	lav eve	eeds 3	nns -	+: Com
~. volume exceeds cap	acity	φ. DE	lay exc	GGUS 31	005	+. CUIII

TADI Synchro 11 Report Background PM Peak Synchro 20 Page 10

	۶	-	•	•	<b>←</b>	•	•	<b>†</b>	<b>/</b>	<b>&gt;</b>	ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	, j	<u> </u>	77	*	<b>†</b>	7	ሻሻ	ተተተ	7	Ť	ተተተ	7
Traffic Volume (vph)	195	235	240	185	255	115	465	2125	180	75	1175	160
Future Volume (vph)	195	235	240	185	255	115	465	2125	180	75	1175	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	160		160	310		0	100		100
Storage Lanes	1		2	1		1	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor	0.99		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	2787	1787	1881	1599	3433	5085	1583	1770	5085	1583
Flt Permitted	0.595			0.276			0.950			0.131		
Satd. Flow (perm)	1103	1863	2743	518	1881	1572	3426	5085	1549	244	5085	1555
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		220			500			500			500	
Travel Time (s)		6.0			13.6			9.7			9.7	
Confl. Peds. (#/hr)	4		4	4		4	5		1	1		5
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	70%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	203	245	175	193	266	74	484	2214	116	78	1224	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	203	245	175	193	266	74	484	2214	116	78	1224	103
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(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15	0	9	15	0	9	15	0	9	15	0	9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	D' 1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	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	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	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	

TADI Background PM Peak Synchro 11 Report Page 11

	•	-	•	•	<b>←</b>	*	4	<b>†</b>	/	-	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases		4	1	3	8		1	6		5	2	
Permitted Phases	4		4	8		8			6	2		2
Detector Phase	4	4	1	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	6.0	6.0	5.0	5.0	10.0	10.0	5.0	20.0	20.0	4.0	18.0	18.0
Minimum Split (s)	12.5	12.5	10.5	10.5	16.5	16.5	10.5	25.0	25.0	9.0	23.0	23.0
Total Split (s)	21.0	21.0	27.0	11.0	32.0	32.0	27.0	48.0	48.0	10.0	31.0	31.0
Total Split (%)	23.3%	23.3%	30.0%	12.2%	35.6%	35.6%	30.0%	53.3%	53.3%	11.1%	34.4%	34.4%
Maximum Green (s)	14.5	14.5	21.5	5.5	25.5	25.5	21.5	43.0	43.0	5.0	26.0	26.0
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	3.0	3.0	2.5	2.5	3.0	3.0	2.5	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	5.5	5.5	6.5	6.5	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead	Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	2.5	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	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	40.0	40.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	40.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	14.5	14.5	32.4	26.5	25.5	25.5	16.9	45.0	45.0	35.6	30.6	30.6
Actuated g/C Ratio	0.16	0.16	0.36	0.29	0.28	0.28	0.19	0.50	0.50	0.40	0.34	0.34
v/c Ratio	1.15	0.82	0.18	0.84	0.50	0.17	0.75	0.87	0.15	0.43	0.71	0.20
Control Delay	148.3	57.5	22.4	58.7	30.8	25.6	41.9	25.6	13.7	20.7	29.3	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	148.3	57.5	22.4	58.7	30.8	25.6	41.9	25.6	13.7	20.7	29.3	23.6
LOS	F	Е	С	Е	С	С	D	С	В	С	С	С
Approach Delay		77.2			40.2			27.9			28.4	
Approach LOS		Е			D			С			С	

#### **Intersection Summary**

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 5 (6%), Referenced to phase 2:SBTL and 6:NBT, Start of 1st Green

Natural Cycle: 90

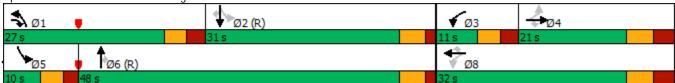
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.15

Intersection Signal Delay: 35.0 Intersection LOS: C
Intersection Capacity Utilization 88.6% ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 500: E Washington Ave & First Street



Background PM Peak Page 12

	۶	<b>→</b>	$\rightarrow$	•	<b>←</b>	•	4	<b>†</b>	/	<b>&gt;</b>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	203	245	175	193	266	74	484	2214	116	78	1224	103
v/c Ratio	1.15	0.82	0.18	0.84	0.50	0.17	0.75	0.87	0.15	0.43	0.71	0.20
Control Delay	148.3	57.5	22.4	58.7	30.8	25.6	41.9	25.6	13.7	20.7	29.3	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	148.3	57.5	22.4	58.7	30.8	25.6	41.9	25.6	13.7	20.7	29.3	23.6
Queue Length 50th (ft)	~140	144	46	86	126	32	135	409	36	18	219	41
Queue Length 95th (ft)	#279	#265	73	#197	201	66	176	#489	67	42	292	86
Internal Link Dist (ft)		140			420			420			420	
Turn Bay Length (ft)	175			160		160	310			100		100
Base Capacity (vph)	177	300	1138	230	532	445	820	2542	774	181	1726	527
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.15	0.82	0.15	0.84	0.50	0.17	0.59	0.87	0.15	0.43	0.71	0.20

### Intersection Summary

Synchro 11 Report TADI Background PM Peak Page 13

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.

	۶	<b>→</b>	•	•	<b>—</b>	•	1	<b>†</b>	~	<b>/</b>	<b>+</b>	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	<b>↑</b>	77	ሻ	<b>↑</b>	7	ሻሻ	ተተተ	7	ሻ	ተተተ	7
Traffic Volume (veh/h)	195	235	240	185	255	115	465	2125	180	75	1175	160
Future Volume (veh/h)	195	235	240	185	255	115	465	2125	180	75	1175	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	203	245	175	193	266	74	484	2214	116	78	1224	103
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	1	1	1	2	2	2	2	2	2
Cap, veh/h	247	301	901	223	534	445	571	2506	766	171	1851	559
Arrive On Green	0.16	0.16	0.16	0.06	0.28	0.28	0.17	0.49	0.49	0.04	0.36	0.36
Sat Flow, veh/h	1036	1870	2732	1795	1885	1571	3456	5106	1561	1781	5106	1541
Grp Volume(v), veh/h	203	245	175	193	266	74	484	2214	116	78	1224	103
Grp Sat Flow(s), veh/h/ln	1036	1870	1366	1795	1885	1571	1728	1702	1561	1781	1702	1541
Q Serve(g_s), s	14.5	11.4	4.1	5.5	10.6	3.2	12.2	35.1	3.7	2.5	18.1	4.1
Cycle Q Clear(g_c), s	14.5	11.4	4.1	5.5	10.6	3.2	12.2	35.1	3.7	2.5	18.1	4.1
Prop In Lane	1.00	201	1.00	1.00	F24	1.00	1.00	2507	1.00	1.00	1001	1.00
Lane Grp Cap(c), veh/h	247 0.82	301 0.81	901 0.19	223 0.86	534 0.50	445 0.17	571	2506	766	171 0.46	1851 0.66	559
V/C Ratio(X) Avail Cap(c_a), veh/h	247	301	901	223	534	445	0.85 826	0.88 2506	0.15 <b>766</b>	195	1851	0.18 559
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	36.4	21.8	33.8	26.9	24.3	36.5	20.6	12.6	21.7	24.1	19.6
Incr Delay (d2), s/veh	19.1	15.1	0.1	27.7	0.7	0.2	4.0	5.0	0.4	1.9	1.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.8	10.6	2.4	5.9	8.4	2.2	9.1	19.8	2.4	1.9	11.6	2.8
Unsig. Movement Delay, s/veh		10.0	۷.٦	0.7	0.4	۷.۷	7.1	17.0	۷.٦	1.7	11.0	2.0
LnGrp Delay(d),s/veh	58.2	51.5	21.9	61.5	27.6	24.4	40.4	25.6	13.0	23.5	25.9	20.3
LnGrp LOS	E	D	C	E	C	C	D	C	В	C	C	C
Approach Vol, veh/h		623			533			2814			1405	
Approach Delay, s/veh		45.4			39.4			27.6			25.4	
Approach LOS		D			D			C			C	
•	1		2	4		,						
Timer - Assigned Phs	20.4	2	3	21.0	5	6		8				
Phs Duration (G+Y+Rc), s	20.4	37.6	11.0	21.0	8.8	49.2		32.0				
Change Period (Y+Rc), s		5.0	5.5	6.5	5.0	5.0		6.5				
Max Green Setting (Gmax), s	21.5 14.2	26.0	5.5 7.5	14.5	5.0 4.5	43.0 37.1		25.5 12.6				
Max Q Clear Time (g_c+l1), s Green Ext Time (p_c), s	0.6	20.1	0.0	16.5 0.0	0.0	4.8		12.6				
4 - 7	0.0	3.9	0.0	0.0	0.0	4.0		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			30.3									
HCM 6th LOS			С									

	۶	•	4	<b>†</b>	ļ	✓
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		ተተተ	ተተተ	7
Traffic Volume (vph)	0	20	0	2770	1585	15
Future Volume (vph)	0	20	0	2770	1585	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor						
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1627	0	5085	5085	1583
Flt Permitted						
Satd. Flow (perm)	0	1627	0	5085	5085	1583
Link Speed (mph)	25			35	35	
Link Distance (ft)	283			320	500	
Travel Time (s)	7.7			6.2	9.7	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Adj. Flow (vph)	0	21	0	2885	1651	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	21	0	2885	1651	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	ion 63.8%			IC	:U Level	of Service I
Analysis David (vsis) 15						

Analysis Period (min) 15

Intersection						
Int Delay, s/veh	0.1					
		EDD	NIDI	Not	057	000
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		444	<b>^</b>	7
Traffic Vol, veh/h	0	20	0	2770	1585	15
Future Vol, veh/h	0	20	0	2770	1585	15
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	0	21	0	2885	1651	16
Major/Minor	linara		Major1	, n	Majora	
	linor2		Major1		Major2	
Conflicting Flow All	-	828	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.12	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.91	-	-	-	-
Pot Cap-1 Maneuver	0	271	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	270	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	_	-	-	-	_	-
Stage 2	_	-	_	-	-	_
5.0g0 <b>2</b>						
Approach	EB		NB		SB	
HCM Control Delay, s	19.4		0		0	
HCM LOS	С					
Minor Lane/Major Mvmt		NRT	EBLn1	SBT	SBR	
				SDI	SDK	
Capacity (veh/h)		-	270	-	-	
HCM Lane V/C Ratio			0.077	-	-	
HCM Control Delay (s)		-	19.4	-	-	
HCM Lane LOS		-	С	-	-	
HCM 95th %tile Q(veh)			0.2			

	•	•	<b>†</b>	<i>&gt;</i>	<b>&gt;</b>	ļ
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ሻሻ	77	<b>^</b>	7	ሻሻ	<b>†</b> †
Traffic Volume (vph)	310	360	785	170	455	1000
Future Volume (vph)	310	360	785	170	455	1000
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.88	0.91	1.00	0.97	0.95
			0.91			0.95
Ped Bike Factor	1.00	0.99		0.97	0.99	
Frt	0.050	0.850		0.850	0.050	
Flt Protected	0.950	0/5:	40:5	4500	0.950	0.455
Satd. Flow (prot)	3273	2656	4940	1538	3335	3438
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3263	2621	4940	1487	3302	3438
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	25		30			30
Link Distance (ft)	310		700			500
Travel Time (s)	8.5		15.9			11.4
Confl. Peds. (#/hr)	1	1		14	14	
Confl. Bikes (#/hr)		1		3		
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	100%	70%	100%	62%	100%	100%
Heavy Vehicles (%)	7%	7%	5%	5%	5%	5%
Adj. Flow (vph)	369	300	935	125	542	1190
	309	300	930	120	342	1190
Shared Lane Traffic (%)	2/0	200	025	100	F 40	1100
Lane Group Flow (vph)	369	300	935	125	542	1190
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
` '						
Detector 1 Type	CI+Ex	Cl+Ex	CI+Ex	CI+Ex	Cl+Ex	CI+Ex
Detector 1 Channel	2.5	2.0	2.5		2.2	2.2
Detector 1 Extend (s)	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
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			CI+Ex			CI+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	pm+ov	NA	pm+ov	Prot	NA
Танттурс	1 101	μιιιον	11//1	Pilitor	1 100	11/71

TADI Build AM Peak

	•	•	<b>†</b>	~	<b>&gt;</b>	<b>↓</b>	
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Protected Phases	8	1	2	8	1	6	
Permitted Phases		8		2			
Detector Phase	8	1	2	8	1	6	
witch Phase							
linimum Initial (s)	10.0	8.0	10.0	10.0	8.0	10.0	
linimum Split (s)	15.0	15.5	16.5	15.0	15.5	16.5	
otal Split (s)	20.0	25.0	45.0	20.0	25.0	70.0	
otal Split (%)	22.2%	27.8%	50.0%	22.2%	27.8%	77.8%	
Maximum Green (s)	15.0	17.5	38.5	15.0	17.5	63.5	
ellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.5	
II-Red Time (s)	2.0	4.0	3.0	2.0	4.0	3.0	
ost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
otal Lost Time (s)	5.0	7.5	6.5	5.0	7.5	6.5	
ead/Lag		Lead	Lag		Lead		
ead-Lag Optimize?		Yes	Yes		Yes		
/ehicle Extension (s)	3.0	3.0	3.5	3.0	3.0	3.5	
Recall Mode	None	None	C-Max	None	None	C-Max	
ct Effct Green (s)	13.9	28.6	39.9	55.3	17.2	64.6	
ctuated g/C Ratio	0.15	0.32	0.44	0.61	0.19	0.72	
/c Ratio	0.73	0.36	0.43	0.14	0.85	0.48	
Control Delay	48.4	28.6	18.3	6.0	49.4	6.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
otal Delay	48.4	28.6	18.3	6.0	49.4	6.4	
.OS	D	С	В	Α	D	Α	
pproach Delay	39.5		16.8			19.9	
pproach LOS	D		В			В	
itersection Summary							
rea Type:	Other						
ycle Length: 90							
ctuated Cycle Length: 90							
Offset: 65 (72%), Reference	ed to phase	e 2:NBT a	ind 6:SBT	, Start of	Yellow		
latural Cycle: 60							
Control Type: Actuated-Coo	ordinated						
Maximum v/c Ratio: 0.85							
ntersection Signal Delay: 2				Ir	ntersectio	n LOS: C	
ntersection Capacity Utiliza	ation 52.8%	)		IC	CU Level	of Service	Α
Analysis Period (min) 15							
	E Johnson	Street & I	First Stree	et			
<b>\</b> o  o  o  o  o  o  o  o  o  o  o  o  o		↑ø2	(R)			<u> </u>	•
25 s		45 s	W				
1							■ Føs

TADI Synchro 11 Report Build AM Peak Page 2

## 100: E Johnson Street & First Street

	<	•	<b>†</b>	/	-	ļ
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	369	300	935	125	542	1190
v/c Ratio	0.73	0.36	0.43	0.14	0.85	0.48
Control Delay	48.4	28.6	18.3	6.0	49.4	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.4	28.6	18.3	6.0	49.4	6.4
Queue Length 50th (ft)	95	68	133	23	154	136
Queue Length 95th (ft)	m134	m92	154	39	#199	157
Internal Link Dist (ft)	230		620			420
Turn Bay Length (ft)						
Base Capacity (vph)	545	853	2189	940	652	2466
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	0.68	0.35	0.43	0.13	0.83	0.48

Intersection Summary

 <sup># 95</sup>th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

	•	•	<b>†</b>	<b>/</b>	<b>/</b>	ļ	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	ሻሻ	77	ተተተ	7	1,1	<b>^</b>	
Traffic Volume (veh/h)	310	360	785	170	455	1000	
Future Volume (veh/h)	310	360	785	170	455	1000	
nitial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		0.96	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Nork Zone On Approach	No		No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1826	1826	1826	1826	
Adj Flow Rate, veh/h	369	300	935	125	542	1190	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	
Percent Heavy Veh, %	7	7	5	5	5	5	
Cap, veh/h	466	866	2322	911	616	2539	
Arrive On Green	0.14	0.14	0.47	0.47	0.18	0.73	
Sat Flow, veh/h	3319	2679	5149	1490	3374	3561	
Grp Volume(v), veh/h	369	300	935	125	542	1190	
Grp Sat Flow(s),veh/h/ln	1659	1340	1662	1490	1687	1735	
2 Serve(g_s), s	9.7	7.7	11.1	3.2	14.1	12.6	
Cycle Q Clear(g_c), s	9.7	7.7	11.1	3.2	14.1	12.6	
Prop In Lane	1.00	1.00		1.00	1.00		
ane Grp Cap(c), veh/h	466	866	2322	911	616	2539	
//C Ratio(X)	0.79	0.35	0.40	0.14	0.88	0.47	
Avail Cap(c_a), veh/h	553	936	2322	911	656	2539	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Jpstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Jniform Delay (d), s/veh	37.4	23.2	15.8	7.6	35.8	4.9	
ncr Delay (d2), s/veh	6.5	0.2	0.5	0.3	12.6	0.6	
nitial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
6ile BackOfQ(95%),veh/ln	7.7	4.4	7.4	2.7	11.0	6.6	
Jnsig. Movement Delay, s/veh							
_nGrp Delay(d),s/veh	44.0	23.5	16.3	7.9	48.4	5.6	
nGrp LOS	D	С	В	A	D	A	
Approach Vol, veh/h	669		1060			1732	
Approach Delay, s/veh	34.8		15.3			19.0	
Approach LOS	С		В			В	
imer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	23.9	48.4				72.4	17.6
Change Period (Y+Rc), s	7.5	6.5				6.5	5.0
Max Green Setting (Gmax), s	17.5	38.5				63.5	15.0
Max Q Clear Time (g_c+l1), s	16.1	13.1				14.6	11.7
Green Ext Time (p_c), s	0.4	9.3				15.1	1.0
ntersection Summary							
ICM 6th Ctrl Delay			20.9				
HCM 6th LOS			С				

TADI Synchro 11 Report Build AM Peak Page 4

	•	<b>→</b>	<b>←</b>	•	<b>/</b>	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	<b>↑</b> ↑		W	
Traffic Volume (vph)	1	635	670	10	1	1
Future Volume (vph)	1	635	670	10	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.998		0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1759	4838	0	1711	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1759	4838	0	1711	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		310	330		350	
Travel Time (s)		8.5	9.0		9.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	8%	8%	7%	7%	1%	1%
Adj. Flow (vph)	1	784	827	12	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	785	839	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	Ü
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
<i>J</i> I	)ther					
Control Type: Unsignalized						
Intersection Capacity Utilizati	on 44.5%			IC	CU Level o	of Service A

Intersection Capacity Utilization 44.5% Analysis Period (min) 15

Intersection								
Int Delay, s/veh	0							
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations			<b>^</b>	WEIT	₩	ODIT		
Traffic Vol, veh/h	1	635	670	10	1	1		
Future Vol, veh/h	1	635	670	10	1	1		
Conflicting Peds, #/hr	1	0	0	1	1	1		
Sign Control	Free	Free	Free	Free	Stop	Stop		
RT Channelized	-	None	-	None	- -	None		
Storage Length	_	-	_	-	0	-		
Veh in Median Storage	. # -	0	0	_	0	_		
Grade, %	- π	0	0	_	0	_		
Peak Hour Factor	81	81	81	81	81	81		
Heavy Vehicles, %	8	8	7	7	1	1		
Mvmt Flow	1	784	827	12	1	1		
IVIVIIIL FIOW	I	784	821	12		I		
N.A. i. a. v/N.A.i. a. a. v	N 1 - 1 1	_	11-1		Al			
	Major1		Major2		Minor2	400		
Conflicting Flow All	840	0	-		1621	422		
Stage 1	-	-	-	-	834	-		
Stage 2	-	-	-	-	787	-		
Critical Hdwy	5.42	-	-		0.000	7.115		
Critical Hdwy Stg 1	-	-	-		6.615	-		
Critical Hdwy Stg 2	-	-	-		5.415	-		
Follow-up Hdwy	3.176	-	-	- (	3.6595			
Pot Cap-1 Maneuver	880	-	-	-	238	*757		
Stage 1	-	-	-	-	761	-		
Stage 2	-	-	-	-	437	-		
Platoon blocked, %	1	-	-	-	1	1		
Mov Cap-1 Maneuver	879	-	-	-	237	*756		
Mov Cap-2 Maneuver	-	-	-	-	237	-		
Stage 1	-	-	-	-	758	-		
Stage 2	-	-	-	-	437	-		
Approach	EB		WB		SB			
HCM Control Delay, s	0		0		15			
HCM LOS			- 0		C			
TIOWI LOO					U			
Ndiana I ana/Ndata PA		EDI	EDT	MOT	MADE	CDL 4		
Minor Lane/Major Mvm	11	EBL	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)		879	-	-	-	361		
HCM Lane V/C Ratio		0.001	-	-	-	0.007		
HCM Control Delay (s)		9.1	0	-	-	15		
HCM Lane LOS		Α	Α	-	-	С		
HCM 95th %tile Q(veh)	)	0	-	-	-	0		
Notes								
~: Volume exceeds cap	pacity	\$: De	elay exc	eeds 3	00s	+: Com	putation Not Defined	*: All major volume in platoon
2.22 57.00043 04		,. 5		0				j piatosii

TADI Synchro 11 Report Build AM Peak Synchro 15 Report Page 6

	۶	<b>→</b>	•	•	<b>—</b>	4	1	<b>†</b>	<b>/</b>	<b>/</b>	<b>↓</b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		414		ች	<b>∱</b> î≽			4			4	
Traffic Volume (vph)	10	625	1	15	640	10	30	1	20	10	1	10
Future Volume (vph)	10	625	1	15	640	10	30	1	20	10	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.947			0.935	
Flt Protected		0.999		0.950				0.971			0.977	
Satd. Flow (prot)	0	3370	0	1671	3336	0	0	1730	0	0	1718	0
Flt Permitted		0.999		0.950				0.971			0.977	
Satd. Flow (perm)	0	3370	0	1671	3336	0	0	1730	0	0	1718	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		330			190			400			350	
Travel Time (s)		9.0			5.2			10.9			9.5	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	7%	7%	7%	8%	8%	8%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	12	744	1	18	762	12	36	1	24	12	1	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	757	0	18	774	0	0	61	0	0	25	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(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	)ther											
Control Type: Unsignalized												
Intersection Capacity Utilizati	on 35.5%	)		IC	CU Level	of Service	: A					
Analysis Period (min) 15												

Synchro 11 Report TADI Page 7 **Build AM Peak** 

Intersection													
Int Delay, s/veh	1.1												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		414			<b>∱</b> }			4			4		
Traffic Vol, veh/h	10	625	1	15	640	10	30	1	20	10	1	10	
Future Vol, veh/h	10	625	1	15	640	10	30	1	20	10	1	10	
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-	
Veh in Median Storage,	, # -	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84	
Heavy Vehicles, %	7	7	7	8	8	8	1	1	1	1	1	1	
Mvmt Flow	12	744	1	18	762	12	36	1	24	12	1	12	
Major/Minor N	/lajor1		N	Major2			Minor1		N	/linor2			
Conflicting Flow All	775	0	0	746	0	0	1189	1581	375	1203	1575	389	
Stage 1	-	-	-	- 10	-	-	770	770	-	805	805	-	
Stage 2	-	_	_	_	_	_	419	811	_	398	770	_	
Critical Hdwy	4.24	_	-	4.26	-	_	7.52	6.52	6.92	7.52	6.52	6.92	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-	
Follow-up Hdwy	2.27	_	_	2.28	_	_	3.51	4.01	3.31	3.51	4.01	3.31	
Pot Cap-1 Maneuver	1139	-	-	820	-	-	*289	155	625	280	157	*822	
Stage 1	_	-	_	-	-	_	*362	411	-	679	616	_	
Stage 2	-	-	-	-	-	-	*775	611	-	602	411	-	
Platoon blocked, %	1	-	-		-	-	1	1		1	1	1	
Mov Cap-1 Maneuver	1138	-	-	819	-	-	*274	149	624	259	150	*821	
Mov Cap-2 Maneuver	-	-	-	-	-	-	*274	149	-	259	150	-	
Stage 1	-	-	-	-	-	-	*355	403	-	666	601	-	
Stage 2	-	-	-	-	-	-	*745	597	-	566	403	-	
Ü													
Approach	EB			WB			NB			SB			
HCM Control Delay, s	0.2			0.2			17.7			15.6			
HCM LOS	5.2			J.L			C			C			
Trow Edd													
Minor Lane/Major Mvm	+ 1	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	SRI n1				
Capacity (veh/h)	. 1	344	1138	LDT	LDIX	819	VVDT	WDIX .	365				
HCM Lane V/C Ratio		0.176	0.01	-	-	0.022	-	-	0.068				
HCM Control Delay (s)		17.7	8.2	0.1	-	9.5	-	-	15.6				
HCM Lane LOS		17.7 C	6.2 A	Ο.1	-	9.5 A	-	-	15.6 C				
HCM 95th %tile Q(veh)		0.6	0	- A	_	0.1	_	-	0.2				
		0.0	U			0.1			0.2				
Notes													
~: Volume exceeds cap	acity	\$: De	elay exc	eeds 30	)0s	+: Com	putatior	n Not D	efined	*: All	major v	olume i	in platoon

TADI Build AM Peak

	-	•	•	•	<b>1</b>	~
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<del>ተ</del> ተኈ			<b>^</b>		7
Traffic Volume (vph)	645	10	0	665	0	15
Future Volume (vph)	645	10	0	665	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.998					0.865
Flt Protected						
Satd. Flow (prot)	4838	0	0	3343	0	1627
Flt Permitted						
Satd. Flow (perm)	4838	0	0	3343	0	1627
Link Speed (mph)	25			25	25	
Link Distance (ft)	190			220	232	
Travel Time (s)	5.2			6.0	6.3	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	7%	7%	8%	8%	1%	1%
Adj. Flow (vph)	768	12	0	792	0	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	780	0	0	792	0	18
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12	J		12	0	J
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
	Other					
Control Type: Uncignolized						

Control Type: Unsignalized Intersection Capacity Utilization 28.7% Analysis Period (min) 15 ICU Level of Service A

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<b>የ</b> ተው			<b>^</b>		- 7
Traffic Vol, veh/h	645	10	0	665	0	15
Future Vol, veh/h	645	10	0	665	0	15
Conflicting Peds, #/hr	0	1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	7	8	8	1	1
Mymt Flow	768	12	0	792	0	18
IVIVIII TIOW	700	12	0	112	- 0	10
	lajor1	١	Najor2	<b>N</b>	/linor1	
Conflicting Flow All	0	0	-	-	-	392
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	_	_	_	_	_	3.91
Pot Cap-1 Maneuver	_	_	0	_	0	521
Stage 1	_	_	0	_	0	JZ 1 -
Stage 2	-	-	0		0	
Platoon blocked, %	-		U	-	U	-
		-				E20
Mov Cap-1 Maneuver	-		-	-	-	520
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		12.2	
HCM LOS	U		U		12.2 B	
HOW LOS					ט	
Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBT	
Capacity (veh/h)		520	-	-	-	
HCM Lane V/C Ratio		0.034	-	-	-	
HCM Control Delay (s)		12.2	-	-	-	
HCM Lane LOS		В	-	-	-	
HCM 95th %tile Q(veh)		0.1	-	-	-	
TOW FOUT FOUT Q(VCII)		0.1				

	۶	-	•	•	<b>←</b>	•	4	<b>†</b>	~	<b>/</b>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	<b>†</b>	77	ሻ	<b>†</b>	7	ሻሻ	ተተተ	7	Ť	ተተተ	7
Traffic Volume (vph)	110	115	435	180	200	60	315	1040	90	50	1905	150
Future Volume (vph)	110	115	435	180	200	60	315	1040	90	50	1905	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	160		160	310		0	100		100
Storage Lanes	1		2	1		1	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	1759	2632	1719	1810	1538	3213	4759	1482	1719	4940	1538
Flt Permitted	0.624			0.482			0.950			0.236		
Satd. Flow (perm)	1095	1759	2596	872	1810	1516	3211	4759	1449	427	4940	1516
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)		٦٢			25			25			25	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		220			500			500			500	
Travel Time (s)	2	6.0	1	1	13.6	า	า	9.7	1	1	9.7	2
Confl. Peds. (#/hr) Confl. Bikes (#/hr)	2		1	1		2	2		1			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	70%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	9%	9%	9%	5%	5%	5%
Adj. Flow (vph)	118	124	327	194	215	40	339	1118	60	54	2048	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	124	327	194	215	40	339	1118	60	54	2048	100
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(ft)		12	Ŭ		12	Ŭ		24	J		24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+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	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	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	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	

TADI Build AM Peak Synchro 11 Report Page 11

	•	<b>→</b>	•	•	<b>←</b>	*	4	<b>†</b>	/	-	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases		4	1	3	8		1	6		5	2	
Permitted Phases	4		4	8		8			6	2		2
Detector Phase	4	4	1	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	6.0	6.0	5.0	5.0	10.0	10.0	5.0	20.0	20.0	4.0	18.0	18.0
Minimum Split (s)	12.5	12.5	10.5	10.5	16.5	16.5	10.5	25.0	25.0	9.0	23.0	23.0
Total Split (s)	24.0	24.0	15.0	11.0	35.0	35.0	15.0	44.0	44.0	11.0	40.0	40.0
Total Split (%)	26.7%	26.7%	16.7%	12.2%	38.9%	38.9%	16.7%	48.9%	48.9%	12.2%	44.4%	44.4%
Maximum Green (s)	17.5	17.5	9.5	5.5	28.5	28.5	9.5	39.0	39.0	6.0	35.0	35.0
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	3.0	3.0	2.5	2.5	3.0	3.0	2.5	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	5.5	5.5	6.5	6.5	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead	Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	2.5	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	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	40.0	40.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	40.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	13.6	13.6	26.7	25.6	24.6	24.6	12.1	44.9	44.9	42.3	36.3	36.3
Actuated g/C Ratio	0.15	0.15	0.30	0.28	0.27	0.27	0.13	0.50	0.50	0.47	0.40	0.40
v/c Ratio	0.72	0.47	0.42	0.65	0.43	0.10	0.78	0.47	0.08	0.19	1.03	0.16
Control Delay	51.5	34.5	28.1	36.7	29.1	23.3	53.6	16.9	15.0	10.9	56.3	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	34.5	28.1	36.7	29.1	23.3	53.6	16.9	15.0	10.9	56.3	18.8
LOS	D	С	С	D	С	С	D	В	В	В	Е	В
Approach Delay		34.3			31.9			25.1			53.4	
Approach LOS		С			С			С			D	

## **Intersection Summary**

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 7 (8%), Referenced to phase 2:SBTL and 6:NBT, Start of 1st Green

Natural Cycle: 90

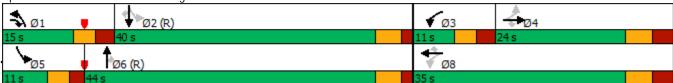
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 40.0 Intersection LOS: D
Intersection Capacity Utilization 82.0% ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 500: E Washington Ave & First Street



Build AM Peak Page 12

	•	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	<b>/</b>	<b>&gt;</b>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	118	124	327	194	215	40	339	1118	60	54	2048	100
v/c Ratio	0.72	0.47	0.42	0.65	0.43	0.10	0.78	0.47	0.08	0.19	1.03	0.16
Control Delay	51.5	34.5	28.1	36.7	29.1	23.3	53.6	16.9	15.0	10.9	56.3	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	34.5	28.1	36.7	29.1	23.3	53.6	16.9	15.0	10.9	56.3	18.8
Queue Length 50th (ft)	71	73	102	88	99	17	96	157	19	12	~476	36
Queue Length 95th (ft)	m99	m102	m132	140	156	39	#190	208	43	30	#571	71
Internal Link Dist (ft)		140			420			420			420	
Turn Bay Length (ft)	175			160		160	310			100		100
Base Capacity (vph)	212	342	776	299	573	480	432	2374	722	290	1990	610
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.36	0.42	0.65	0.38	0.08	0.78	0.47	0.08	0.19	1.03	0.16

## Intersection Summary

TADI Build AM Peak

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.

m Volume for 95th percentile queue is metered by upstream signal.

	۶	<b>→</b>	•	•	<b>←</b>	•	1	<b>†</b>	~	<b>/</b>	Ţ	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	<b>•</b>	77	7	<b>+</b>	7	ሻሻ	ተተተ	7	ሻ	ተተተ	7
Traffic Volume (veh/h)	110	115	435	180	200	60	315	1040	90	50	1905	150
Future Volume (veh/h)	110	115	435	180	200	60	315	1040	90	50	1905	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	1701	No 1781	1701	1826	No 1826	1024	1747	No 1767	17/7	1826	No 1826	1024
Adj Sat Flow, veh/h/ln Adj Flow Rate, veh/h	1781 118	1781	1781 327	1826	215	1826 40	1767 339	1118	1767 60	1826	2048	1826 100
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0.73	0.73	0.73	5	5	5	9	9	9	5	5	5
Cap, veh/h	233	255	654	258	484	404	345	2501	766	311	2195	666
Arrive On Green	0.14	0.14	0.14	0.06	0.27	0.27	0.11	0.52	0.52	0.03	0.44	0.44
Sat Flow, veh/h	1068	1781	2610	1739	1826	1524	3264	4823	1477	1739	4985	1512
Grp Volume(v), veh/h	118	124	327	194	215	40	339	1118	60	54	2048	100
Grp Sat Flow(s), veh/h/ln	1068	1781	1305	1739	1826	1524	1632	1608	1477	1739	1662	1512
Q Serve(g_s), s	9.6	5.8	9.7	5.5	8.8	1.8	9.3	13.1	1.8	1.5	35.1	3.6
Cycle Q Clear(g_c), s	9.6	5.8	9.7	5.5	8.8	1.8	9.3	13.1	1.8	1.5	35.1	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	233	255	654	258	484	404	345	2501	766	311	2195	666
V/C Ratio(X)	0.51	0.49	0.50	0.75	0.44	0.10	0.98	0.45	0.08	0.17	0.93	0.15
Avail Cap(c_a), veh/h	288	346	788	258	578	483	345	2501	766	369	2195	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	35.5	29.1	34.0	27.5	25.0	40.2	13.6	10.9	13.1	23.9	15.1
Incr Delay (d2), s/veh	1.3	1.1	0.4	11.6	0.6	0.1	43.9	0.6	0.2	0.3	8.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	4.6	5.5	4.4	7.0	1.2	9.7	7.9	1.1	1.0	20.6	2.3
Unsig. Movement Delay, s/veh	38.4	36.6	29.5	1E 4	28.2	25.1	84.1	14.2	11.1	13.4	32.7	15.6
LnGrp Delay(d),s/veh LnGrp LOS	38.4 D	30.0 D	29.5 C	45.6 D	28.2 C	25.1 C	64.1 F	14.2 B	11.1 B	13.4 B	32. <i>1</i>	15.6 B
Approach Vol, veh/h	<u> </u>	569	C	U	449	C	Г	1517	ь	В	2202	В
Approach Delay, s/veh		32.9			35.4			29.7			31.5	
Approach LOS		32.7 C			33.4 D			27.7 C			C C	
											- C	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	44.6	11.0	19.4	8.0	51.7		30.4				
Change Period (Y+Rc), s	5.5	5.0	5.5	6.5	5.0	5.0		6.5				
Max Green Setting (Gmax), s	9.5	35.0	5.5	17.5	6.0	39.0		28.5				
Max Q Clear Time (g_c+l1), s	11.3	37.1	7.5	11.7	3.5	15.1		10.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.2	0.0	5.8		1.3				
Intersection Summary												
HCM 6th Ctrl Delay			31.4									
HCM 6th LOS			С									

TADI Synchro 11 Report Build AM Peak Page 14

	•	•	•	<b>†</b>	ļ	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		ተተተ	<b>^</b>	7
Traffic Volume (vph)	0	15	0	1445	2510	10
Future Volume (vph)	0	15	0	1445	2510	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor						
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1627	0	4759	4940	1538
Flt Permitted						
Satd. Flow (perm)	0	1627	0	4759	4940	1538
Link Speed (mph)	25			35	35	
Link Distance (ft)	283			320	500	
Travel Time (s)	7.7			6.2	9.7	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	9%	9%	5%	5%
Adj. Flow (vph)	0	16	0	1554	2699	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	16	0	1554	2699	11
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0	Ŭ		24	24	Ü
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
	Other					
Control Type: Unsignalized	J (1101					
Intersection Capacity Utilizat	ion 58.8%			IC	'III evel (	of Service
intersection capacity offizat	1011 30.070			10	O LCVCI (	OF JOI VICE

Intersection Capacity Utilization 58.8% Analysis Period (min) 15

Intersection						
Int Delay, s/veh	0.1					
		EDD	NDI	NOT	CDT	CDD
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		- 7		<b>^</b>	<b>^</b>	7
Traffic Vol, veh/h	0	15	0	1445	2510	10
Future Vol, veh/h	0	15	0	1445	2510	10
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage,	, # 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	9	9	5	5
Mvmt Flow	0	16	0	1554	2699	11
IVIVIIIL I IOVV	U	10	U	1334	2077	- 11
	/linor2		Major1	1	Major2	
Conflicting Flow All	-	1352	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.12	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	_	-	_	-	-
Follow-up Hdwy	-	3.91	_	-	_	-
Pot Cap-1 Maneuver	0	121	0	_	_	_
Stage 1	0		0	_	_	_
Stage 2	0	_	0	_	_	_
Platoon blocked, %	U		U			_
		101		-		_
Mov Cap 2 Manager	-	121	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	39.3		0		0	
HCM LOS	57.5 E		U		U	
TIGIVI EUS	L					
Minor Lane/Major Mvm	t	NBT I	EBLn1	SBT	SBR	
Capacity (veh/h)		-	121	-	-	
HCM Lane V/C Ratio		-	0.133	-	-	
HCM Control Delay (s)		-	39.3	-	-	
HCM Lane LOS		_	E	-	_	
HCM 95th %tile Q(veh)		-	0.4	-	-	
			3.1			

	•	•	<b>†</b>	~	-	ļ
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ሻሻ	77.77	<b>^</b>	7	ሻሻ	<b>↑</b> ↑
Traffic Volume (vph)	300	555	1330	340	315	810
Future Volume (vph)	300	555	1330	340	315	810
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.88	0.91	1.00	0.97	0.95
Ped Bike Factor	0.97	0.88	0.91	0.97	1.00	0.93
	0.99				1.00	
Frt Flt Protected	0.950	0.850		0.850	0.950	
		2707	E12/	1500		25.20
Satd. Flow (prot)	3433	2787	5136	1599	3433	3539
Flt Permitted	0.950	07.40	E40/	4545	0.950	0500
Satd. Flow (perm)	3412	2749	5136	1545	3416	3539
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	25		30			30
Link Distance (ft)	310		700			500
Travel Time (s)	8.5		15.9			11.4
Confl. Peds. (#/hr)	2	1		13	13	
Confl. Bikes (#/hr)		1		5		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	70%	100%	62%	100%	100%
Heavy Vehicles (%)	2%	2%	1%	1%	2%	2%
Adj. Flow (vph)	309	401	1371	217	325	835
Shared Lane Traffic (%)	307	701	1371	217	323	033
Lane Group Flow (vph)	309	401	1371	217	325	835
Enter Blocked Intersection						
	No	No Diaht	No	No Diaht	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	Cl+Ex	CI+Ex
Detector 1 Channel	OITEX	CITEX	OITEX	CITEX	CITEX	CITEX
	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	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
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			CI+Ex			CI+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	pm+ov	NA	pm+ov	Prot	NA
Jr.*		г		r		

TADI Build PM Peak

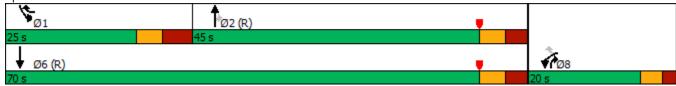
100. L 301113011 3	ti cct a i	1131 01	ıccı			
	_	•	<b>†</b>	<i>▶</i>	<b>_</b>	Ţ
	*	_	ı	-	_	*
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2		
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	10.0	8.0	10.0	10.0	8.0	10.0
Minimum Split (s)	15.0	15.5	16.5	15.0	15.5	16.5
Total Split (s)	20.0	25.0	45.0	20.0	25.0	70.0
Total Split (%)	22.2%	27.8%	50.0%	22.2%	27.8%	77.8%
Maximum Green (s)	15.0	17.5	38.5	15.0	17.5	63.5
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	2.0	4.0	3.0	2.0	4.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	6.5	5.0	7.5	6.5
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.5	3.0	3.0	3.5
Recall Mode	None	None	C-Max	None	None	C-Max
Act Effct Green (s)	13.0	24.6	43.9	58.4	14.1	65.5
Actuated g/C Ratio	0.14	0.27	0.49	0.65	0.16	0.73
v/c Ratio	0.62	0.53	0.55	0.21	0.61	0.32
Control Delay	50.3	32.2	17.9	5.8	40.0	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	32.2	17.9	5.8	40.0	4.9
LOS	D	C	В	A	D	A
Approach Delay	40.1		16.2	, ,		14.7
Approach LOS	D		В			В
Intersection Summary						
Area Type:	Other					
Cycle Length: 90	Ottion					
Actuated Cycle Length: 90	)					
Offset: 65 (72%), Referen		2·NRT a	nd 6.SRT	Start of	Yellow	
	ood to pridac	ZINDI	1110 0.001	Jotarion	TOHOW	
	nordinated					
Natural Cycle: 60 Control Type: Actuated-Co		Z.INDI a	IIIU 0.3D I	, Start Ui	reliow	

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 20.6 Intersection Capacity Utilization 59.1% Intersection LOS: C ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 100: E Johnson Street & First Street



Synchro 11 Report TADI Build PM Peak Page 2

# 100: E Johnson Street & First Street

	•	•	<b>†</b>	/	<b>\</b>	<b>↓</b>
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	309	401	1371	217	325	835
v/c Ratio	0.62	0.53	0.55	0.21	0.61	0.32
Control Delay	50.3	32.2	17.9	5.8	40.0	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.3	32.2	17.9	5.8	40.0	4.9
Queue Length 50th (ft)	90	99	194	37	89	75
Queue Length 95th (ft)	130	134	264	70	127	107
Internal Link Dist (ft)	230		620			420
Turn Bay Length (ft)						
Base Capacity (vph)	572	861	2507	1046	667	2576
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	0.54	0.47	0.55	0.21	0.49	0.32
Intersection Summary						

	•	•	<b>†</b>	<i>&gt;</i>	<b>/</b>	Ţ	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	44	77	ተተተ	7	44	<b>†</b>	
Traffic Volume (veh/h)	300	555	1330	340	315	810	
Future Volume (veh/h)	300	555	1330	340	315	810	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		0.96	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No		No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1885	1885	1870	1870	
Adj Flow Rate, veh/h	309	401	1371	217	325	835	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	2	2	1	1	2	2	
Cap, veh/h	525	761	2656	1037	418	2560	
Arrive On Green	0.15	0.15	0.52	0.52	0.12	0.72	
Sat Flow, veh/h	3456	2790	5316	1540	3456	3647	
Grp Volume(v), veh/h	309	401	1371	217	325	835	
Grp Sat Flow(s), veh/h/ln	1728	1395	1716	1540	1728	1777	
Q Serve(g_s), s	7.5	11.0	15.8	4.9	8.2	7.7	
Cycle Q Clear(g_c), s	7.5	11.0	15.8	4.9	8.2	7.7	
Prop In Lane	1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	525	761	2656	1037	418	2560	
V/C Ratio(X)	0.59	0.53	0.52	0.21	0.78	0.33	
Avail Cap(c_a), veh/h	576	803	2656	1037	672	2560	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	35.6	27.8	14.4	5.8	38.4	4.6	
Incr Delay (d2), s/veh	1.3	0.6	0.7	0.5	3.1	0.3	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	5.8	6.6	9.9	4.4	6.5	4.2	
Unsig. Movement Delay, s/veh	1						
LnGrp Delay(d),s/veh	36.9	28.4	15.1	6.2	41.5	4.9	
LnGrp LOS	D	С	В	Α	D	Α	
Approach Vol, veh/h	710		1588			1160	
Approach Delay, s/veh	32.1		13.9			15.2	
Approach LOS	С		В			В	
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	18.4	52.9				71.3	18.7
Change Period (Y+Rc), s	7.5	6.5				6.5	5.0
Max Green Setting (Gmax), s	17.5	38.5				63.5	15.0
Max Q Clear Time (g_c+I1), s	10.2	17.8				9.7	13.0
Green Ext Time (p_c), s	0.7	12.7				9.0	0.7
Intersection Summary							
HCM 6th Ctrl Delay			18.1				
HCM 6th LOS			В				
HOW OUT LOO			D				

TADI Synchro 11 Report Build PM Peak Page 4

	۶	<b>→</b>	<b>←</b>	•	<b>&gt;</b>	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	ተተ <sub>ጉ</sub>		W	
Traffic Volume (vph)	1	655	845	15	10	10
Future Volume (vph)	1	655	845	15	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.997		0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1863	5070	0	1711	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1863	5070	0	1711	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		310	330		350	
Travel Time (s)		8.5	9.0		9.5	
Confl. Peds. (#/hr)	3			3	1	2
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	2%	1%	1%
Adj. Flow (vph)	1	682	880	16	10	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	683	896	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
<i>3</i> I	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	on 45.9%			IC	CU Level of	of Service A
Amplyola Daviad (min) 15						

Analysis Period (min) 15

Movement	Intersection								J
Movement		0.2							
Lane Configurations         ↑ ↑↑         Y           Traffic Vol, veh/h         1         655         845         15         10         10           Future Vol, veh/h         1         655         845         15         10         10           Conflicting Peds, #/hr         3         0         0         3         1         2           Sign Control         Free         Free         Free         Free         Free         Free         Stop         Stop           RT Channelized         - None         - None         - None         - None         - None           Storage Length         0         0         - 0         - 0         - 0           Grade, %         - 0         0         - 0         - 0         - 0         - 0           Grade, %         - 0         0         - 0         - 0         - 0         - 0         - 0         - 0         - 15         Mel         Mel         Mel         Mel         Mel         89         96         96         96         96         96         96         96         96         96         96         96         96         96         96         96         96         96         <			FRT	\M/RT	WRD	SBI	SRD		
Traffic Vol, veh/h Future Vol, veh/h Future Vol, veh/h 1 655 845 15 10 10 Conflicting Peds, #/hr 3 0 0 3 1 2 Sign Control Free Free Free Free Free Stop Stop RT Channelized - None - None - None Storage Length 0 0 - 0 - 0 Grade, % - 0 0 0 - 0 - 0 - 0 Peak Hour Factor 96 96 96 96 96 96 96 Heavy Vehicles, % 2 2 2 2 2 1 1 Mvmt Flow 1 682 880 16 10 10  Major/Minor Major1 Major2 Minor2  Conflicting Flow All 899 0 - 0 1576 453 Stage 1 6685 - 0 Critical Hdwy 5.33 - 6685 - 0 Critical Hdwy Stg 1 6615 - 0 Critical Hdwy Stg 2 5415 - 0 Follow-up Hdwy 3.119 - 3.6595 3.9095 Pot Cap-1 Maneuver 911 - 2.6655 3.905 Stage 1 2.6655 3.905 Stage 1 2.6665 7.715 Critical Howy Stg 2 6685 - 0 Critical Hdwy Stg 2 7487 - 776 - 3 Stage 1 7487 - 776 - 3 Stage 1 7487 - 776 - 7776 - 7772 Stage 1 7487 - 7776 - 7772 Stage 1 7487 - 7772 Stage 1 7487 - 7772 Stage 1 7487 - 7772 Stage 1 7772 - 7772 Stage 1 7772 - 7772 Stage 2 7486 - 7772 Stage 1 7772 - 7772 Stage 2 7772 - 7772 Stage 2 - 7772 Stage 2 - 7772 Stage 2 - 7772 Stage 2 - 7772 Stage		LDL			WDR		JUK		
Future Vol, veh/h Conflicting Peds, #/hr 3 0 0 3 1 1 2 Sign Control Free Free Free Free Stop Stop RT Channelized - None - None - None Storage Length 0 0 - 0 - 0 Grade, % - 0 0 0 - 0 - 0 Grade, % - 0 0 0 - 0 - 0 Grade, % - 0 0 0 - 0 - 0 Heavy Vehicles, % 2 2 2 2 2 1 1 Mvmt Flow 1 682 880 16 10 10  Major/Minor Major1 Major2 Minor2  Conflicting Flow All 899 0 - 0 1576 453 Stage 1 8891 - 88		1			15		10		
Conflicting Peds, #/hr         3         0         0         3         1         2           Sign Control         Free         Free         Free         Free         Stop         Stop           RT Channelized         - None         - None         - None         - None         Stop           Storage Length         - 0         0         - 0         0         0           Veh in Median Storage, # - 0         0         0         - 0         0         0           Grade, % - 0         96         96         96         96         96         96           Heavy Vehicles, % 2         2         2         2         2         1         1           Mymt Flow         1         682         880         16         10         10           Major/Minor         Major         Major         Minor 2	•								
Sign Control         Free RT Channelized         Free None         Free None         Free None         None<	·								
RT Channelized         None         None         None         None           Storage Length         -         -         0         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         0         -         -         -         0         -         0         -         -         -         -         0         0         -         0         -						Stop	Stop		
Veh in Median Storage, #       0       0       0       0       -       0       -       0       -       0       -       0       -       0       -       0       -       0       -       0       -       0       -       0       -       0       -        -       -       -       -       -       -       -       -       -       -       -       -       -       -       -        -		-	None	-	None				
Grade, %         -         0         0         -         0         -         Peak Hour Factor         96         20         96         96         20         1157	Storage Length	-	-	-	-	0	-		
Peak Hour Factor         96         PA         20		je,# -	0	0	-	0	-		
Heavy Vehicles, %   2   2   2   2   1   1   1   1   1   1									
Mynt Flow         1         682         880         16         10         10           Major/Minor         Major1         Major2         Minor2           Conflicting Flow All         899         0         -         0         1576         453           Stage 1         -         -         -         891         -           Stage 2         -         -         -         685         -           Critical Hdwy Stg 1         -         -         -         6.065         7.115           Critical Hdwy Stg 2         -         -         -         6.615         -           Critical Hdwy Stg 2         -         -         -         6.615         -           Critical Hdwy Stg 2         -         -         -         6.615         -           Critical Hdwy Stg 2         -         -         -         5.415         -           Follow-up Hdwy         3.119         -         -         3.6595 3.9095           Pot Cap-1 Maneuver         9011         -         -         2796         *727           Stage 1         -         -         -         1         1           Mov Cap-1 Maneuver         *909 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>									
Major/Minor         Major1         Major2         Minor2           Conflicting Flow All         899         0         -         0         1576         453           Stage 1         -         -         891         -         Stage 2         -         -         685         -           Critical Hdwy         5.33         -         -         6.065         7.115           Critical Hdwy Stg 1         -         -         -         6.615         -           Critical Hdwy Stg 2         -         -         -         6.615         -           Critical Hdwy Stg 2         -         -         -         6.615         -           Critical Hdwy Stg 2         -         -         -         6.615         -           Critical Hdwy Stg 2         -         -         -         6.615         -           Follow-up Hdwy         3.119         -         -         3.6595 3.9095           Pot Cap-1 Maneuver         *911         -         -         *296         *727           Stage 1         -         -         -         1         1           Mov Cap-1 Maneuver         *909         -         *293         *724									
Conflicting Flow All         899         0         -         0         1576         453           Stage 1         -         -         -         891         -           Stage 2         -         -         -         685         -           Critical Hdwy         5.33         -         -         6.065         7.115           Critical Hdwy Stg 1         -         -         -         6.615         -           Critical Hdwy Stg 2         -         -         -         5.415         -           Follow-up Hdwy         3.119         -         -         3.6595 3.9095           Pot Cap-1 Maneuver         *911         -         -         *296         *727           Stage 1         -         -         -         *776         -           Stage 2         -         -         -         *487         -           Plation blocked, %         1         -         -         1         1         1           Mov Cap-1 Maneuver         *909         -         -         *293         *724           Mov Cap-2 Maneuver         -         -         *772         -         *3486         -           Stage 2	Mvmt Flow	1	682	880	16	10	10		
Conflicting Flow All       899       0       -       0       1576       453         Stage 1       -       -       -       891       -         Stage 2       -       -       -       685       -         Critical Hdwy       5.33       -       -       6.065       7.115         Critical Hdwy Stg 1       -       -       -       6.615       -         Critical Hdwy Stg 2       -       -       -       5.415       -         Follow-up Hdwy       3.119       -       -       3.6595 3.9095         Pot Cap-1 Maneuver       *911       -       -       *296       *727         Stage 1       -       -       -       *776       -         Stage 2       -       -       -       *487       -         Plation blocked, %       1       -       -       1       1         Mov Cap-1 Maneuver       *909       -       -       *293       *724         Mov Cap-2 Maneuver       -       -       *293       -         Stage 1       -       -       -       *772       -         Stage 2       -       -       -       *772									
Conflicting Flow All         899         0         -         0         1576         453           Stage 1         -         -         -         891         -           Stage 2         -         -         -         685         -           Critical Hdwy         5.33         -         -         6.065         7.115           Critical Hdwy Stg 1         -         -         -         6.615         -           Critical Hdwy Stg 2         -         -         -         5.415         -           Follow-up Hdwy         3.119         -         -         3.6595 3.9095           Pot Cap-1 Maneuver         *911         -         -         *296         *727           Stage 1         -         -         -         *776         -           Stage 2         -         -         -         *487         -           Plation blocked, %         1         -         -         1         1         1           Mov Cap-1 Maneuver         *909         -         -         *293         *724           Mov Cap-2 Maneuver         -         -         *772         -         *3486         -           Stage 2	Major/Minor	Major1	<u> </u>	Major2	1	Minor2			
Stage 1       -       -       -       891       -         Stage 2       -       -       -       685       -         Critical Hdwy       5.33       -       -       6.065       7.115         Critical Hdwy Stg 1       -       -       -       6.615       -         Critical Hdwy Stg 2       -       -       -       5.415       -         Follow-up Hdwy       3.119       -       -       3.6595 3.9095         Pot Cap-1 Maneuver       *911       -       -       296       *727         Stage 1       -       -       -       *776       -         Stage 2       -       -       -       *487       -         Platoon blocked, %       1       -       -       1       1         Mov Cap-1 Maneuver       *909       -       -       *293       *724         Mov Cap-2 Maneuver       -       -       *293       -         Stage 1       -       -       -       *772       -         Stage 2       -       -       -       *772       -         Stage 1       -       -       -       *772       -							453		
Stage 2       -       -       -       6885       -         Critical Hdwy       5.33       -       -       6.065       7.115         Critical Hdwy Stg 1       -       -       -       6.615       -         Critical Hdwy Stg 2       -       -       -       5.415       -         Follow-up Hdwy       3.119       -       -       3.6595 3.9095         Pot Cap-1 Maneuver       *911       -       -       *296       *727         Stage 1       -       -       -       *776       -         Stage 2       -       -       -       *487       -         Platoon blocked, %       1       -       -       1       1         Mov Cap-1 Maneuver       *909       -       -       *293       *724         Mov Cap-2 Maneuver       -       -       *772       -         Stage 1       -       -       -       *772       -         Stage 2       -       -       -       *772       -         Stage 2       -       -       -       *772       -         Stage 3       -       -       *486       -				-	-				
Critical Hdwy       5.33       -       -       6.065       7.115         Critical Hdwy Stg 1       -       -       -       6.615       -         Critical Hdwy Stg 2       -       -       -       5.415       -         Follow-up Hdwy       3.119       -       -       3.6595 3.9095         Pot Cap-1 Maneuver       *911       -       -       *296       *727         Stage 1       -       -       -       *776       -         Stage 2       -       -       -       *487       -         Platoon blocked, %       1       -       -       1       1         Mov Cap-1 Maneuver       *909       -       -       *293       *724         Mov Cap-2 Maneuver       -       -       *293       -         Stage 1       -       -       -       *772       -         Stage 2       -       -       -       *772       -         Stage 3       -       -       *486       -         Approach       EB       WB       SB         HCM Control Delay, s       0       0       14.1         HCM LOS       B <t< td=""><td></td><td>-</td><td>-</td><td>-</td><td>-</td><td></td><td>-</td><td></td><td></td></t<>		-	-	-	-		-		
Critical Hdwy Stg 1       -       -       -       6.615       -         Critical Hdwy Stg 2       -       -       -       5.415       -         Follow-up Hdwy       3.119       -       -       3.6595 3.9095         Pot Cap-1 Maneuver       *911       -       -       *296       *727         Stage 1       -       -       -       *776       -         Stage 2       -       -       -       *487       -         Platoon blocked, %       1       -       -       1       1         Mov Cap-1 Maneuver       *909       -       -       *293       *724         Mov Cap-2 Maneuver       -       -       -       *293       -         Stage 1       -       -       -       *772       -         Stage 2       -       -       -       *772       -         Stage 2       -       -       -       *772       -         Stage 3       -       -       *486       -         Approach       EB       WB       SB         HCM Control Delay, s       0       0       14.1         HCM LOS       B		5.33	-	-	-	6.065	7.115		
Follow-up Hdwy 3.119 3.6595 3.9095  Pot Cap-1 Maneuver *911 *296 *727  Stage 1 *776 *776 - Stage 2 *487 *776  Platoon blocked, % 1 1 1  Mov Cap-1 Maneuver *909 *293 *724  Mov Cap-2 Maneuver *293 - *724  Mov Cap-2 Maneuver *772 - *293 - *312 - *3		-	-	-	-	6.615	-		
Pot Cap-1 Maneuver       *911       -       -       *296       *727         Stage 1       -       -       -       *776       -         Stage 2       -       -       -       *487       -         Platoon blocked, %       1       -       -       -       1       1         Mov Cap-1 Maneuver       *909       -       -       *293       *724         Mov Cap-2 Maneuver       -       -       -       *293       -         Stage 1       -       -       -       *772       -         Stage 2       -       -       -       *486       -     Approach  EB  WB  SB  HCM Control Delay, s  0  14.1  HCM Lane/Major Mvmt  EBL  EBT  WBT  WBR SBLn1  Capacity (veh/h)  * 909  417  HCM Lane V/C Ratio  0.001  0.05  HCM Control Delay (s)  9  0  - 14.1  HCM Lane LOS  A  A  - B  HCM 95th %tile Q(veh)  0  - 0.2  Notes  Notes  Notes  **T776  - *487  - **  **Post **  **  **  **  **  **  **  **  **  **		-	-	-	-	5.415	-		
Stage 1       -       -       -       *776       -         Stage 2       -       -       -       *487       -         Platoon blocked, %       1       -       -       1       1         Mov Cap-1 Maneuver       *909       -       -       *293       *724         Mov Cap-2 Maneuver       -       -       -       *772       -         Stage 1       -       -       -       *772       -         Stage 2       -       -       -       *486       -         Approach       EB       WB       SB         HCM Control Delay, s       0       0       14.1         HCM Control Delay, s       0       0       14.1         HCM Lane V/C Ratio       0.001       -       -       417         HCM Lane LOS       A       A       -       -       B         HCM 95th %tile Q(veh)       0       -       -       0.2			-	-	- 3				
Stage 2       -       -       -       *487       -         Platoon blocked, %       1       -       -       1       1         Mov Cap-1 Maneuver *909       -       -       *293       *724         Mov Cap-2 Maneuver -       -       -       -       *293       -         Stage 1       -       -       -       *772       -         Stage 2       -       -       -       *486       -         Approach       EB       WB       SB         HCM Control Delay, s       0       0       14.1         HCM Lane/Major Mvmt       EBL       EBT       WBT       WBR SBLn1         Capacity (veh/h)       *909       -       -       417         HCM Lane V/C Ratio       0.001       -       -       0.05         HCM Control Delay (s)       9       0       -       -       14.1         HCM Stille Q(veh)       0       -       -       0.2         Notes	Pot Cap-1 Maneuver	*911	-	-	-		*727		
Platoon blocked, %       1       -       -       1       1         Mov Cap-1 Maneuver       *909       -       -       *293       *724         Mov Cap-2 Maneuver       -       -       -       *293       -         Stage 1       -       -       -       *772       -         Stage 2       -       -       -       *486       -         Approach       EB       WB       SB         HCM Control Delay, s       0       0       14.1       +         HCM LOS       B       B       B       B       B         Minor Lane/Major Mvmt       EBL       EBT       WBT       WBR SBLn1         Capacity (veh/h)       * 909       -       -       417         HCM Lane V/C Ratio       0.001       -       -       -       0.05         HCM Control Delay (s)       9       0       -       -       14.1         HCM Lane LOS       A       A       -       -       B         HCM 95th %tile Q(veh)       0       -       -       -       0.2         Notes       -       -       -       -       0.2		-	-	-	-		-		
Mov Cap-1 Maneuver       *909       -       -       *293       *724         Mov Cap-2 Maneuver       -       -       -       *293       -         Stage 1       -       -       -       *772       -         Stage 2       -       -       -       *486       -         Approach       EB       WB       SB         HCM Control Delay, s       0       0       14.1         HCM LOS       B         Minor Lane/Major Mvmt       EBL       EBT       WBT       WBR SBLn1         Capacity (veh/h)       * 909       -       -       417         HCM Lane V/C Ratio       0.001       -       -       -       0.05         HCM Control Delay (s)       9       0       -       -       14.1         HCM Lane LOS       A       A       -       B         HCM 95th %tile Q(veh)       0       -       -       -       0.2         Notes			-	-	-	*487			
Mov Cap-2 Maneuver       -       -       -       *293       -         Stage 1       -       -       -       *772       -         Stage 2       -       -       -       *486       -         Approach       EB       WB       SB         HCM Control Delay, s       0       0       14.1         HCM LOS       B         Minor Lane/Major Mvmt       EBL       EBT       WBT       WBR SBLn1         Capacity (veh/h)       * 909       -       -       417         HCM Lane V/C Ratio       0.001       -       -       0.05         HCM Control Delay (s)       9       0       -       -       14.1         HCM Lane LOS       A       A       -       B         HCM 95th %tile Q(veh)       0       -       -       -       0.2         Notes			-	-	-				
Stage 1       -       -       -       *772       -         Stage 2       -       -       -       *486       -         Approach       EB       WB       SB         HCM Control Delay, s       0       0       14.1         HCM LOS       B         Minor Lane/Major Mvmt       EBL       EBT       WBT       WBR SBLn1         Capacity (veh/h)       * 909       -       -       417         HCM Lane V/C Ratio       0.001       -       -       0.05         HCM Control Delay (s)       9       0       -       14.1         HCM Lane LOS       A       A       -       B         HCM 95th %tile Q(veh)       0       -       -       0.2	· ·		-	-	-		*724		
Stage 2         -         -         * 486         -           Approach         EB         WB         SB           HCM Control Delay, s         0         0         14.1           HCM LOS         B    Minor Lane/Major Mvmt  EBL  EBT  WBT  WBR SBLn1  Capacity (veh/h)  * 909  417  HCM Lane V/C Ratio  0.001  0.05  HCM Control Delay (s)  9  0  - 14.1  HCM Lane LOS  A  A  - B  HCM 95th %tile Q(veh)  0  0.2  Notes			-	-	-		-		
Approach         EB         WB         SB           HCM Control Delay, s         0         0         14.1           HCM LOS         B             Minor Lane/Major Mvmt         EBL         EBT         WBT         WBR SBLn1           Capacity (veh/h)         * 909         -         -         417           HCM Lane V/C Ratio         0.001         -         -         0.05           HCM Control Delay (s)         9         0         -         14.1           HCM Lane LOS         A         A         -         B           HCM 95th %tile Q(veh)         0         -         -         0.2   Notes		-	-	-	-		-		
HCM Control Delay, s 0 0 14.1  HCM LOS B  Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1  Capacity (veh/h) * 909 417  HCM Lane V/C Ratio 0.001 0.05  HCM Control Delay (s) 9 0 - 14.1  HCM Lane LOS A A - B  HCM 95th %tile Q(veh) 0 - 0.2  Notes	Stage 2	-	-	-	-	*486	-		
HCM Control Delay, s 0 0 14.1  HCM LOS B  Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1  Capacity (veh/h) * 909 417  HCM Lane V/C Ratio 0.001 0.05  HCM Control Delay (s) 9 0 - 14.1  HCM Lane LOS A A - B  HCM 95th %tile Q(veh) 0 - 0.2  Notes									
HCM Control Delay, s 0 0 14.1  HCM LOS B  Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1  Capacity (veh/h) * 909 417  HCM Lane V/C Ratio 0.001 0.05  HCM Control Delay (s) 9 0 - 14.1  HCM Lane LOS A A - B  HCM 95th %tile Q(veh) 0 - 0.2  Notes	Approach	EB		WB		SB			
Minor Lane/Major Mvmt         EBL         EBT         WBT         WBR SBLn1           Capacity (veh/h)         * 909         -         -         417           HCM Lane V/C Ratio         0.001         -         -         0.05           HCM Control Delay (s)         9         0         -         14.1           HCM Lane LOS         A         A         -         B           HCM 95th %tile Q(veh)         0         -         -         0.2           Notes		5 0		0		14.1			
Minor Lane/Major Mvmt         EBL         EBT         WBT         WBR SBLn1           Capacity (veh/h)         * 909         -         -         417           HCM Lane V/C Ratio         0.001         -         -         0.05           HCM Control Delay (s)         9         0         -         14.1           HCM Lane LOS         A         A         -         B           HCM 95th %tile Q(veh)         0         -         -         0.2           Notes									
Capacity (veh/h)       * 909       -       -       417         HCM Lane V/C Ratio       0.001       -       -       0.05         HCM Control Delay (s)       9       0       -       -       14.1         HCM Lane LOS       A       A       -       B         HCM 95th %tile Q(veh)       0       -       -       0.2         Notes									
Capacity (veh/h)       * 909       -       -       417         HCM Lane V/C Ratio       0.001       -       -       0.05         HCM Control Delay (s)       9       0       -       -       14.1         HCM Lane LOS       A       A       -       B         HCM 95th %tile Q(veh)       0       -       -       0.2         Notes	Minor Long/Major Mu	no t	EDI	EDT	WDT	WDD	CDI <sub>m</sub> 1		
HCM Lane V/C Ratio 0.001 0.05  HCM Control Delay (s) 9 0 - 14.1  HCM Lane LOS A A - B  HCM 95th %tile Q(veh) 0 - 0.2  Notes		IIIL			WRI				
HCM Control Delay (s) 9 0 14.1  HCM Lane LOS A A B  HCM 95th %tile Q(veh) 0 0.2  Notes					-				
HCM Lane LOS       A       A       -       -       B         HCM 95th %tile Q(veh)       0       -       -       -       0.2         Notes									
HCM 95th %tile Q(veh) 0 0.2  Notes		5)							
Notes		h)							
	HCIVI YOUN %(IIIE U(VEI	11)	U	-	-	-	0.2		
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *:	Notes								
	~: Volume exceeds ca	apacity	\$: De	elay exc	ceeds 3	00s	+: Com	outation Not Defined	*: /

TADI Synchro 11 Report Build PM Peak Synchro 15 Report Page 6

	۶	<b>→</b>	•	•	<b>—</b>	4	1	†	~	<b>/</b>	<b>+</b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		414		7	<b>∱</b> ∱			4			4	
Traffic Volume (vph)	10	650	5	35	820	15	30	1	20	10	1	10
Future Volume (vph)	10	650	5	35	820	15	30	1	20	10	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.997			0.947			0.936	
Flt Protected		0.999		0.950				0.972			0.977	
Satd. Flow (prot)	0	3532	0	1770	3529	0	0	1732	0	0	1720	0
Flt Permitted		0.999		0.950				0.972			0.977	
Satd. Flow (perm)	0	3532	0	1770	3529	0	0	1732	0	0	1720	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		330			190			400			350	
Travel Time (s)		9.0			5.2			10.9			9.5	
Confl. Peds. (#/hr)	1		2	2		1	1		5	5		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	10	670	5	36	845	15	31	1	21	10	1	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	685	0	36	860	0	0	53	0	0	21	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(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
<i>J</i> I	)ther											
Control Type: Unsignalized												
Intersection Capacity Utilizati	on 41.4%			IC	CU Level	of Service	Α					
Analysis Period (min) 15												

Synchro 11 Report TADI Page 7 Build PM Peak

Intersection													
Int Delay, s/veh	1												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		414	LDIX	ኘ	<b>†</b>	WDIX	NUL	4	HUIK	ODL	4	ODIT	
Traffic Vol, veh/h	10	650	5	35	820	15	30	1	20	10	1	10	
Future Vol, veh/h	10	650	5	35	820	15	30	1	20	10	1	10	
Conflicting Peds, #/hr	10	0.50	2	2	020	13	1	0	5	5	0	1	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	310p -	310p -	None	Jiop	310p	None	
Storage Length	_	_	INOTIC	0	_	TNOTIC	_	_	NOTIC	_	_	TVOTIC	
Veh in Median Storage		0	_	-	0	_	_	0	_	_	0	_	
Grade, %	, π -	0		-	0		-	0	-		0		
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	
Heavy Vehicles, %	2	2	2	2	2	2	1	1	1	1	1	1	
Mvmt Flow	10	670	5	36	845	15	31	1	21	10	1	10	
WWIIIL FIOW	10	0/0	5	30	843	15	31		21	10	ı	10	
	Major1		N	Major2		N	Minor1			Minor2			
Conflicting Flow All	861	0	0	677	0	0	1191	1628	345	1287	1623	432	
Stage 1	-	-	-	-	-	-	695	695	-	926	926	-	
Stage 2	-	-	-	-	-	-	496	933	-	361	697	-	
Critical Hdwy	4.14	-	-	4.14	-	-	7.52	6.52	6.92	7.52	6.52	6.92	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-	
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.51	4.01	3.31	3.51	4.01	3.31	
Pot Cap-1 Maneuver	*1119	-	-	911	-	-	*382	165	654	*305	*167	*750	
Stage 1	-	-	-	-	-	-	*401	444	-	*707	*620	-	
Stage 2	-	-	-	-	-	-	*707	616	-	*633	*443	-	
Platoon blocked, %	1	-	-		-	-	1	1		1	1	1	
Mov Cap-1 Maneuver	*1118	-	-	909	-	-	*359	156	650	*280	*157	*749	
Mov Cap-2 Maneuver	-	-	-	-	-	-	*359	156	-	*280	*157	-	
Stage 1	-	-	-	-	-	-	*395	437	-	*697	*594	-	
Stage 2	-	-	-	-	-	-	*668	590	-	*600	*436	-	
Approach	EB			WB			NB			SB			
	0.2			0.4			14.7			15.1			
HCM Control Delay, s	0.2			0.4									
HCM LOS							В			С			
Minor Lane/Major Mvm	t	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1				
Capacity (veh/h)		422	* 1118	-	-	909	-	-	379				
HCM Lane V/C Ratio		0.125	0.009	-	-	0.04	-	-	0.057				
HCM Control Delay (s)		14.7	8.2	0.1	-	9.1	-	-	15.1				
HCM Lane LOS		В	Α	Α	-	Α	-	-	С				
HCM 95th %tile Q(veh)		0.4	0	-	-	0.1	-	-	0.2				
Notes													
	ancity.	¢. D.	Nov ovo	anda 20	)Oc	u Com	nutation	Not D	ofinod	*, A11	malar	volumo !	in plataan
-: Volume exceeds cap	dully	\$: D(	elay exc	eeus 30	102	+: Com	pulalioi	ו ואטנו ש	enneu	: All	major \	volume I	in platoon

TADI Build PM Peak

	-	•	•	←	4	-
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ተተጉ			<b>^</b>		7
Traffic Volume (vph)	645	35	0	870	0	15
Future Volume (vph)	645	35	0	870	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.992					0.865
Flt Protected						
Satd. Flow (prot)	5045	0	0	3539	0	1627
Flt Permitted						
Satd. Flow (perm)	5045	0	0	3539	0	1627
Link Speed (mph)	25			25	25	
Link Distance (ft)	190			220	232	
Travel Time (s)	5.2			6.0	6.3	
Confl. Peds. (#/hr)		2	2		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	2%	1%	1%
Adj. Flow (vph)	665	36	0	897	0	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	701	0	0	897	0	15
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12	, i		12	0	, i
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					

Control Type: Unsignalized Intersection Capacity Utilization 34.4% Analysis Period (min) 15

ICU Level of Service A

Intersection						
Int Delay, s/veh	0.1					
		EDD	WDI	WDT	NDI	NDD
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<b>የ</b> ተው	٥٦	0	<b>^</b>	0	7
Traffic Vol, veh/h	645	35	0	870	0	15
Future Vol, veh/h	645	35	0	870	0	15
Conflicting Peds, #/hr	0	2	2	0	1	1
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	665	36	0	897	0	15
Major/Minor	laiar1		10ior2		Ninar1	
	lajor1		/lajor2		Minor1	05.4
Conflicting Flow All	0	0	-	-	-	354
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.91
Pot Cap-1 Maneuver	-	-	0	-	0	551
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	_	_				
Mov Cap-1 Maneuver	_	_	_	_	_	549
Mov Cap-1 Maneuver	_	_	_	_		- 017
Stage 1	-	_		-	-	-
	-	-		-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		11.7	
HCM LOS					В	
NA!		UDL 4	CDT	EDD	MET	
Minor Lane/Major Mvmt	1	NBLn1	EBT	EBR	WBT	
Capacity (veh/h)		549	-	-	-	
HCM Lane V/C Ratio		0.028	-	-	-	
HCM Control Delay (s)		11.7	-	-	-	
HCM Lane LOS		В	-	-	-	
HCM 95th %tile Q(veh)		0.1				

Bane Group		۶	-	$\rightarrow$	•	<b>←</b>	•	•	<b>†</b>	/	<b>\</b>	ļ	4
Fraffic Volume (ph)	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Fraffic Volume (ph)	Lane Configurations	ሻ	<b>1</b>	77	ሻ	<b>1</b>	7	ሻሻ	ተተተ	7	ሻ	ተተተ	7
Idea   Infow (phpph)   1900		195			190					180	75		
Storage Langhf (f)	Future Volume (vph)	195	235	230	190	250	115	475	2125	180	75	1185	145
Storage Lanes	Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Taper Length (ff)	Storage Length (ft)	175		0	160		160	310		0	100		100
Pach Bilke Factor   1.00	Storage Lanes	1		2	1		1	2		1	1		1
Ped Bike Factor   0.99	Taper Length (ft)	25			25			25			25		
Fith	Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Filt Profected   0.950   0.9		0.99			1.00			1.00			1.00		
Satis   Flow (prot)   1770   1863   2787   1787   1881   1599   3433   5085   1583   1770   5085   1583   1815				0.850			0.850			0.850			0.850
File Permitted   0.599													
Satis   Flow (perm)   1110   1863   2743   518   1881   1572   3427   5085   1549   246   5085   1555   1619   No Satis   Flow (RTOR)   Satis   Flow (RTOR)   Satis   Sobre (mph)   25   Sobre   500   Sobre   500   Sobre			1863	2787		1881	1599		5085	1583		5085	1583
No   No   No   No   No   No   No   No													
Said   Flow (RTOR)		1110	1863		518	1881		3427	5085	1549	246	5085	1555
Link Speed (mph)				No			No			No			No
Delection   City   Ci													
Travel Time (s)													
Confil Reds. (#/hr)													
Confile Bikes (#/hr)	. ,		6.0			13.6			9.7			9.7	
Peak Hour Factor		4			4			5			1		
Growth Factor   100%   100%   70%   100%   100%   62%   100%   100%   62%   20%	` ,												
Heavy Vehicles (%)													
Adj. Flow (vph)   203   245   168   198   260   74   495   2214   116   78   1234   94													
Shared Lane Traffic (%)   Lane Group Flow (yph)   203   245   168   198   260   74   495   2214   116   78   1234   94													
Lane Group Flow (vph)   203   245   168   198   260   74   495   2214   116   78   1234   94		203	245	168	198	260	/4	495	2214	116	/8	1234	94
Enter Blocked Intersection   No   No   No   No   No   No   No	• •	000	0.45	1/0	100	0.40	7.4	405	004.4	447	70	1004	0.4
Left   Left   Left   Right   Left   Right   Left   Right   Left   Right   Left   Left   Right   Left   Lef													
Median Width(ft)													
Crosswalk Width(fft)		Leit		Right	Leit		Right	Leit		Rigni	Leit		Right
Crosswalk Width(ft)         16         18         10         100         100         100         1.00													
Two way Left Turn Lane           Headway Factor         1.00         2.00         1.00         2.00         2.00         2.00         2.00         2.00         2.00         2.00         2.00         2.00         2.00         2.00         2.00         2.00<	. ,												
Headway Factor   1.00			10			10			10			10	
Turning Speed (mph)         15         9         15         9         15         9         15         9         15         9           Number of Detectors         1         2         1         1         2		1 00	1 00	1.00	1 00	1 00	1 00	1 00	1 00	1.00	1 00	1 00	1.00
Number of Detectors         1         2         1	•		1.00			1.00			1.00			1.00	
Detector Template         Left         Thru         Right         Left         Left         Detector         Detector         Detector         Detector         Detector         Detector         Detector         Cl-Ex         Cl-Ex         Cl-Ex         Cl-Ex         Cl-Ex         Cl-Ex         Cl-Ex			2			2			2			2	
Leading Detector (ft)         20         100         20         20         100         20         20         100         20         20         100         20         20         100         20         20         100         20         20         100         20         20         100         20         20         100         20         20         0											-		
Trailing Detector (ft)         0													
Detector 1 Position(ft)         0	•												_
Detector 1 Size(ft)         20         6         20         20         6         20         20         6         20         20         6         20         20         6         20         20         6         20         20         6         20           Detector 1 Type         CI+Ex         CI+													
Detector 1 Type         CI+Ex	. ,												
Detector 1 Channel         Detector 1 Extend (s)       0.0													
Detector 1 Extend (s)         0.0		OITEX	OITEX	OITEX	OITEX	OITEX	OITEX	OITEX	OFFER	OITEX	OITEX	OFFER	OITEX
Detector 1 Queue (s)         0.0		0.0	0.0	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													
Detector 2 Position(ft)         94         94         94         94           Detector 2 Size(ft)         6         6         6         6													
Detector 2 Size(ft) 6 6 6										0.0			0.0
	Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	

TADI Build PM Peak

	•	<b>→</b>	•	•	<b>←</b>	*	4	<b>†</b>	/	-	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases		4	1	3	8		1	6		5	2	
Permitted Phases	4		4	8		8			6	2		2
Detector Phase	4	4	1	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	6.0	6.0	5.0	5.0	10.0	10.0	5.0	20.0	20.0	4.0	18.0	18.0
Minimum Split (s)	12.5	12.5	10.5	10.5	16.5	16.5	10.5	25.0	25.0	9.0	23.0	23.0
Total Split (s)	21.0	21.0	27.0	11.0	32.0	32.0	27.0	48.0	48.0	10.0	31.0	31.0
Total Split (%)	23.3%	23.3%	30.0%	12.2%	35.6%	35.6%	30.0%	53.3%	53.3%	11.1%	34.4%	34.4%
Maximum Green (s)	14.5	14.5	21.5	5.5	25.5	25.5	21.5	43.0	43.0	5.0	26.0	26.0
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	3.0	3.0	2.5	2.5	3.0	3.0	2.5	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	5.5	5.5	6.5	6.5	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead	Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	2.5	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	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	40.0	40.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	40.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	14.5	14.5	32.7	26.5	25.5	25.5	17.2	45.0	45.0	35.3	30.3	30.3
Actuated g/C Ratio	0.16	0.16	0.36	0.29	0.28	0.28	0.19	0.50	0.50	0.39	0.34	0.34
v/c Ratio	1.14	0.82	0.17	0.86	0.49	0.17	0.76	0.87	0.15	0.43	0.72	0.18
Control Delay	145.8	57.4	22.1	62.0	30.6	25.6	42.0	25.6	13.7	20.7	29.8	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	145.8	57.4	22.1	62.0	30.6	25.6	42.0	25.6	13.7	20.7	29.8	23.6
LOS	F	Е	С	Е	С	С	D	С	В	С	С	С
Approach Delay		76.9			41.6			27.9			28.9	
Approach LOS		Е			D			С			С	

## **Intersection Summary**

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 5 (6%), Referenced to phase 2:SBTL and 6:NBT, Start of 1st Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.14

Intersection Signal Delay: 35.1 Intersection LOS: D
Intersection Capacity Utilization 88.3% ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 500: E Washington Ave & First Street



Build PM Peak Page 12

	٠	<b>→</b>	*	•	+	4	1	<b>†</b>	<b>/</b>	<b>/</b>	<b>+</b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	203	245	168	198	260	74	495	2214	116	78	1234	94
v/c Ratio	1.14	0.82	0.17	0.86	0.49	0.17	0.76	0.87	0.15	0.43	0.72	0.18
Control Delay	145.8	57.4	22.1	62.0	30.6	25.6	42.0	25.6	13.7	20.7	29.8	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	145.8	57.4	22.1	62.0	30.6	25.6	42.0	25.6	13.7	20.7	29.8	23.6
Queue Length 50th (ft)	~140	144	44	89	123	32	138	409	36	18	223	37
Queue Length 95th (ft)	#279	#266	71	#205	197	66	180	#489	67	42	295	80
Internal Link Dist (ft)		140			420			420			420	
Turn Bay Length (ft)	175			160		160	310			100		100
Base Capacity (vph)	178	300	1138	230	532	445	820	2542	774	181	1713	523
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.14	0.82	0.15	0.86	0.49	0.17	0.60	0.87	0.15	0.43	0.72	0.18

## Intersection Summary

TADI Build PM Peak

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.

	۶	<b>→</b>	•	•	<b>←</b>	•	1	<b>†</b>	<b>/</b>	<b>/</b>	ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	<b>•</b>	77		<b>•</b>	7	ሻሻ	ተተተ	7	7	ተተተ	7
Traffic Volume (veh/h)	195	235	230	190	250	115	475	2125	180	75	1185	145
Future Volume (veh/h)	195	235	230	190	250	115	475	2125	180	75	1185	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	0.98	1.00	1.00	0.98	1.00	4.00	0.98	1.00	1.00	0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	1070	No	1070	1005	No	1005	1070	No	1070	1070	No	1070
Adj Sat Flow, veh/h/ln Adj Flow Rate, veh/h	1870 203	1870 245	1870 168	1885 198	1885 260	1885 74	1870 495	1870 2214	1870 116	1870 78	1870 1234	1870 94
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	0.70	0.70	0.70	2	2	2	2	2	2
Cap, veh/h	248	301	910	224	534	445	582	2506	766	172	1835	554
Arrive On Green	0.16	0.16	0.16	0.06	0.28	0.28	0.17	0.49	0.49	0.04	0.36	0.36
Sat Flow, veh/h	1041	1870	2732	1795	1885	1571	3456	5106	1561	1781	5106	1541
Grp Volume(v), veh/h	203	245	168	198	260	74	495	2214	116	78	1234	94
Grp Sat Flow(s), veh/h/ln	1041	1870	1366	1795	1885	1571	1728	1702	1561	1781	1702	1541
Q Serve(g_s), s	14.5	11.4	4.0	5.5	10.3	3.2	12.5	35.1	3.7	2.5	18.4	3.7
Cycle Q Clear(q_c), s	14.5	11.4	4.0	5.5	10.3	3.2	12.5	35.1	3.7	2.5	18.4	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	248	301	910	224	534	445	582	2506	766	172	1835	554
V/C Ratio(X)	0.82	0.81	0.18	0.89	0.49	0.17	0.85	0.88	0.15	0.45	0.67	0.17
Avail Cap(c_a), veh/h	248	301	910	224	534	445	826	2506	766	195	1835	554
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	36.4	21.6	34.1	26.8	24.3	36.3	20.6	12.6	21.7	24.4	19.7
Incr Delay (d2), s/veh	18.7	15.1	0.1	31.6	0.7	0.2	4.4	5.0	0.4	1.9	2.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.8	10.6	2.3	6.6	8.2	2.2	9.3	19.8	2.4	1.9	11.8	2.5
Unsig. Movement Delay, s/veh		<b>[1 [</b>	21.6	45.7	27.5	24.4	40.7	25.6	12 0	23.6	26.3	20.3
LnGrp Delay(d),s/veh LnGrp LOS	57.7 E	51.5 D	21.0 C	65.7 E	27.5 C	24.4 C	40.7 D	25.6 C	13.0 B	23.0 C	20.3 C	20.3 C
-	<u> </u>	616	C	<u> </u>	532	C	D	2825	В	C	1406	
Approach Vol, veh/h Approach Delay, s/veh		45.4			41.3			2825			25.8	
Approach LOS		45.4 D			41.3 D			21.1 C			25.6 C	
											C	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	20.7	37.3	11.0	21.0	8.8	49.2		32.0				
Change Period (Y+Rc), s	5.5	5.0	5.5	6.5	5.0	5.0		6.5				
Max Green Setting (Gmax), s	21.5	26.0	5.5	14.5	5.0	43.0		25.5				
Max Q Clear Time (g_c+l1), s	14.5	20.4	7.5	16.5	4.5	37.1		12.3				
Green Ext Time (p_c), s	0.6	3.7	0.0	0.0	0.0	4.8		1.5				
Intersection Summary												
HCM 6th Ctrl Delay			30.6									
HCM 6th LOS			С									

TADI Synchro 11 Report Build PM Peak Page 14

	•	•	4	<b>†</b>	ļ	✓
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		ተተተ	ተተተ	7
Traffic Volume (vph)	0	15	0	2780	1575	30
Future Volume (vph)	0	15	0	2780	1575	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor						
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1627	0	5085	5085	1583
Flt Permitted						
Satd. Flow (perm)	0	1627	0	5085	5085	1583
Link Speed (mph)	25			35	35	
Link Distance (ft)	283			320	500	
Travel Time (s)	7.7			6.2	9.7	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Adj. Flow (vph)	0	16	0	2896	1641	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	16	0	2896	1641	31
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	ion 64.0%			IC	:U Level	of Service
Amaluaia Dariad (main) 15						

Analysis Period (min) 15

Intersection						
Int Delay, s/veh	0.1					
		E55			057	055
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		- 7		<b>^</b>	ተተተ	7
Traffic Vol, veh/h	0	15	0	2780	1575	30
Future Vol, veh/h	0	15	0	2780	1575	30
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	0	16	0	2896	1641	31
					4 1 0	
	linor2		Major1		Major2	
Conflicting Flow All	-	823	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.12	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.91	-	-	-	-
Pot Cap-1 Maneuver	0	274	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	273	-	-	-	-
Mov Cap-2 Maneuver	_	-	_	-	_	_
Stage 1	_	_		_	_	_
Stage 2	_	_	_	_	_	_
Jiugo Z						
Approach	EB		NB		SB	
HCM Control Delay, s	19		0		0	
HCM LOS	С					
Minor Lang/Major Mumat		NDT	DI n1	CDT	CDD	
Minor Lane/Major Mvmt			EBLn1	SBT	SBR	
Capacity (veh/h)		-		-	-	
HCM Lane V/C Ratio			0.057	-	-	
HCM Control Delay (s)		-	19	-	-	
HCM Lane LOS		-	С	-	-	
HCM 95th %tile Q(veh)		-	0.2	-	-	

	•	•	<b>†</b>	/	-	ļ
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ሻሻ	77.77	<b>^</b>	7	ሻሻ	<b>↑</b> ↑
Traffic Volume (vph)	310	360	785	170	455	1000
Future Volume (vph)	310	360	785	170	455	1000
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.88	0.91	1.00	0.97	0.95
		0.88	0.91	0.97		0.95
Ped Bike Factor	1.00				0.99	
Frt	0.050	0.850		0.850	0.050	
Flt Protected	0.950	2/5/	4040	1500	0.950	2420
Satd. Flow (prot)	3273	2656	4940	1538	3335	3438
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3263	2621	4940	1487	3302	3438
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	25		30			30
Link Distance (ft)	310		700			500
Travel Time (s)	8.5		15.9			11.4
Confl. Peds. (#/hr)	1	1		14	14	
Confl. Bikes (#/hr)		1		3		
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	100%	70%	100%	62%	100%	100%
Heavy Vehicles (%)	7%	7%	5%	5%	5%	5%
Adj. Flow (vph)	369	300	935	125	542	1190
Shared Lane Traffic (%)	307	300	733	123	J4Z	1170
. ,	240	200	ODE	105	E 40	1190
Lane Group Flow (vph)	369	300	935	125	542	
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
` '	CI+Ex	Cl+Ex		CI+Ex		CI+Ex
Detector 1 Type	CI+EX	CI+EX	CI+Ex	CI+EX	CI+Ex	CI+EX
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	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
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			CI+Ex			CI+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	pm+ov		pm+ov	Prot	NA
	1100	۳۰۰۰۰۵۷	1 47 1	۷۰۰۰۰۷	. 101	1471

TADI Build AM Peak with modifications

	•	•	†	<i>&gt;</i>	<b>/</b>	<del> </del>	
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Protected Phases	8	1	2	8	1	6	
Permitted Phases		8		2			
Detector Phase	8	1	2	8	1	6	
Switch Phase							
Minimum Initial (s)	10.0	8.0	10.0	10.0	8.0	10.0	
Minimum Split (s)	15.0	15.5	16.5	15.0	15.5	16.5	
Total Split (s)	20.0	25.0	45.0	20.0	25.0	70.0	
Total Split (%)	22.2%	27.8%	50.0%	22.2%	27.8%	77.8%	
Maximum Green (s)	15.0	17.5	38.5	15.0	17.5	63.5	
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.5	
All-Red Time (s)	2.0	4.0	3.0	2.0	4.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	7.5	6.5	5.0	7.5	6.5	
Lead/Lag		Lead	Lag		Lead		
Lead-Lag Optimize?		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.5	3.0	3.0	3.5	
Recall Mode	None	None	C-Max	None	None	C-Max	
Act Effct Green (s)	13.9	28.6	39.9	55.3	17.2	64.6	
Actuated g/C Ratio	0.15	0.32	0.44	0.61	0.19	0.72	
v/c Ratio	0.73	0.36	0.43	0.14	0.85	0.48	
Control Delay	48.2	28.4	18.3	6.0	49.4	6.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	48.2	28.4	18.3	6.0	49.4	6.4	
LOS	D	С	В	Α	D	Α	
Approach Delay	39.3		16.8			19.9	
Approach LOS	D		В			В	
Intersection Summary							
Area Type:	Other						
Cycle Length: 90							
Actuated Cycle Length: 90							
Offset: 65 (72%), Reference	ced to phase	e 2:NBT a	ind 6:SBT	, Start of	Yellow		
Natural Cycle: 60							
Control Type: Actuated-Co	ordinated						
Maximum v/c Ratio: 0.85							
Intersection Signal Delay: 2	22.7			lr	ntersectio	n LOS: C	
Intersection Capacity Utiliz	ation 52.8%	, )		I(	CU Level	of Service	e A
Analysis Period (min) 15							
Splits and Phases: 100:	E Johnson	Street &	First Stree	et			
<b>\</b> o <sub>Ø1</sub>		1 ★					
<b>™</b> Ø1		T <sub>Ø2</sub>	(R)				
25 s		45 s					li sissi
▼ Ø6 (R)							<b>■</b>
- 20 (4)							.120

# 100: E Johnson Street & First Street

	•	•	<b>†</b>	~	-	<b>↓</b>
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	369	300	935	125	542	1190
v/c Ratio	0.73	0.36	0.43	0.14	0.85	0.48
Control Delay	48.2	28.4	18.3	6.0	49.4	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.2	28.4	18.3	6.0	49.4	6.4
Queue Length 50th (ft)	96	69	133	23	154	136
Queue Length 95th (ft)	135	m93	154	39	#199	157
Internal Link Dist (ft)	230		620			420
Turn Bay Length (ft)						
Base Capacity (vph)	545	853	2189	940	652	2466
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	0.68	0.35	0.43	0.13	0.83	0.48

## Intersection Summary

Synchro 11 Report TADI Page 3 Build AM Peak with modifications

 <sup>95</sup>th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 Wolume for 95th percentile queue is metered by upstream signal.

	•	4	<b>†</b>	<i>&gt;</i>	<b>/</b>	<b>+</b>	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	ሻሻ	77	ተተተ	7	ሻሻ	<b>^</b>	
Traffic Volume (veh/h)	310	360	785	170	455	1000	
Future Volume (veh/h)	310	360	785	170	455	1000	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		0.96	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No		No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1826	1826	1826	1826	
Adj Flow Rate, veh/h	369	300	935	125	542	1190	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	
Percent Heavy Veh, %	7	7	5	5	5	5	
Cap, veh/h	466	866	2322	911	616	2539	
Arrive On Green	0.14	0.14	0.47	0.47	0.18	0.73	
Sat Flow, veh/h	3319	2679	5149	1490	3374	3561	
Grp Volume(v), veh/h	369	300	935	125	542	1190	
Grp Sat Flow(s), veh/h/ln	1659	1340	1662	1490	1687	1735	
Q Serve(g_s), s	9.7	7.7	11.1	3.2	14.1	12.6	
Cycle Q Clear(g_c), s	9.7	7.7	11.1	3.2	14.1	12.6	
Prop In Lane	1.00	1.00	0000	1.00	1.00	0500	
Lane Grp Cap(c), veh/h	466	866	2322	911	616	2539	
V/C Ratio(X)	0.79	0.35	0.40	0.14	0.88	0.47	
Avail Cap(c_a), veh/h	553	936	2322	911	656	2539	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	37.4	23.2	15.8	7.6	35.8	4.9	
Incr Delay (d2), s/veh	6.5	0.2	0.5	0.3	12.6	0.6	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln Unsig. Movement Delay, s/veh	7.7	4.4	7.4	2.7	11.0	6.6	
J.		<b>72 E</b>	16.2	7.0	10.1	5.6	
LnGrp Delay(d),s/veh	44.0 D	23.5 C	16.3 B	7.9	48.4	5.6 A	
LnGrp LOS		C		А	D		
Approach Vol, veh/h	669		1060			1732	
Approach LOS	34.8		15.3			19.0	
Approach LOS	С		В			В	
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	23.9	48.4				72.4	17.6
Change Period (Y+Rc), s	7.5	6.5				6.5	5.0
Max Green Setting (Gmax), s	17.5	38.5				63.5	15.0
Max Q Clear Time (g_c+I1), s	16.1	13.1				14.6	11.7
Green Ext Time (p_c), s	0.4	9.3				15.1	1.0
Intersection Summary							
HCM 6th Ctrl Delay			20.9				
HCM 6th LOS			С				
			•				

	•	<b>→</b>	<b>←</b>	•	<b>/</b>	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ર્ન	ተተ <sub>ጉ</sub>		W	
Traffic Volume (vph)	1	635	670	10	1	1
Future Volume (vph)	1	635	670	10	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.998		0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1759	4838	0	1711	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1759	4838	0	1711	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		310	330		350	
Travel Time (s)		8.5	9.0		9.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	8%	8%	7%	7%	1%	1%
Adj. Flow (vph)	1	784	827	12	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	785	839	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0	<u> </u>	12	J -
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	1100		9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	ion 44.5%			IC	CU Level o	of Service A

Intersection Capacity Utilization 44.5% Analysis Period (min) 15

Intersection						
Int Delay, s/veh	0					
	EDI	<b>LDT</b>	WDT	WIDD	CDI	CDD
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			44%	10	W	
Traffic Vol, veh/h	1	635	670	10	1	1
Future Vol, veh/h	1	635	670	10	1	1
Conflicting Peds, #/hr		0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storag	<b>j</b> e,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	8	8	7	7	1	1
Mvmt Flow	1	784	827	12	1	1
IVIVIIIL I IOVV		704	027	12		1
Major/Minor	Major1	ı	Major2	N	Minor2	
Conflicting Flow All	840	0	-	0	1621	422
Stage 1	-	-	-	-	834	-
Stage 2	-	-	_	-	787	-
Critical Hdwy	5.42	_	_	_		7.115
Critical Hdwy Stg 1		_	_		6.615	-
Critical Hdwy Stg 2	-				5.415	
Follow-up Hdwy	3.176	_	_		3.6595	2 0005
		-	-			
Pot Cap-1 Maneuver	880	-	-	-	238	*757
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	437	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	r 879	-	-	-	237	*756
Mov Cap-2 Maneuver	r -	-	-	-	237	-
Stage 1	-	-	-	-	758	-
Stage 2	_	_	_	_	437	_
o tago 2						
Approach	EB		WB		SB	
HCM Control Delay, s	s 0		0		15	
HCM LOS					С	
Minor Lane/Major Mv	mt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		879	-	-	-	361
HCM Lane V/C Ratio		0.001	-	-	-	0.007
HCM Control Delay (s		9.1	0	-	-	15
HCM Lane LOS	•	Α	A	-	-	С
HCM 95th %tile Q(ve	h)	0	_	_	-	0
·	′					
Notes						
~: Volume exceeds c	apacity	\$: De	elay exc	eeds 30	00s	+: Com

	۶	<b>→</b>	•	•	-	4	1	<b>†</b>	~	<b>/</b>	Ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4î.		, j	<b>∱</b> }			4			4	
Traffic Volume (vph)	10	625	1	15	640	10	30	1	20	10	1	10
Future Volume (vph)	10	625	1	15	640	10	30	1	20	10	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.947			0.935	
Flt Protected		0.999		0.950				0.971			0.977	
Satd. Flow (prot)	0	3370	0	1671	3336	0	0	1730	0	0	1718	0
Flt Permitted		0.999		0.950				0.971			0.977	
Satd. Flow (perm)	0	3370	0	1671	3336	0	0	1730	0	0	1718	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		330			190			400			350	
Travel Time (s)		9.0			5.2			10.9			9.5	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	7%	7%	7%	8%	8%	8%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	12	744	1	18	762	12	36	1	24	12	1	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	757	0	18	774	0	0	61	0	0	25	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(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type: (	Other											

Control Type: Unsignalized
Intersection Capacity Utilization 35.5%
Analysis Period (min) 15

ICU Level of Service A

Synchro 11 Report TADI Page 7 Build AM Peak with modifications

Intersection													
Int Delay, s/veh	1.1												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	LDL	414	LDIN	VVDL	<b>↑</b>	WDIX	NDL	4	NDIX	JDL	4	JUN	
Traffic Vol, veh/h	10	625	1	15	640	10	30	1	20	10	1	10	
Future Vol, veh/h	10	625	1	15	640	10	30	1	20	10	1	10	
Conflicting Peds, #/hr	10	023	1	1	040	10	1	0	1	10	0	10	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	- Jiop	Jiop	None	- -	Jiop -	None	
Storage Length	_	_	-	0	_	- INOTIC	_	_	-	_	_	-	
Veh in Median Storage,		0	_	-	0	_	_	0	_	_	0	_	
Grade, %	-	0	_	_	0	_	_	0	_	_	0	_	
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84	
Heavy Vehicles, %	7	7	7	8	8	8	1	1	1	1	1	1	
Mvmt Flow	12	744	1	18	762	12	36	1	24	12	1	12	
		,	•	10	702						•	- '-	
Major/Minor N	Najor1		N	Jaior?		N	Minor1		N	/linor2			
	<u>1ajor1</u> 775	0	0	Major2 746	0		1189	1581	375	1203	1575	389	
Conflicting Flow All Stage 1	115	-	U	740	-	0	770	770	3/5	805	805	309	
Stage 2	_	-	-	-	_	-	419	811	-	398	770	-	
Critical Hdwy	4.24	-	-	4.26	-	-	7.52	6.52	6.92	7.52	6.52	6.92	
Critical Hdwy Stg 1	4.24	-		4.20	-	-	6.52	5.52	0.72	6.52	5.52	0.72	
Critical Hdwy Stg 2	-				_	-	6.52	5.52	_	6.52	5.52	_	
Follow-up Hdwy	2.27	_	_	2.28	_	_	3.51	4.01	3.31	3.51	4.01	3.31	
Pot Cap-1 Maneuver	1139	_	_	820	_	_	*289	155	625	280	157	*822	
Stage 1	-	_	_	020	_	_	*362	411	- 025	679	616	- 022	
Stage 2	-	_	_	_	_	_	*775	611	-	602	411	_	
Platoon blocked, %	1	_	_		_	_	1	1		1	1	1	
Mov Cap-1 Maneuver	1138	_	_	819	_	_	*274	149	624	259	150	*821	
Mov Cap-2 Maneuver	-	_	_	-	_	_	*274	149	-	259	150	-	
Stage 1	-	-	-	-	-	-	*355	403	-	666	601	-	
Stage 2	-	-	-	_	-	-	*745	597	-	566	403	-	
o tago L								0		000			
Annroach	EB			WB			NB			SB			
Approach				0.2			17.7						
HCM Control Delay, s	0.2			0.2						15.6			
HCM LOS							С			С			
N 41 1 /24 1 24		IDL 4	EDI	EDT	EDD	MDI	VAIDT	MARRI	CDL 4				
Minor Lane/Major Mvmt		VBLn1	EBL	EBT	EBR	WBL	WBT	WBR S					
Capacity (veh/h)		344	1138	-	-	819	-	-	365				
HCM Lane V/C Ratio		0.176	0.01	-	-	0.022	-		0.068				
HCM Control Delay (s)		17.7	8.2	0.1	-	9.5	-	-	15.6				
HCM Lane LOS		С	A	Α	-	A	-	-	С				
HCM 95th %tile Q(veh)		0.6	0	-	-	0.1	-	-	0.2				
110111 70111 701110 (1011)													
Notes													

	-	$\rightarrow$	•	<b>←</b>	<b>1</b>	/
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<del>ተ</del> ተኈ			<b>^</b>		7
Traffic Volume (vph)	645	10	0	665	0	15
Future Volume (vph)	645	10	0	665	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.998					0.865
Flt Protected						
Satd. Flow (prot)	4838	0	0	3343	0	1627
Flt Permitted						
Satd. Flow (perm)	4838	0	0	3343	0	1627
Link Speed (mph)	25			25	25	
Link Distance (ft)	190			220	232	
Travel Time (s)	5.2			6.0	6.3	
Confl. Peds. (#/hr)		1	1		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	7%	7%	8%	8%	1%	1%
Adj. Flow (vph)	768	12	0	792	0	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	780	0	0	792	0	18
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12		20.1	12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	10			10	10	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	1.00	9	15	1.00	15	9
Sign Control	Free	,	10	Free	Stop	,
	1100			1100	Stop	
Intersection Summary						
Area Type: (	Other					
Control Type: Unsignalized						

Control Type: Unsignalized Intersection Capacity Utilization 28.7%

Analysis Period (min) 15

ICU Level of Service A

Intersection						
Int Delay, s/veh	0.1					
		ED5	ME	MOT	ND	NDD
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<b></b>			<b>^</b>		7
Traffic Vol, veh/h	645	10	0	665	0	15
Future Vol, veh/h	645	10	0	665	0	15
Conflicting Peds, #/hr	0	_ 1	1	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	7	8	8	1	1
Mvmt Flow	768	12	0	792	0	18
N A 1 / N A1			4 1 0			
	lajor1		/lajor2		/linor1	
Conflicting Flow All	0	0	-	-	-	392
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.12
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.91
Pot Cap-1 Maneuver	-	-	0	_	0	521
Stage 1	_	_	0	_	0	-
Stage 2	_	_	0	_	0	_
Platoon blocked, %	_	_	- 0	_	0	
Mov Cap-1 Maneuver	_	_		-	_	520
Mov Cap-2 Maneuver	-	-	-	-	-	520
	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		12.2	
HCM LOS	U		- 0		12.2	
TIONI LOS					D	
Minor Lane/Major Mvmt	<u> </u>	VBLn1	EBT	EBR	WBT	
Capacity (veh/h)		520	-	-	-	
HCM Lane V/C Ratio		0.034	_	_	_	
HCM Control Delay (s)		12.2	_	_	-	
HCM Lane LOS		В	_	_	_	
HCM 95th %tile Q(veh)		0.1	_	_	_	
HOW FOUT MILE Q(VEII)		U. I	-	-	-	

	۶	-	•	•	<b>←</b>	•	•	†	<b>/</b>	<b>&gt;</b>	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>1</b>	77	*	<b>1</b>	7	ሻሻ	ተተተ	7	*	ተተተ	7
Traffic Volume (vph)	110	115	435	180	200	60	315	1040	90	50	1905	150
Future Volume (vph)	110	115	435	180	200	60	315	1040	90	50	1905	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	160		160	310		0	100		100
Storage Lanes	1		2	1		1	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	1759	2632	1719	1810	1538	3213	4759	1482	1719	4940	1538
Flt Permitted	0.624			0.482			0.950			0.236		
Satd. Flow (perm)	1095	1759	2596	872	1810	1516	3211	4759	1449	427	4940	1516
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		220			500			500			500	
Travel Time (s)		6.0			13.6			9.7			9.7	
Confl. Peds. (#/hr)	2		1	1		2	2		1	1		2
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	70%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	8%	8%	8%	5%	5%	5%	9%	9%	9%	5%	5%	5%
Adj. Flow (vph)	118	124	327	194	215	40	339	1118	60	54	2048	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	124	327	194	215	40	339	1118	60	54	2048	100
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(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+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	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	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	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	

TADI Build AM Peak with modifications Synchro 11 Report Page 11

	•	<b>→</b>	•	•	<b>←</b>	*	4	<b>†</b>	/	-	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases		4	1	3	8		1	6		5	2	
Permitted Phases	4		4	8		8			6	2		2
Detector Phase	4	4	1	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	6.0	6.0	5.0	5.0	10.0	10.0	5.0	20.0	20.0	4.0	18.0	18.0
Minimum Split (s)	12.5	12.5	10.5	10.5	16.5	16.5	10.5	25.0	25.0	9.0	23.0	23.0
Total Split (s)	24.0	24.0	17.0	11.0	35.0	35.0	17.0	44.0	44.0	11.0	38.0	38.0
Total Split (%)	26.7%	26.7%	18.9%	12.2%	38.9%	38.9%	18.9%	48.9%	48.9%	12.2%	42.2%	42.2%
Maximum Green (s)	17.5	17.5	11.5	5.5	28.5	28.5	11.5	39.0	39.0	6.0	33.0	33.0
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	3.0	3.0	2.5	2.5	3.0	3.0	2.5	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	5.5	5.5	6.5	6.5	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead	Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	2.5	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	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	40.0	40.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	40.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	13.6	13.6	26.7	25.6	24.6	24.6	12.1	44.9	44.9	42.4	36.3	36.3
Actuated g/C Ratio	0.15	0.15	0.30	0.28	0.27	0.27	0.13	0.50	0.50	0.47	0.40	0.40
v/c Ratio	0.72	0.47	0.42	0.65	0.43	0.10	0.79	0.47	0.08	0.19	1.03	0.16
Control Delay	51.5	34.5	28.1	36.7	29.1	23.3	52.1	16.9	15.0	11.1	56.8	19.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	34.5	28.1	36.7	29.1	23.3	52.1	16.9	15.0	11.1	56.8	19.6
LOS	D	С	С	D	С	С	D	В	В	В	Е	В
Approach Delay		34.3			31.9			24.7			53.9	
Approach LOS		С			С			С			D	

## **Intersection Summary**

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 7 (8%), Referenced to phase 2:SBTL and 6:NBT, Start of 1st Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 40.1 Intersection LOS: D
Intersection Capacity Utilization 82.0% ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 500: E Washington Ave & First Street



Build AM Peak with modifications

	•	<b>→</b>	•	•	<b>—</b>	•	•	<b>†</b>	<i>&gt;</i>	<b>/</b>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	118	124	327	194	215	40	339	1118	60	54	2048	100
v/c Ratio	0.72	0.47	0.42	0.65	0.43	0.10	0.79	0.47	0.08	0.19	1.03	0.16
Control Delay	51.5	34.5	28.1	36.7	29.1	23.3	52.1	16.9	15.0	11.1	56.8	19.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	34.5	28.1	36.7	29.1	23.3	52.1	16.9	15.0	11.1	56.8	19.6
Queue Length 50th (ft)	71	73	102	88	99	17	94	157	19	12	~496	38
Queue Length 95th (ft)	m99	m102	m132	140	156	39	#168	208	43	30	#595	74
Internal Link Dist (ft)		140			420			420			420	
Turn Bay Length (ft)	175			160		160	310			100		100
Base Capacity (vph)	212	342	782	299	573	480	440	2374	722	290	1991	610
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.36	0.42	0.65	0.38	0.08	0.77	0.47	0.08	0.19	1.03	0.16

#### Intersection Summary

Queue shown is maximum after two cycles.

TADI Build AM Peak with modifications

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

m Volume for 95th percentile queue is metered by upstream signal.

	۶	<b>→</b>	•	•	<b>←</b>	4	1	<b>†</b>	~	<b>/</b>	<b>†</b>	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>↑</b>	77	ሻ	<b>↑</b>	7	ሻሻ	ተተተ	7	ሻ	ተተተ	7
Traffic Volume (veh/h)	110	115	435	180	200	60	315	1040	90	50	1905	150
Future Volume (veh/h)	110	115	435	180	200	60	315	1040	90	50	1905	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1826	1826	1826	1767	1767	1767	1826	1826	1826
Adj Flow Rate, veh/h	118	124	327	194	215	40	339	1118	60	54	2048	100
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	8	8	8	5	5	5	9	9	9	5	5	5
Cap, veh/h	232	253	700	258	482	403	405	2505	767	311	2107	639
Arrive On Green	0.14	0.14	0.14	0.06	0.26	0.26	0.12	0.52	0.52	0.03	0.42	0.42
Sat Flow, veh/h	1068	1781	2610	1739	1826	1524	3264	4823	1477	1739	4985	1511
Grp Volume(v), veh/h	118	124	327	194	215	40	339	1118	60	54	2048	100
Grp Sat Flow(s), veh/h/ln	1068	1781	1305	1739	1826	1524	1632	1608	1477	1739	1662	1511
Q Serve(g_s), s	9.6	5.8	9.5	5.5	8.8	1.8	9.1	13.0	1.8	1.6	36.2	3.7
Cycle Q Clear(g_c), s	9.6	5.8	9.5	5.5	8.8	1.8	9.1	13.0	1.8	1.6	36.2	3.7
Prop In Lane	1.00	253	1.00 700	1.00 258	482	1.00 403	1.00 405	2505	1.00 767	1.00 311	2107	1.00 639
Lane Grp Cap(c), veh/h V/C Ratio(X)	0.51	0.49	0.47	0.75	0.45	0.10	0.84	0.45	0.08	0.17	0.97	0.16
Avail Cap(c_a), veh/h	288	346	837	258	578	483	417	2505	767	370	2107	639
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	35.6	27.7	34.1	27.6	25.0	38.5	13.5	10.8	13.9	25.4	16.1
Incr Delay (d2), s/veh	1.3	1.1	0.4	11.8	0.6	0.1	12.8	0.6	0.2	0.3	14.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	4.6	5.3	4.5	7.1	1.2	7.7	7.9	1.1	1.1	22.4	2.3
Unsig. Movement Delay, s/veh		110	0.0	1.0	,	1.2	,,,	,,,			22.1	2.0
LnGrp Delay(d),s/veh	38.5	36.7	28.1	45.9	28.3	25.1	51.3	14.1	11.0	14.1	39.4	16.6
LnGrp LOS	D	D	С	D	С	С	D	В	В	В	D	В
Approach Vol, veh/h		569			449			1517			2202	
Approach Delay, s/veh		32.1			35.6			22.3			37.8	
Approach LOS		С			D			С			D	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	16.7	43.1	11.0	19.3	8.0	51.8		30.3				
Change Period (Y+Rc), s	5.5	5.0	5.5	6.5	5.0	5.0		6.5				
Max Green Setting (Gmax), s	11.5	33.0	5.5	17.5	6.0	39.0		28.5				
Max Q Clear Time (g_c+l1), s	11.1	38.2	7.5	11.6	3.6	15.0		10.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.2	0.0	5.8		1.3				
Intersection Summary												
HCM 6th Ctrl Delay			31.9									
HCM 6th LOS			C									
			_									

	•	•	4	<b>†</b>	ļ	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		ተተተ	ተተተ	7
Traffic Volume (vph)	0	15	0	1445	2510	10
Future Volume (vph)	0	15	0	1445	2510	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor						
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1627	0	4759	4940	1538
Flt Permitted						
Satd. Flow (perm)	0	1627	0	4759	4940	1538
Link Speed (mph)	25			35	35	
Link Distance (ft)	283			320	500	
Travel Time (s)	7.7			6.2	9.7	
Confl. Peds. (#/hr)	1	1	1	0.2		1
Confl. Bikes (#/hr)	•	1				1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	9%	9%	5%	5%
Adj. Flow (vph)	0	16	0	1554	2699	11
Shared Lane Traffic (%)		10		1001	20,,	
Lane Group Flow (vph)	0	16	0	1554	2699	11
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0	rtigrit	Loit	24	24	rtigrit
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	10			10	10	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	1.00	9	1.00	1.00	1.00	9
Sign Control	Stop	7	13	Free	Free	7
_	Stop			1166	1166	
Intersection Summary						
<i>J</i> I	Other					
Control Type: Unsignalized						
Intersection Capacity Utiliza	tion 58.8%			IC	U Level	of Service I

Intersection Capacity Utilization 58.8% Analysis Period (min) 15

Intersection						
Int Delay, s/veh	0.1					
Movement	EDI	EDD	MDI	NDT	CDT	CDD
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	•	7	~	<b>^</b>	<b>^</b>	7
Traffic Vol, veh/h	0	15	0	1445	2510	10
Future Vol, veh/h	0	15	0	1445	2510	10
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	9	9	5	5
Mvmt Flow	0	16	0	1554	2699	11
IVIVIIIL I IOVV	U	10	U	1004	2011	11
Major/Minor N	linor2	N	//ajor1		Major2	
Conflicting Flow All	-		-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	_	_	_	_	_	_
Critical Hdwy	_	7.12	_	-	_	-
Critical Hdwy Stg 1	_	1.12	-	-	-	
						-
Critical Hdwy Stg 2	-	2.01	-	-	-	-
Follow-up Hdwy	-	3.91	-	-	-	-
Pot Cap-1 Maneuver	0	121	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	121	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	_	-	-	-	-
Stage 2	_	_	_	_	_	_
Jiago Z						
Approach	EB		NB		SB	
HCM Control Delay, s	39.3		0		0	
HCM LOS	Е					
	_					
Minor Lane/Major Mvmt		NBT E		SBT	SBR	
Capacity (veh/h)		-	121	-	-	
HCM Lane V/C Ratio		-	0.133	-	-	
HCM Control Delay (s)		-	39.3	-	-	
HCM Lane LOS		-	Ε	-	-	
HCM 95th %tile Q(veh)		-	0.4	-	-	
115W 75W 70W 2(VCH)			0.7			

	•	•	<b>†</b>	/	-	ļ
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ሻሻ	77.77	<b>^</b>	7	ሻሻ	<b>†</b>
Traffic Volume (vph)	300	555	1330	340	315	810
Future Volume (vph)	300	555	1330	340	315	810
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.88	0.91	1.00	0.97	0.95
		0.88	0.91	0.97		0.95
Ped Bike Factor	0.99				1.00	
Frt	0.050	0.850		0.850	0.050	
Flt Protected	0.950	0707	F10/	1500	0.950	2520
Satd. Flow (prot)	3433	2787	5136	1599	3433	3539
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3412	2749	5136	1545	3416	3539
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	25		30			30
Link Distance (ft)	310		700			500
Travel Time (s)	8.5		15.9			11.4
Confl. Peds. (#/hr)	2	1		13	13	
Confl. Bikes (#/hr)		1		5		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	70%	100%	62%	100%	100%
Heavy Vehicles (%)	2%	2%	1%	1%	2%	2%
Adj. Flow (vph)	309	401	1371	217	325	835
Shared Lane Traffic (%)	307	401	13/1	217	323	033
	200	401	1271	217	325	025
Lane Group Flow (vph)	309	401	1371	217		835
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
` '	CI+Ex	Cl+Ex	CI+Ex	CI+Ex	Cl+Ex	CI+Ex
Detector 1 Type Detector 1 Channel	CI+EX	CI+EX	CI+EX	CI+EX	CI+EX	CI+EX
	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	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
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			CI+Ex			CI+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	pm+ov		pm+ov	Prot	NA
	1100	۲۲	1 1/ 1	۷۰۰۰۰۷	. 101	1 47 1

TADI Build PM Peak with modifications

	•	•	†	<i>&gt;</i>	<b>/</b>	<b>+</b>	
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Protected Phases	8	1	2	8	1	6	
Permitted Phases		8		2			
Detector Phase	8	1	2	8	1	6	
Switch Phase							
Minimum Initial (s)	10.0	8.0	10.0	10.0	8.0	10.0	
Minimum Split (s)	15.0	15.5	16.5	15.0	15.5	16.5	
Total Split (s)	20.0	25.0	45.0	20.0	25.0	70.0	
Total Split (%)	22.2%	27.8%	50.0%	22.2%	27.8%	77.8%	
Maximum Green (s)	15.0	17.5	38.5	15.0	17.5	63.5	
Yellow Time (s)	3.0	3.5	3.5	3.0	3.5	3.5	
All-Red Time (s)	2.0	4.0	3.0	2.0	4.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	7.5	6.5	5.0	7.5	6.5	
Lead/Lag		Lead	Lag		Lead		
Lead-Lag Optimize?		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.5	3.0	3.0	3.5	
Recall Mode	None	None	C-Max	None	None	C-Max	
Act Effct Green (s)	13.0	24.6	43.9	58.4	14.1	65.5	
Actuated g/C Ratio	0.14	0.27	0.49	0.65	0.16	0.73	
v/c Ratio	0.62	0.53	0.55	0.21	0.61	0.32	
Control Delay	47.1	32.4	17.9	5.8	40.0	4.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	47.1	32.4	17.9	5.8	40.0	4.9	
LOS	D	С	В	Α	D	Α	
Approach Delay	38.8		16.2			14.7	
Approach LOS	D		В			В	
Intersection Summary							
Area Type:	Other						
Cycle Length: 90							
Actuated Cycle Length: 90							
Offset: 65 (72%), Reference	ced to phase	2:NBT a	nd 6:SBT	, Start of	Yellow		
Natural Cycle: 60							
Control Type: Actuated-Co	ordinated						
Maximum v/c Ratio: 0.62							
Intersection Signal Delay: 2	20.4			Ir	ntersectio	n LOS: C	
Intersection Capacity Utiliz	ation 59.1%			[(	CU Level	of Service	В
Analysis Period (min) 15							
Splits and Phases: 100:	E Johnson	Street & I	First Stree	et			
<b>V</b> <sub>Ø1</sub>		<b>∱</b> lan	/n)				_
יוש: 25 s		∮ø2 45 s	(K)				
		10 3					×
▼ Ø6 (R)							<b>■</b>

## **\** ţ **†** / Lane Group **WBL WBR** NBT NBR SBL **SBT** Lane Group Flow (vph) 1371 325 309 401 217 835 v/c Ratio 0.62 0.53 0.55 0.21 0.61 0.32 Control Delay 47.1 32.4 17.9 5.8 40.0 4.9 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 47.1 32.4 17.9 5.8 40.0 4.9 Queue Length 50th (ft) 99 194 86 37 89 75 Queue Length 95th (ft) 126 134 264 70 127 107 Internal Link Dist (ft) 230 620 420 Turn Bay Length (ft) Base Capacity (vph) 572 861 2507 1046 667 2576 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 0.49 Reduced v/c Ratio 0.47 0.32 0.54 0.55 0.21 **Intersection Summary**

	•	•	<b>†</b>	<i>&gt;</i>	<b>/</b>	Ţ	
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	44	77	ተተተ	7	44	<b>†</b>	
Traffic Volume (veh/h)	300	555	1330	340	315	810	
Future Volume (veh/h)	300	555	1330	340	315	810	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		0.96	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No		No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1885	1885	1870	1870	
Adj Flow Rate, veh/h	309	401	1371	217	325	835	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	2	2	1	1	2	2	
Cap, veh/h	525	761	2656	1037	418	2560	
Arrive On Green	0.15	0.15	0.52	0.52	0.12	0.72	
Sat Flow, veh/h	3456	2790	5316	1540	3456	3647	
Grp Volume(v), veh/h	309	401	1371	217	325	835	
Grp Sat Flow(s), veh/h/ln	1728	1395	1716	1540	1728	1777	
Q Serve(g_s), s	7.5	11.0	15.8	4.9	8.2	7.7	
Cycle Q Clear(g_c), s	7.5	11.0	15.8	4.9	8.2	7.7	
Prop In Lane	1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	525	761	2656	1037	418	2560	
V/C Ratio(X)	0.59	0.53	0.52	0.21	0.78	0.33	
Avail Cap(c_a), veh/h	576	803	2656	1037	672	2560	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	35.6	27.8	14.4	5.8	38.4	4.6	
Incr Delay (d2), s/veh	1.3	0.6	0.7	0.5	3.1	0.3	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	5.8	6.6	9.9	4.4	6.5	4.2	
Unsig. Movement Delay, s/veh	1						
LnGrp Delay(d),s/veh	36.9	28.4	15.1	6.2	41.5	4.9	
LnGrp LOS	D	С	В	Α	D	Α	
Approach Vol, veh/h	710		1588			1160	
Approach Delay, s/veh	32.1		13.9			15.2	
Approach LOS	С		В			В	
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	18.4	52.9				71.3	18.7
Change Period (Y+Rc), s	7.5	6.5				6.5	5.0
Max Green Setting (Gmax), s	17.5	38.5				63.5	15.0
Max Q Clear Time (g_c+I1), s	10.2	17.8				9.7	13.0
Green Ext Time (p_c), s	0.7	12.7				9.0	0.7
Intersection Summary							
HCM 6th Ctrl Delay			18.1				
HCM 6th LOS			В				
HOW OUT LOO			D				

	٠	<b>→</b>	<b>←</b>	•	<b>\</b>	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ર્ન	ተተ <sub>ጉ</sub>		W	
Traffic Volume (vph)	1	655	845	15	10	10
Future Volume (vph)	1	655	845	15	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.997		0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1863	5070	0	1711	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1863	5070	0	1711	0
Link Speed (mph)	-	25	25		25	
Link Distance (ft)		310	330		350	
Travel Time (s)		8.5	9.0		9.5	
Confl. Peds. (#/hr)	3			3	1	2
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	2%	1%	1%
Adj. Flow (vph)	1	682	880	16	10	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	683	896	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0	<b>J</b> •	12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	ion 45.9%			IC	CU Level o	of Service

Intersection Capacity Utilization 45.9% Analysis Period (min) 15

March   Marc	Intersection								
Towns		0.2							
ane Configurations  artific Vol, veh/h  1 655 845 15 10 10  uture Vol, veh/h  1 655 845 15 10 10  uture Vol, veh/h  3 0 0 3 1 2  ign Control  Free Free Free Free Stop Stop  TC Channelized  None  Non				==			0.5.5		
raffic Vol, veh/h  tuture Vol, veh/h  1 655 845 15 10 10  confilicting Peds, #hr  3 0 0 3 1 2  igin Control  Free Free Free Free Free Volume  Free Indicated Hour Factor  seak Hour Factor  96 96 96 96 96  seavy Vehicles, % 2 2 2 2 2 1 1  Nome  Tornificting Flow All  899 0 0 0 1576 453  Slage 1 0 891 0  Slage 2 0 685 -  riftical Hdwy Stg 1 0 685 -  riftical Hdwy Stg 2 0 685 -  riftical Hdwy Stg 3 0 685 -  riftical Hdwy Stg 4 0 685 -  riftical Hdwy Stg 5 0 685 -  riftical Hdwy Stg 6 0 685 -  riftical Hdwy Stg 7 0 685 -  riftical Hdwy Stg 8 0 685 -  riftical Hdwy Stg 9 0 7 685 -  riftical Hdwy Stg 9 0 7 776 -  Stage 1 7776 -  Stage 1 7776 -  Stage 2 7 778 -  Stage 2 7 778 -  riftical Hdwy Stg 9 0 7 7772 -  Stage 1 7772 -  Stage 2 7 7772 -  Stage 1 7 7772 -  Stage 2 7 7772 -  Stage 3 7724 -  riftical Hdwy Stg 7 7772 -  Stage 1 7 7772 -  Stage 1 7 7772 -  Stage 2 7 7772 -  Stage 2 7 7772 -  Stage 1 7 7772 -  Stage 2 7 7772 -  Stage 1 7 7772 -  Stage 2 7 7772 -  Stage 2 7 7772 -  Stage 1 7 7772 -  Stage 2 7 7772 -  Stage 2 7 7772 -  Stage 3 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	Movement				WBR		SBR		
uture Vol, veh/h  1 655 845 15 10 10  onflicting Peds, #/hr  ign Control  Free Free Free Free Free Stop  IT Channelized  None									
Conflicting Peds, #/hr 3 0 0 0 3 1 2 cign Control Free Free Free Free Free Stop Stop Stop TT C Channelized torage Length 0 0 - ceak Hour Factor 96 96 96 96 96 96 96 96 96 96 96 96 96	The state of the s								
Free   Free   Free   Free   Free   Free   Stop   Stop									
Common   C									
torage Length 0 - 0 - eh in Median Storage, # - 0 0 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 -	Sign Control	Free				Stop			
The in Median Storage, # - 0 0 0 - 0 - 1 0 - 1 1 1 1 1 1 1 1 1 1		-	None	-	None		None		
First Ready Vehicles, % 2 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Storage Length			-	-		-		
reak Hour Factor 96 96 96 96 96 96 96 96 96 96 96 96 96		age,# -		0	-	0	-		
leavy Vehicles, % 2 2 2 2 1 1 1 firmt Flow 1 682 880 16 10 10  Italjor/Minor Major1 Major2 Minor2  Italjor/Minor Minor Major2 Minor2  Italjor/Minor Minor Mi	Grade, %	-	0						
Major/Minor   Major1   Major2   Minor2   Minor2   Minor2   Minor3   Major4   Major5   Minor4   Major5   Minor5   Major5   Minor5   Minor	Peak Hour Factor	96	96	96	96	96	96		
Major   Major   Major   Major   Major   Minor	Heavy Vehicles, %								
Stage 1	Mvmt Flow	1	682	880	16	10	10		
Stage 1									
Stage 1	Maior/Minor	Maior1		Maior2	ı	Minor2			
Stage 1				ajoi2			453		
Stage 2					-				
Critical Hdwy Stg 1 6.065 7.115 Critical Hdwy Stg 1 6.615 6.615 6.615 Critical Hdwy Stg 2 5.415 - 6.615 Collow-up Hdwy 3.119 3.6595.39095 Tot Cap-1 Maneuver *911 * 296 *727 Stage 1 * 296 *727 Stage 2 * 487 - 6.615 Clatoon blocked, % 1 1 1 Tov Cap-1 Maneuver *909 * 293 *724 Tov Cap-2 Maneuver *909 * 293 *724 Tov Cap-2 Maneuver * * * *772 - * *772 - * * * * * * * * * * * * * * * * * *									
ritical Hdwy Stg 1			_						
Stage 1			_	_			7.115		
Ollow-up Hdwy 3.119 3.6595 3.9095  of Cap-1 Maneuver *911 *296 *727  Stage 1 *776  Stage 2 *487  latoon blocked, % 1 *293 *724  flov Cap-1 Maneuver *909 *293 *724  flov Cap-2 Maneuver *293 - *  Stage 1 *772 - *  Stage 2 * *486 - *  Stage 2 *486 - *  Stage 1 *772 - *  Stage 2 *486 - *  Stage 2 *486 - *  Stage 3 *486 - *  Stage 4 *486 - *  Stage 5 *486 - *  Stage 6 - *  Stage 7 *486 - *  Stage 8 *486 - *  Stage 9 *486 - *  Stage 9 *486 - *  Stage 1 *486 - *  Stage 1 *486 - *  Stage 2 *486 - *  Stage 2 *486 - *  Stage 2 *486 - *  Stage 3 *486 - *  Stage 4 *  Stage 5 *486 - *  Stage 6 *  Stage 7 *486  Stage 8 *486  Stage 9 *486  Stage 9 *486  Stage 9 *486  Stage 1 *293 - *  Stage 1 *  Stage 1 *  1 1 1  Stage 1 *  1 1 1  Stage 2 *  1 1 1  Stage 1 *  1 1 1  Stage									
Stage 1			_				3 0005		
Stage 1       -       -       -       *7776       -         Stage 2       -       -       -       *487       -         Platoon blocked, %       1       -       -       1       1         Mov Cap-1 Maneuver       *909       -       -       *293       *724         Mov Cap-2 Maneuver       -       -       -       *293       -         Stage 1       -       -       -       *772       -         Stage 2       -       -       -       *486       -         Poproach       EB       WB       SB         ICM Control Delay, s       0       0       14.1         ICM LOS       B     Inior Lane/Major Mvmt  EBL  EBT  WBT  WBR SBLn1  Bapacity (veh/h)  *909			-	-	-,				
Stage 2			_		_				
Alatoon blocked, %			-						
Nov Cap-1 Maneuver         *909         -         -         *293         *724           Nov Cap-2 Maneuver         -         -         -         *293         -           Stage 1         -         -         -         *772         -           Stage 2         -         -         -         *486         -           Improach         EB         WB         SB           ICM Control Delay, s         0         0         14.1           ICM LOS         B    Indicapacity (veh/h)  * 909  417  ICM Lane V/C Ratio  0.001  0.05  ICM Control Delay (s)  9  0 - 14.1  ICM Lane LOS  A A - B  ICM 95th %tile Q(veh)  0 0.2  Indicapacity (veh)  0 - 0.2									
Stage 1			-	-	-		-		
Stage 1       -       -       -       *772       -         Stage 2       -       -       -       *486       -         Approach       EB       WB       SB         ICM Control Delay, s       0       0       14.1         ICM LOS       B         Alinor Lane/Major Mvmt       EBL       EBT       WBT       WBR SBLn1         Capacity (veh/h)       * 909       -       -       417         ICM Lane V/C Ratio       0.001       -       -       0.05         ICM Control Delay (s)       9       0       -       -       14.1         ICM Lane LOS       A       A       -       -       B         ICM 95th %tile Q(veh)       0       -       -       -       0.2									
Stage 2 *486 -  pproach EB WB SB ICM Control Delay, s 0 0 14.1 ICM LOS B  dinor Lane/Major Mvmt EBL EBT WBT WBR SBLn1 Capacity (veh/h) *909 417 ICM Lane V/C Ratio 0.001 0.05 ICM Control Delay (s) 9 0 - 14.1 ICM Lane LOS A A - B ICM 95th %tile Q(veh) 0 0.2  lotes			-						
Index									
CM Control Delay, s	Jiaye Z	<u> </u>	_	_	-	400	_		
CM Control Delay, s									
CM LOS	Approach								
Section   Sect		s 0		0					
Capacity (veh/h)       * 909       -       -       -       417         ICM Lane V/C Ratio       0.001       -       -       0.05         ICM Control Delay (s)       9       0       -       -       14.1         ICM Lane LOS       A       A       -       B         ICM 95th %tile Q(veh)       0       -       -       0.2	HCM LOS					В			
Capacity (veh/h)       * 909       -       -       -       417         ICM Lane V/C Ratio       0.001       -       -       0.05         ICM Control Delay (s)       9       0       -       -       14.1         ICM Lane LOS       A       A       -       B         ICM 95th %tile Q(veh)       0       -       -       0.2									
Capacity (veh/h)       * 909       -       -       -       417         ICM Lane V/C Ratio       0.001       -       -       0.05         ICM Control Delay (s)       9       0       -       -       14.1         ICM Lane LOS       A       A       -       B         ICM 95th %tile Q(veh)       0       -       -       0.2	Minor Lane/Maior M	lvmt	EBI	EBT	WBT	WBR	SBLn1		
ICM Lane V/C Ratio 0.001 0.05 ICM Control Delay (s) 9 0 - 14.1 ICM Lane LOS A A - B ICM 95th %tile Q(veh) 0 0.2									
ICM Control Delay (s) 9 0 14.1 ICM Lane LOS A A B ICM 95th %tile Q(veh) 0 0.2		0							
ICM Lane LOS A A B ICM 95th %tile Q(veh) 0 0.2 Iotes									
ICM 95th %tile Q(veh) 0 0.2 lotes		(3)							
lotes		eh)							
		City	U				0.2		
: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon	Notes								
	~: Volume exceeds	capacity	\$: De	elay exc	ceeds 3	00s	+: Com	putation Not Defined	*: All major volume in platoon

	٠	<b>→</b>	•	•	<b>←</b>	4	1	†	~	-	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4îb		7	<b>↑</b> ↑			4			4	
Traffic Volume (vph)	10	650	5	35	820	15	30	1	20	10	1	10
Future Volume (vph)	10	650	5	35	820	15	30	1	20	10	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.997			0.947			0.936	
Flt Protected		0.999		0.950				0.972			0.977	
Satd. Flow (prot)	0	3532	0	1770	3529	0	0	1732	0	0	1720	0
Flt Permitted		0.999		0.950				0.972			0.977	
Satd. Flow (perm)	0	3532	0	1770	3529	0	0	1732	0	0	1720	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		330			190			400			350	
Travel Time (s)		9.0			5.2			10.9			9.5	
Confl. Peds. (#/hr)	1		2	2		1	1		5	5		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	10	670	5	36	845	15	31	1	21	10	1	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	685	0	36	860	0	0	53	0	0	21	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(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 41.4%

ICU Level of Service A

Analysis Period (min) 15

Synchro 11 Report TADI Page 7 Build PM Peak with modifications

Intersection													
Int Delay, s/veh	1												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	LDL	413	LDIN	VVDL	<b>†</b>	WUIN	NDL	4	NUN	JUL	4	JUIN	
Traffic Vol, veh/h	10	650	5	35	820	15	30	1	20	10	1	10	
Future Vol, veh/h	10	650	5	35	820	15	30	1	20	10	1	10	
Conflicting Peds, #/hr	1	0	2	2	0	1	1	0	5	5	0	1	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-	
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	
Heavy Vehicles, %	2	2	2	2	2	2	1	1	1	1	1	1	
Mvmt Flow	10	670	5	36	845	15	31	1	21	10	1	10	
Major/Minor	Major1		N	/lajor2		N	/linor1		N	/linor2			
Conflicting Flow All	861	0	0	677	0	0	1191	1628	345	1287	1623	432	
Stage 1	-	-	-	-	-	-	695	695	-	926	926	-	
Stage 2	-	-	-	-	-	-	496	933	-	361	697	-	
Critical Hdwy	4.14	-	-	4.14	-	-	7.52	6.52	6.92	7.52	6.52	6.92	
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-	
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.51	4.01	3.31	3.51	4.01	3.31	
Pot Cap-1 Maneuver	*1119	-	-	911	-	-	*382	165	654	*305	*167	*750	
Stage 1	-	-	-	-	-	-	*401	444	-	*707	*620	-	
Stage 2	1	-	-	-	-	-	*707	616	-	*633	*443	1	
Platoon blocked, % Mov Cap-1 Maneuver	*1110	-	-	909	-	-	*359	1 156	650	1 *280	1 *157	1 *749	
Mov Cap-1 Maneuver	1110	-	-	909	-	-	*359	156	- 000	*280	*157	749	
Stage 1		_			_		*395	437	_	*697	*594	-	
Stage 2	_	_	_	_	_	_	*668	590	_	*600	*436	_	
Oldgo 2							000	070		000	100		
	<b>ED</b>			VA/D			ND			0.0			
Approach	EB			WB			NB			SB			
HCM Control Delay, s	0.2			0.4			14.7			15.1			
HCM LOS							В			С			
Minor Lane/Major Mvn	nt I	VBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1				
Capacity (veh/h)			* 1118	-	-	909	-	-	379				
HCM Lane V/C Ratio		0.125	0.009	-	-	0.04	-	-	0.057				
HCM Control Delay (s)		14.7	8.2	0.1	-	9.1	-	-					
HCM Lane LOS	,	В	A	Α	-	A	-	-	С				
HCM 95th %tile Q(veh	)	0.4	0	-	-	0.1	-	-	0.2				
Notes													
~: Volume exceeds ca	pacity	\$: De	elay exc	eeds 30	00s	+: Com	outation	Not D	efined	*: All	major v	olume i	n platoon

	-	•	•	<b>←</b>	•	~
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ተተ <sub>ጉ</sub>			<b>^</b>		7
Traffic Volume (vph)	645	35	0	870	0	15
Future Volume (vph)	645	35	0	870	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.992					0.865
Flt Protected						
Satd. Flow (prot)	5045	0	0	3539	0	1627
Flt Permitted						
Satd. Flow (perm)	5045	0	0	3539	0	1627
Link Speed (mph)	25			25	25	
Link Distance (ft)	190			220	232	
Travel Time (s)	5.2			6.0	6.3	
Confl. Peds. (#/hr)		2	2		1	1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	2%	1%	1%
Adj. Flow (vph)	665	36	0	897	0	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	701	0	0	897	0	15
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	tion 34.4%			IC	U Level	of Service
Analysis Daried (min) 15						

Analysis Period (min) 15

Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
	<b>4</b>	LDIX	****	<b>^</b>	TIDE	7
Traffic Vol, veh/h	645	35	0	870	0	15
Future Vol, veh/h	645	35	0	870	0	15
Conflicting Peds, #/hr	0	2	2	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage,	, # 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	665	36	0	897	0	15
Major/Minor	Najor1	Λ.	//oior?		/linor1	
	Major1		Major2			25.4
Conflicting Flow All	0	0	-	-	-	354
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	7 10
Critical Hdwy	-	-	-	-	-	7.12
Critical Edwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	2.01
Follow-up Hdwy	-	-	-	-	-	3.91 551
Pot Cap-1 Maneuver	-	-	0	-	0	
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Distance blacked 0/						
Platoon blocked, %	-	-		-		F 40
Mov Cap-1 Maneuver	-	-	-	-	-	549
Mov Cap-1 Maneuver Mov Cap-2 Maneuver		-	-	-	-	549 -
Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1	-	-	-	-	-	549 - -
Mov Cap-1 Maneuver Mov Cap-2 Maneuver	-	-	- - -	-	- - -	549 - - -
Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1	-	-	-	-	-	549 - -
Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1	-	-	-	-	-	549
Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach	- - -	-	-	-	-	549 - - -
Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s	- - - -	-	- - WB	-	NB 11.7	549
Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach	- - - -	-	- - WB	-	- - NB	549
Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS	- - - - EB	-	- - WB 0	-	NB 11.7 B	549
Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvmt	- - - - EB	- - - - NBLn1	WB 0	-	NB 11.7	549
Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvmt Capacity (veh/h)	- - - - EB 0	- - - - - - - 549	WB 0	- - - - EBR	NB 11.7 B WBT	549
Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio	- - - - EB 0	- - - - - NBLn1 549 0.028	WB 0		NB 11.7 B WBT	549
Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s)	- - - - EB 0	- - - - - - - - - - - - - - - - - - -	WB 0	EBR -	NB 11.7 B WBT -	549
Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvmt Capacity (veh/h) HCM Lane V/C Ratio	- - - - EB 0	- - - - - NBLn1 549 0.028	WB 0		NB 11.7 B WBT	549

	۶	-	$\rightarrow$	•	<b>←</b>	•	4	<b>†</b>	/	<b>\</b>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>†</b>	77	ሻ	<b>†</b>	7	ሻሻ	ተተተ	7	ሻ	ተተተ	7
Traffic Volume (vph)	195	235	230	190	250	115	475	2125	180	75	1185	145
Future Volume (vph)	195	235	230	190	250	115	475	2125	180	75	1185	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	160		160	310		0	100		100
Storage Lanes	1		2	1		1	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	2787	1787	1881	1599	3433	5085	1583	1770	5085	1583
Flt Permitted	0.599			0.297			0.950			0.141		
Satd. Flow (perm)	1110	1863	2744	557	1881	1573	3427	5085	1549	263	5085	1554
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		220			500			500			500	
Travel Time (s)		6.0			13.6			9.7			9.7	
Confl. Peds. (#/hr)	4		4	4		4	5		1	1		5
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	70%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	203	245	168	198	260	74	495	2214	116	78	1234	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	203	245	168	198	260	74	495	2214	116	78	1234	94
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(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane	4.00	4.00	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	4.00
Headway 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
Turning Speed (mph)	15	2	9	15	2	9	15	2	9	15	2	9
Number of Detectors	1	2	1 Dialet	1	2	1 Diamet	1	2	1 Dialet	1	2	1 Dialet
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20 CL Ev	6 CL Ev	20	20	6 CI+Ex	20	20 CI+Ex	6 CL Ev	20 CL Ev	20 CL Ev	6 CL Fy	20
Detector 1 Type Detector 1 Channel	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+EX	CI+Ex	CI+EX	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	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	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)								CI+Ex				
Detector 2 Type		CI+Ex			CI+Ex			CI+EX			CI+Ex	

TADI Build PM Peak with modifications Synchro 11 Report Page 11

	۶	-	•	•	•	•	1	<b>†</b>	_	-	Ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases		4	1	3	8		1	6		5	2	
Permitted Phases	4		4	8		8			6	2		2
Detector Phase	4	4	1	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	6.0	6.0	5.0	5.0	10.0	10.0	5.0	20.0	20.0	4.0	18.0	18.0
Minimum Split (s)	12.5	12.5	10.5	10.5	16.5	16.5	10.5	25.0	25.0	9.0	23.0	23.0
Total Split (s)	22.0	22.0	27.0	12.0	34.0	34.0	27.0	46.0	46.0	10.0	29.0	29.0
Total Split (%)	24.4%	24.4%	30.0%	13.3%	37.8%	37.8%	30.0%	51.1%	51.1%	11.1%	32.2%	32.2%
Maximum Green (s)	15.5	15.5	21.5	6.5	27.5	27.5	21.5	41.0	41.0	5.0	24.0	24.0
Yellow Time (s)	3.5	3.5	3.0	3.0	3.5	3.5	3.0	3.5	3.5	3.0	3.5	3.5
All-Red Time (s)	3.0	3.0	2.5	2.5	3.0	3.0	2.5	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	5.5	5.5	6.5	6.5	5.5	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead	Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	2.5	2.0	3.0	3.0	3.0	2.0	2.0	2.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	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	40.0	40.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	40.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max						
Act Effct Green (s)	15.5	15.5	33.7	28.5	27.5	27.5	17.2	43.0	43.0	33.3	28.3	28.3
Actuated g/C Ratio	0.17	0.17	0.37	0.32	0.31	0.31	0.19	0.48	0.48	0.37	0.31	0.31
v/c Ratio	1.06	0.77	0.16	0.75	0.45	0.15	0.76	0.91	0.16	0.43	0.77	0.19
Control Delay	119.6	50.9	21.3	44.0	28.3	23.9	42.0	29.7	14.9	21.2	32.9	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	119.6	50.9	21.3	44.0	28.3	23.9	42.0	29.7	14.9	21.2	32.9	25.3
LOS	F	D	С	D	С	С	D	С	В	С	С	С
Approach Delay		65.5			33.5			31.2			31.7	
Approach LOS		Е			С			С			С	

## **Intersection Summary**

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 5 (6%), Referenced to phase 2:SBTL and 6:NBT, Start of 1st Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.06

Intersection Signal Delay: 35.5 Intersection LOS: D
Intersection Capacity Utilization 88.3% ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 500: E Washington Ave & First Street



Build PM Peak with modifications

	۶	<b>→</b>	$\rightarrow$	•	<b>←</b>	•	4	<b>†</b>	<i>&gt;</i>	<b>&gt;</b>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	203	245	168	198	260	74	495	2214	116	78	1234	94
v/c Ratio	1.06	0.77	0.16	0.75	0.45	0.15	0.76	0.91	0.16	0.43	0.77	0.19
Control Delay	119.6	50.9	21.3	44.0	28.3	23.9	42.0	29.7	14.9	21.2	32.9	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	119.6	50.9	21.3	44.0	28.3	23.9	42.0	29.7	14.9	21.2	32.9	25.3
Queue Length 50th (ft)	~132	143	44	86	118	30	138	428	37	19	231	39
Queue Length 95th (ft)	#271	#253	70	#175	190	64	180	#558	71	43	#333	83
Internal Link Dist (ft)		140			420			420			420	
Turn Bay Length (ft)	175			160		160	310			100		100
Base Capacity (vph)	191	320	1168	265	574	480	820	2429	739	181	1600	488
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.06	0.77	0.14	0.75	0.45	0.15	0.60	0.91	0.16	0.43	0.77	0.19

## Intersection Summary

TADI Build PM Peak with modifications

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.

	۶	<b>→</b>	•	•	<b>—</b>	•	1	<b>†</b>	~	<b>/</b>	<b>+</b>	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>†</b>	77	ሻ	<b>↑</b>	7	ሻሻ	ተተተ	7	ሻ	ተተተ	7
Traffic Volume (veh/h)	195	235	230	190	250	115	475	2125	180	75	1185	145
Future Volume (veh/h)	195	235	230	190	250	115	475	2125	180	75	1185	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	203	245	168	198	260	74	495	2214	116	78	1234	94
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	1	1	1	2	2	2	2	2	2
Cap, veh/h	259	322	941	256	576	480	582	2388	730	167	1721	519
Arrive On Green	0.17	0.17	0.17	0.07	0.31	0.31	0.17	0.47	0.47	0.04	0.34	0.34
Sat Flow, veh/h	1042	1870	2734	1795	1885	1571	3456	5106	1560	1781	5106	1540
Grp Volume(v), veh/h	203	245	168	198	260	74	495	2214	116	78	1234	94
Grp Sat Flow(s), veh/h/ln	1042	1870	1367	1795	1885	1571	1728	1702	1560	1781	1702	1540
Q Serve(g_s), s	15.5	11.2	3.9	6.5	10.0	3.1	12.5	36.7	3.8	2.6	19.0	3.9
Cycle Q Clear(g_c), s	15.5	11.2	3.9	6.5	10.0	3.1	12.5	36.7	3.8	2.6	19.0	3.9
Prop In Lane	1.00	222	1.00	1.00	Γ <b>7</b> /	1.00	1.00	2200	1.00	1.00	1701	1.00
Lane Grp Cap(c), veh/h	259 0.78	322 0.76	941 0.18	256 0.77	576 0.45	480 0.15	582	2388	730 0.16	167 0.47	1721 0.72	519 0.18
V/C Ratio(X) Avail Cap(c_a), veh/h	259	322	941	256	576	480	0.85 826	0.93 2388	730	188	1721	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	35.5	20.8	30.9	25.2	22.8	36.3	22.5	13.8	22.8	26.1	21.1
Incr Delay (d2), s/veh	13.9	9.7	0.1	13.6	0.6	0.1	4.4	7.8	0.5	2.0	2.6	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.4	9.9	2.2	3.9	8.0	2.1	9.3	21.4	2.6	2.0	12.3	2.6
Unsig. Movement Delay, s/veh		7.7	۷.۷	5.7	0.0	2.1	7.5	21.7	2.0	2.0	12.0	2.0
LnGrp Delay(d),s/veh	52.0	45.2	20.9	44.5	25.7	22.9	40.7	30.3	14.2	24.9	28.7	21.8
LnGrp LOS	D	D	C	D	C	C	D	С	В	C	C	C
Approach Vol, veh/h		616			532			2825			1406	
Approach Delay, s/veh		40.8			32.3			31.4			28.0	
Approach LOS		D			C			С			C	
	1		2	4		,						
Timer - Assigned Phs	20.7	2	3	22.0	5	47.1		8				
Phs Duration (G+Y+Rc), s	20.7 5.5	35.3	12.0 5.5	22.0	8.9 5.0	47.1 5.0		34.0 6.5				
Change Period (Y+Rc), s		5.0		6.5								
Max Green Setting (Gmax), s Max Q Clear Time (g_c+I1), s	21.5 14.5	24.0	6.5 8.5	15.5 17.5	5.0 4.6	41.0 38.7		27.5 12.0				
Green Ext Time (p_c), s	0.6	21.0 2.1	0.0	0.0	0.0	2.0		12.0				
•	0.0	2.1	0.0	0.0	0.0	2.0		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			31.7									
HCM 6th LOS			С									

	•	•	4	<b>†</b>	ļ	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		<b>^</b>	<b>^</b>	7
Traffic Volume (vph)	0	15	0	2780	1575	30
Future Volume (vph)	0	15	0	2780	1575	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor						
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1627	0	5085	5085	1583
Flt Permitted						
Satd. Flow (perm)	0	1627	0	5085	5085	1583
Link Speed (mph)	25			35	35	
Link Distance (ft)	283			320	500	
Travel Time (s)	7.7			6.2	9.7	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Adj. Flow (vph)	0	16	0	2896	1641	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	16	0	2896	1641	31
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	J
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
	Other					
Control Type: Unsignalized						
Intersection Capacity Utiliza	ntion 64.0%			IC	:U Level	of Service (

Intersection Capacity Utilization 64.0% Analysis Period (min) 15

Intersection						
Int Delay, s/veh	0.1					
		EDD	ND	NOT	057	000
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		<b>^</b>	ተተተ	7
Traffic Vol, veh/h	0	15	0	2780	1575	30
Future Vol, veh/h	0	15	0	2780	1575	30
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	0	16	0	2896	1641	31
		- 13		20,0	1011	- 01
	linor2		/lajor1		Major2	
Conflicting Flow All	-	823	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.12	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	_	-	-	-
Follow-up Hdwy	-	3.91	-	-	-	-
Pot Cap-1 Maneuver	0	274	0	-	-	-
Stage 1	0		0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				_	_	_
Mov Cap-1 Maneuver	_	273		-	_	_
Mov Cap-1 Maneuver		213		_		_
Stage 1	-	-	-	-	-	-
	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	19		0		0	
HCM LOS	C					
Minor Lane/Major Mvmt		NBT E		SBT	SBR	
Capacity (veh/h)		-		-	-	
HCM Lane V/C Ratio		-	0.057	-	-	
HCM Control Delay (s)		-	19	-	-	
HCM Lane LOS		-	С	-	-	
HCM 95th %tile Q(veh)		-	0.2	-	-	