Transportation Technical Appendices

Tenley Campus Further Processing

Washington, DC

October 21, 2011

GOROVE / SLADE
Transportation Planners and Engineers

APPENDIX A –
EXISTING TURNING MOVEMENT COUNTS

Index Sheet for Turning Movement Count Spreadsheet

Project Name:	American University Tenley Campus
Project #:	2211-001
Location	DC

Work sheet numbers	Southbound	Westbound	Northbound	Eastbound	Count Date
1	NE Ave.	Warren Ave.	NE Ave.	Warren Ave.	3/16/2010
2	NE Ave.	Van Ness St.	NE Ave.	Van Ness St.	3/16/2010
3	42nd St.	Warren St.	42nd St.	No Approach	3/16/2010
4	42nd St.	Yuma St.	42nd St.	Yuma St.	3/16/2010
5	Wisconsin Ave. (South No	Yuma St.	Tenley Cr. to 355 (S	Nebraska Ave. at Circle	3/16/2010
6	Yuma St.	Nebraska Ave	Fort Dr.	Tenley Cr. to 355 (North Node)	3/16/2010
7	Wisconsin Ave.	0	0	0	3/16/2010
8	42nd St.	Nebraska Ave.	42nd St.	Nebraska Ave.	3/16/2010
9	42nd	Yuma		Yuma	9/22/2011
10	Nebraska Ave	N/A	42nd	Pick-up/Drop-off	9/22/2011
11	N/A	Yuma	Nebraska Ave	Yuma	9/22/2011
12	N/A	Yuma	Parking Lot	Yuma	9/22/2011
13	N/A	Yuma	Dwy #2	Yuma	9/22/2011
14	42nd\	Albemarle	Dwy #3	Albemarle	9/22/2011
15	Nebraska Ave.	Albemarle St.	42nd	Albemarle St.	9/28/2011
16	40th St.	Warren St.	Nebraska Ave.	Warren St.	9/28/2011
17	Wisconsin Ave.	Warren St.	40th St.	Warren St.	9/28/2011
18	0	0	0	0	3/16/2010
19	0	0	0	0	3/16/2010
20	0	0	0	0	3/16/2010
21	0	0	0	0	3/16/2010
22	0	0	0	0	3/16/2010
23	0	0	0	0	3/16/2010
24	0	0	0	0	3/16/2010
25	0	0	0	0	3/16/2010

System peak hour

AM	7:45 AM	to	8:45 AM
PM	5:15 PM	to	6:15 PM

Special Notes:

Project Name :	American University Tenley Campus
Project # :	2211-001
Location	DC
Data Source:	Gorove/Slade Associates, Inc.

Intersection:			**Warren Street Northwest at Nebraska Avenue Northwest**															
AM PEAK																		
Direction:			Southbound				Westbound				Northbound				Eastbound			
Roadway:			**NE Ave.**				**Warren Ave.**				**NE Ave.**				**Warren Ave.**			
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
6:30 AM	to	6:45 AM	0	114	0	6	0	1	1	1	6	49	1	5	0	0	0	0
6:45 AM	to	7:00 AM	2	119	1	7	0	1	3	1	3	63	1	7	0	1	0	0
7:00 AM	to	7:15 AM	2	124	0	7	0	1	2	0	1	98	0	7	1	0	1	0
7:15 AM	to	7:30 AM	0	148	0	40	1	0	2	3	3	107	0	5	0	0	1	1
7:30 AM	to	7:45 AM	0	174	0	28	0	1	1	0	3	116	1	4	0	7	0	0
7:45 AM	to	8:00 AM	3	222	1	10	1	0	3	2	7	113	3	6	3	2	0	1
8:00 AM	to	8:15 AM	0	182	1	12	2	0	2	1	3	153	2	5	5	4	0	0
8:15 AM	to	8:30 AM	3	182	2	17	4	2	2	3	7	151	1	8	2	4	0	3
8:30 AM	to	8:45 AM	2	120	2	15	0	1	1	0	4	112	8	15	2	3	0	0
8:45 AM	to	9:00 AM	3	179	3	23	1	2	0	1	6	115	3	8	8	13	0	0
9:00 AM	to	9:15 AM	2	167	6	13	0	3	3	2	6	113	3	3	1	8	0	0
9:15 AM	to	9:30 AM	0	162	1	25	2	0	4	0	6	133	2	8	4	1	0	0
PM PEAK																		
Direction:			Southbound				Westbound				Northbound				Eastbound			
Roadway:			**NE Ave.**				**Warren Ave.**				**NE Ave.**				**Warren Ave.**			
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00 PM	to	4:15 PM	0	112	1	24	1	1	3	1	3	189	1	11	0	1	1	5
4:15 PM	to	4:30 PM	3	119	0	23	2	2	3	2	4	208	3	23	0	1	2	1
4:30 PM	to	4:45 PM	2	132	2	28	5	1	4	4	3	172	5	12	1	0	0	0
4:45 PM	to	5:00 PM	6	99	2	45	1	2	2	5	3	175	1	10	1	1	0	0
5:00 PM	to	5:15 PM	12	90	4	109	0	5	1	1	6	199	2	19	0	0	1	2
5:15 PM	to	5:30 PM	4	94	0	44	3	4	5	2	3	202	8	13	1	1	0	1
5:30 PM	to	5:45 PM	5	81	5	33	3	10	4	1	2	159	1	27	1	0	0	1
5:45 PM	to	6:00 PM	7	77	2	53	1	8	3	5	6	161	8	16	1	0	2	0
6:00 PM	to	6:15 PM	11	91	9	57	0	7	0	0	6	181	5	15	3	1	0	0
6:15 PM	to	6:30 PM	3	93	3	72	0	4	2	1	4	168	1	11	0	0	0	1
6:30 PM	to	6:45 PM	9	113	2	28	1	7	3	1	0	144	6	15	0	3	0	0
6:45 PM	to	7:00 PM	4	140	2	22	1	6	5	0	8	152	3	9	0	2	1	0
PEAK HOURS																		
Direction:			Southbound				Westbound				Northbound				Eastbound			
Roadway:			**NE Ave.**				**Warren Ave.**				**NE Ave.**				**Warren Ave.**			
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM INTERSECTION PEAK HOUR																		
7:30 AM	to	8:30 AM	6	760	4	67	7	3	8	6	20	533	7	23	10	17	0	4
PM INTERSECTION PEAK HOUR																		
4:15 PM	to	5:15 PM	23	440	8	205	8	10	10	12	16	754	11	64	2	2	3	3
AM SYSTEM PEAK HOUR																		
7:45 AM	to	8:45 AM	8	706	6	54	7	3	8	6	21	529	14	34	12	13	0	4
PM SYSTEM PEAK HOUR																		
5:15 PM	to	6:15 PM	27	343	16	187	7	29	12	8	17	703	22	71	6	2	2	2

PEAK HOUR FACOTRS	Southbound				Westbound				Northbound				Eastbound			
	NE Ave.				**Warren Ave.**				**NE Ave.**				**Warren Ave.**			
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
AM PEAK HOUR	0.67	0.80	0.75	**0.80**	0.44	0.38	0.67	**0.56**	0.75	0.86	0.44	**0.89**	0.60	0.81	0.00	**0.69**
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
PM PEAK HOUR	0.61	0.91	0.44	**0.87**	0.58	0.73	0.60	**0.71**	0.71	0.87	0.69	**0.87**	0.50	0.50	0.25	**0.63**

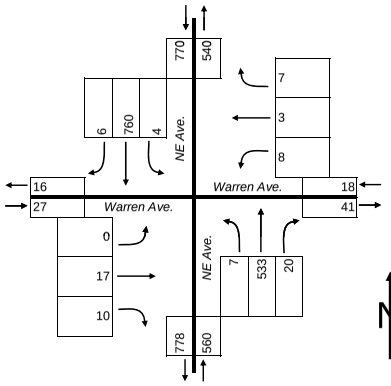
Overall AM PEAK HOUR FACTOR = **0.92** **Overall PM PEAK HOUR FACTOR** = **0.91**

AM Period Intersection Volume: 3448 **PM Period Intersection Volume:** 3676

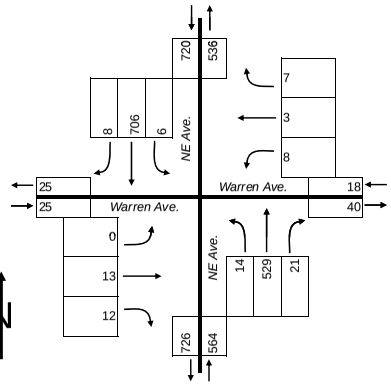
Date of Counts: Tuesday, March 16, 2010

AM Weather Conditions: Clear **PM Weather Conditions:** Clear

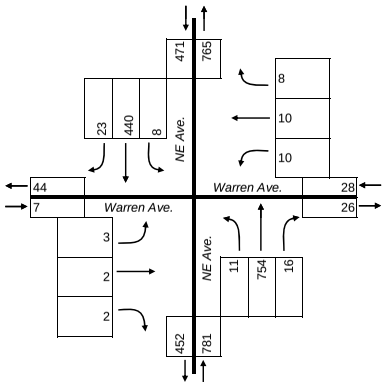
AM INTERSECTION PEAK VOLUMES



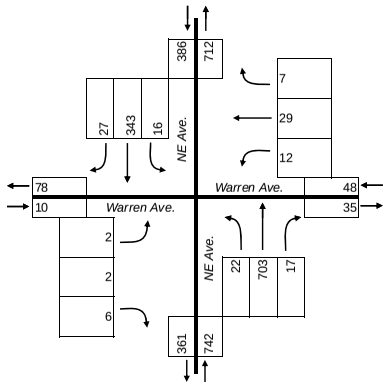
AM SYSTEM PEAK VOLUMES



PM INTERSECTION PEAK VOLUMES



PM SYSTEM PEAK VOLUMES



Project Name :	American University Tenley Campus
Project # :	2211-001
Location	DC
Data Source:	Gorove/Slade Associates, Inc.

Date of Counts:	Tuesday, March 16, 2010
AM Weather Conditions:	Clear
PM Weather Conditions:	Clear

Intersection: Van Ness Street Northwest at Nebraska Avenue Northwest

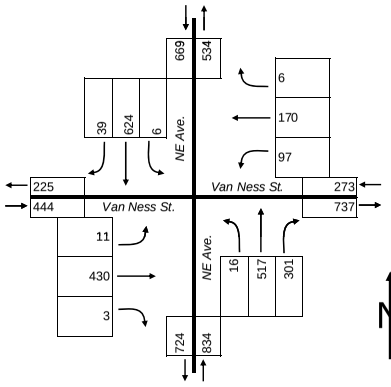
AM PEAK			Southbound				Westbound				Northbound				Eastbound			
Direction:			Southbound				Westbound				Northbound				Eastbound			
Roadway:			NE Ave.				Van Ness St.				NE Ave.				Van Ness St.			
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
6:30 AM	to	6:45 AM	1	104	1	5	0	5	22	2	28	55	0	0	0	19	0	0
6:45 AM	to	7:00 AM	5	123	0	9	1	11	23	2	25	59	0	0	0	18	3	0
7:00 AM	to	7:15 AM	3	102	0	6	0	14	27	2	38	98	0	0	0	19	1	0
7:15 AM	to	7:30 AM	4	156	0	7	0	14	24	1	45	107	0	2	0	71	2	2
7:30 AM	to	7:45 AM	2	163	1	24	0	30	26	3	56	122	5	2	2	88	5	3
7:45 AM	to	8:00 AM	5	206	2	6	0	47	23	0	61	104	0	4	1	110	4	6
8:00 AM	to	8:15 AM	7	148	2	12	2	42	17	3	72	133	4	0	2	111	6	3
8:15 AM	to	8:30 AM	11	158	2	15	0	40	26	0	54	140	2	5	0	115	3	6
8:30 AM	to	8:45 AM	7	153	1	10	1	43	26	1	86	126	5	5	1	105	1	7
8:45 AM	to	9:00 AM	14	165	1	16	3	45	28	0	89	118	5	5	0	99	1	8
9:00 AM	to	9:15 AM	8	144	1	9	1	25	22	4	102	115	8	3	0	90	5	7
9:15 AM	to	9:30 AM	7	146	0	15	0	34	23	0	77	128	1	7	6	56	3	6
PM PEAK																		
Direction:			Southbound				Westbound				Northbound				Eastbound			
Roadway:			NE Ave.				Van Ness St.				NE Ave.				Van Ness St.			
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00 PM	to	4:15 PM	7	114	0	18	1	43	55	2	40	151	3	21	4	48	11	13
4:15 PM	to	4:30 PM	10	106	0	4	14	65	53	4	41	181	1	32	1	32	4	4
4:30 PM	to	4:45 PM	11	111	3	3	0	49	39	9	37	175	3	29	1	30	1	4
4:45 PM	to	5:00 PM	8	74	2	25	1	65	57	3	51	168	3	22	2	31	1	7
5:00 PM	to	5:15 PM	6	79	4	34	3	87	54	12	41	166	3	34	1	40	4	18
5:15 PM	to	5:30 PM	5	77	3	48	1	81	43	6	44	186	3	34	7	48	5	18
5:30 PM	to	5:45 PM	7	76	0	16	3	69	52	10	46	165	4	42	0	46	3	7
5:45 PM	to	6:00 PM	5	61	0	16	4	85	58	4	42	137	2	12	0	38	4	4
6:00 PM	to	6:15 PM	4	85	1	25	2	76	60	6	47	173	3	40	2	35	3	5
6:15 PM	to	6:30 PM	3	76	0	56	1	79	58	6	47	134	0	44	0	47	4	2
6:30 PM	to	6:45 PM	14	82	0	22	2	72	47	6	41	139	3	21	1	29	6	5
6:45 PM	to	7:00 PM	12	108	1	12	2	60	41	6	35	143	2	18	2	39	5	6
PEAK HOURS																		
Direction:			Southbound				Westbound				Northbound				Eastbound			
Roadway:			NE Ave.				Van Ness St.				NE Ave.				Van Ness St.			
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM INTERSECTION PEAK HOUR																		
8:00 AM	to	9:00 AM	39	624	6	53	6	170	97	4	301	517	16	15	3	430	11	24
PM INTERSECTION PEAK HOUR																		
4:45 PM	to	5:45 PM	26	306	9	123	8	302	206	31	182	685	13	137	10	165	13	50
AM SYSTEM PEAK HOUR																		
7:45 AM	to	8:45 AM	30	665	7	43	3	172	92	4	273	503	11	14	4	441	14	22
PM SYSTEM PEAK HOUR																		
5:15 PM	to	6:15 PM	21	299	4	105	10	311	213	26	179	661	12	128	9	167	15	34

PEAK HOUR FACOTRS	Southbound				Westbound				Northbound				Eastbound			
	NE Ave.				Van Ness St.				NE Ave.				Van Ness St.			
AM Peak Hour	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
AM PEAK HOUR	0.68	0.81	0.88	**0.82**	0.38	0.91	0.88	**0.95**	0.79	0.90	0.55	**0.91**	0.50	0.96	0.58	**0.96**
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
PM PEAK HOUR	0.75	0.88	0.33	**0.90**	0.63	0.91	0.89	**0.91**	0.95	0.89	0.75	**0.91**	0.32	0.87	0.75	**0.80**

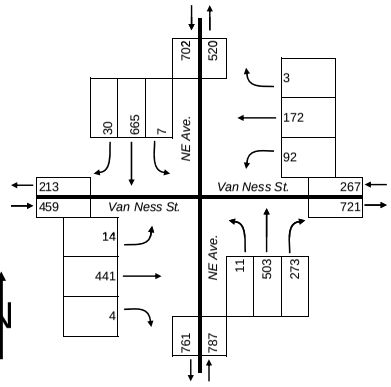
Overall AM PEAK HOUR FACTOR = **0.98** **Overall PM PEAK HOUR FACTOR** = **0.94**

AM Period Intersection Volume: 5513 **PM Period Intersection Volume:** 5632

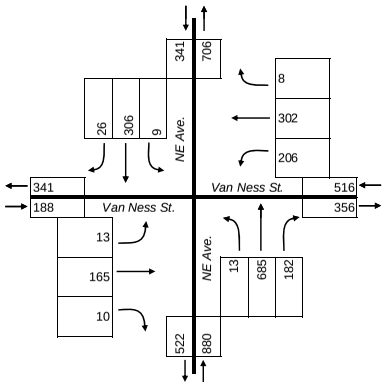
AM INTERSECTION PEAK VOLUMES



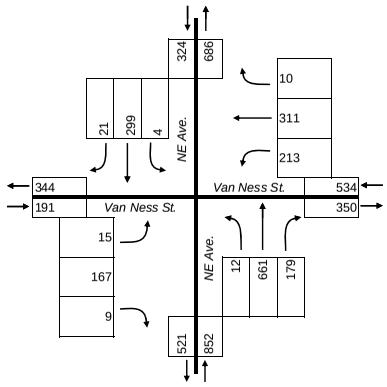
AM SYSTEM PEAK VOLUMES



PM INTERSECTION PEAK VOLUMES



PM SYSTEM PEAK VOLUMES



Project Name :	American University Tenley Campus
Project # :	2211-001
Location	DC
Data Source:	Gorove/Slade Associates, Inc.

Date of Counts:	Tuesday, March 16, 2010
AM Weather Conditions:	Clear
PM Weather Conditions:	Clear

Intersection: Warren Street Northwest at 42nd Street Northwest

AM PEAK

			Direction:	Southbound				Westbound				Northbound				Eastbound			
			Roadway:	42nd St.				Warren St.				42nd St.				No Approach			
			Movement:	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
6:30 AM	to	6:45 AM		0	25	0	0	2	0	0	2	0	20	0	2	0	0	0	0
6:45 AM	to	7:00 AM		0	23	1	0	0	0	2	2	0	26	0	6	0	0	0	0
7:00 AM	to	7:15 AM		0	30	0	0	2	0	0	1	0	30	0	0	0	0	0	0
7:15 AM	to	7:30 AM		0	45	9	0	1	0	0	1	0	42	0	3	0	0	0	0
7:30 AM	to	7:45 AM		0	50	5	0	5	0	0	0	1	59	0	2	0	0	0	0
7:45 AM	to	8:00 AM		0	43	6	0	2	0	0	0	0	56	0	1	0	0	0	0
8:00 AM	to	8:15 AM		0	38	5	0	5	0	0	1	1	44	0	3	0	0	0	0
8:15 AM	to	8:30 AM		0	42	8	1	4	0	1	0	4	33	0	6	0	0	0	0
8:30 AM	to	8:45 AM		0	32	17	2	4	0	0	0	1	39	0	2	0	0	0	0
8:45 AM	to	9:00 AM		0	36	2	0	5	0	1	1	3	43	0	1	0	0	0	0
9:00 AM	to	9:15 AM		0	33	2	1	5	0	1	1	3	43	0	4	0	0	0	0
9:15 AM	to	9:30 AM		0	34	0	2	4	0	1	2	0	26	0	0	0	0	0	0

PM PEAK

			Direction:	Southbound				Westbound				Northbound				Eastbound			
			Roadway:	42nd St.				Warren St.				42nd St.				No Approach			
			Movement:	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00 PM	to	4:15 PM		0	48	1	2	1	0	2	1	1	39	0	4	0	0	0	0
4:15 PM	to	4:30 PM		0	33	1	0	6	0	1	2	1	54	0	1	0	0	0	0
4:30 PM	to	4:45 PM		0	38	0	1	5	0	2	1	0	50	0	1	0	0	0	0
4:45 PM	to	5:00 PM		0	59	1	1	4	0	5	0	0	48	0	2	0	0	0	0
5:00 PM	to	5:15 PM		0	70	0	2	9	0	9	1	0	45	0	3	0	0	0	0
5:15 PM	to	5:30 PM		0	61	2	0	7	0	6	2	0	34	0	2	0	0	0	0
5:30 PM	to	5:45 PM		0	52	2	1	4	0	5	2	0	41	0	2	0	0	0	0
5:45 PM	to	6:00 PM		0	59	1	0	11	0	11	0	2	48	0	1	0	0	0	0
6:00 PM	to	6:15 PM		0	52	2	0	17	0	5	0	0	53	0	4	0	0	0	0
6:15 PM	to	6:30 PM		0	52	0	0	5	0	4	1	0	45	0	4	0	0	0	0
6:30 PM	to	6:45 PM		0	54	1	1	8	0	3	2	1	55	0	1	0	0	0	0
6:45 PM	to	7:00 PM		0	53	0	0	10	0	11	0	1	48	0	2	0	0	0	0

PEAK HOURS

			Direction:	Southbound				Westbound				Northbound				Eastbound			
			Roadway:	42nd St.				Warren St.				42nd St.				No Approach			
			Movement:	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM INTERSECTION PEAK HOUR																			
7:15 AM	to	8:15 AM		0	176	25	0	13	0	0	2	2	201	0	9	0	0	0	0
PM INTERSECTION PEAK HOUR																			
5:45 PM	to	6:45 PM		0	217	4	1	41	0	23	3	3	201	0	10	0	0	0	0
AM SYSTEM PEAK HOUR																			
7:45 AM	to	8:45 AM		0	155	36	3	15	0	1	1	6	172	0	12	0	0	0	0
PM SYSTEM PEAK HOUR																			
5:15 PM	to	6:15 PM		0	224	7	1	39	0	27	4	2	176	0	9	0	0	0	0

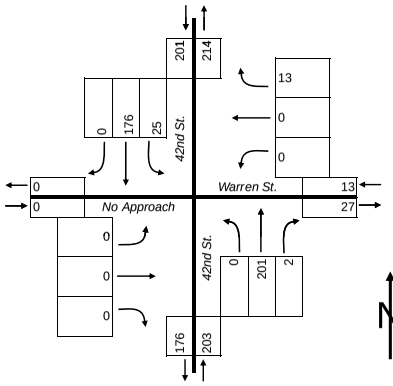
PEAK HOUR FACOTRS

	Southbound				Westbound				Northbound				Eastbound			
	42nd St.				Warren St.				42nd St.				No Approach			
AM Peak Hour	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
AM PEAK HOUR	0.00	0.90	0.53	**0.96**	0.75	0.00	0.25	**0.80**	0.38	0.77	0.00	**0.79**	0.00	0.00	0.00	**#DIV/0!**
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
PM PEAK HOUR	0.00	0.92	0.88	**0.92**	0.57	0.00	0.61	**0.75**	0.25	0.83	0.00	**0.84**	0.00	0.00	0.00	**#DIV/0!**

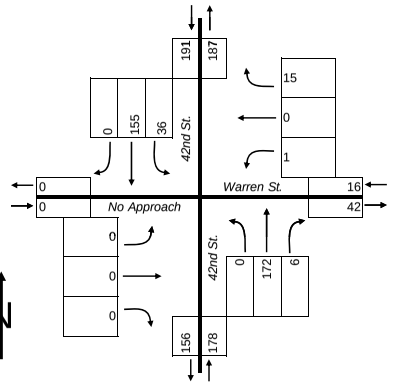
Overall AM PEAK HOUR FACTOR = **0.90** **Overall PM PEAK HOUR FACTOR** = **0.90**

AM Period Intersection Volume: 1005 **PM Period Intersection Volume:** 1359

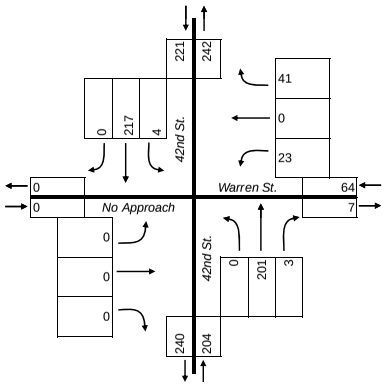
AM INTERSECTION PEAK VOLUMES



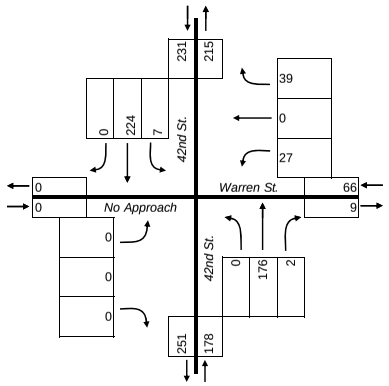
AM SYSTEM PEAK VOLUMES



PM INTERSECTION PEAK VOLUMES



PM SYSTEM PEAK VOLUMES



Project Name :	American University Tenley Campus
Project # :	2211-001
Location	DC
Data Source:	Gorove/Slade Associates, Inc.

Date of Counts:	Tuesday, March 16, 2010
AM Weather Conditions:	Clear
PM Weather Conditions:	Clear

Intersection: Yuma Street at 42nd Street

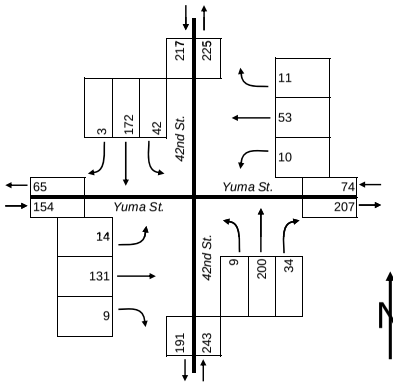
AM PEAK			Southbound				Westbound				Northbound				Eastbound			
Direction:			Southbound				Westbound				Northbound				Eastbound			
Roadway:			42nd St.				Yuma St.				42nd St.				Yuma St.			
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
6:30 AM	to	6:45 AM	0	11	0	3	0	6	0	0	1	17	1	1	0	2	1	1
6:45 AM	to	7:00 AM	1	19	0	0	0	7	0	0	3	28	2	0	1	3	0	2
7:00 AM	to	7:15 AM	0	21	2	4	1	8	2	3	7	21	1	2	1	11	1	2
7:15 AM	to	7:30 AM	1	30	1	2	0	14	1	1	4	24	1	1	1	8	0	7
7:30 AM	to	7:45 AM	2	45	9	3	4	5	0	8	6	43	0	1	4	20	0	6
7:45 AM	to	8:00 AM	0	54	8	0	3	14	0	4	11	55	1	2	1	30	0	4
8:00 AM	to	8:15 AM	0	44	9	2	2	11	4	5	7	59	1	4	1	21	4	13
8:15 AM	to	8:30 AM	0	39	9	2	2	9	3	1	7	47	4	1	0	35	5	8
8:30 AM	to	8:45 AM	3	35	16	2	4	19	3	7	9	39	3	6	7	45	5	21
8:45 AM	to	9:00 AM	2	38	8	5	2	24	3	2	5	42	1	0	6	32	6	11
9:00 AM	to	9:15 AM	2	33	4	1	0	18	1	4	7	41	3	3	3	26	0	5
9:15 AM	to	9:30 AM	2	37	4	0	2	16	0	3	2	43	1	4	1	16	1	2
PM PEAK																		
Direction:			Southbound				Westbound				Northbound				Eastbound			
Roadway:			42nd St.				Yuma St.				42nd St.				Yuma St.			
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00 PM	to	4:15 PM	1	49	3	7	7	11	0	7	4	37	2	0	0	7	0	0
4:15 PM	to	4:30 PM	4	32	4	7	1	11	1	7	1	58	3	2	1	15	1	1
4:30 PM	to	4:45 PM	2	42	6	1	2	8	5	11	1	53	3	2	0	12	1	1
4:45 PM	to	5:00 PM	0	46	4	5	4	18	8	13	6	40	3	2	2	13	2	3
5:00 PM	to	5:15 PM	3	58	2	6	7	16	15	3	6	44	7	2	1	16	1	1
5:15 PM	to	5:30 PM	0	56	4	6	9	27	11	11	8	38	3	3	2	15	0	1
5:30 PM	to	5:45 PM	1	49	5	6	8	33	14	3	3	44	5	4	0	19	0	0
5:45 PM	to	6:00 PM	1	52	5	7	3	34	13	6	4	44	3	0	0	8	2	5
6:00 PM	to	6:15 PM	2	44	3	6	9	32	6	3	3	62	3	3	0	12	2	4
6:15 PM	to	6:30 PM	2	52	5	3	6	28	17	4	2	51	5	2	0	8	2	2
6:30 PM	to	6:45 PM	1	46	4	5	7	24	17	9	1	48	6	1	1	9	1	3
6:45 PM	to	7:00 PM	0	50	2	7	3	12	2	3	6	57	4	4	2	10	2	1
PEAK HOURS																		
Direction:			Southbound				Westbound				Northbound				Eastbound			
Roadway:			42nd St.				Yuma St.				42nd St.				Yuma St.			
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM INTERSECTION PEAK HOUR																		
7:45 AM	to	8:45 AM	3	172	42	6	11	53	10	17	34	200	9	13	9	131	14	46
PM INTERSECTION PEAK HOUR																		
5:30 PM	to	6:30 PM	6	197	18	22	26	127	50	16	12	201	16	9	0	47	6	11
AM SYSTEM PEAK HOUR																		
7:45 AM	to	8:45 AM	3	172	42	6	11	53	10	17	34	200	9	13	9	131	14	46
PM SYSTEM PEAK HOUR																		
5:15 PM	to	6:15 PM	4	201	17	25	29	126	44	23	18	188	14	10	2	54	4	10

PEAK HOUR FACOTRS	Southbound				Westbound				Northbound				Eastbound			
	42nd St.				Yuma St.				42nd St.				Yuma St.			
AM Peak Hour	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
AM PEAK HOUR	0.25	0.80	0.66	**0.88**	0.69	0.70	0.63	**0.71**	0.77	0.85	0.56	**0.91**	0.32	0.73	0.70	**0.68**
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
PM PEAK HOUR	0.50	0.90	0.85	**0.93**	0.81	0.93	0.79	**0.90**	0.56	0.76	0.70	**0.81**	0.25	0.71	0.50	**0.79**

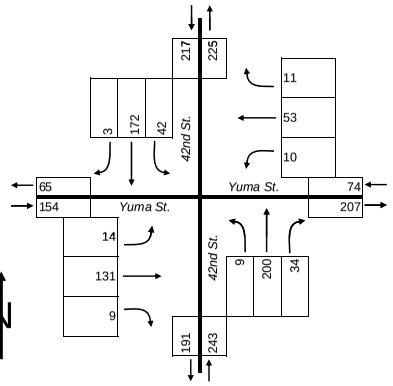
Overall AM PEAK HOUR FACTOR = 0.91 **Overall PM PEAK HOUR FACTOR = 0.97**

AM Period Intersection Volume: 1522 **PM Period Intersection Volume:** 1904

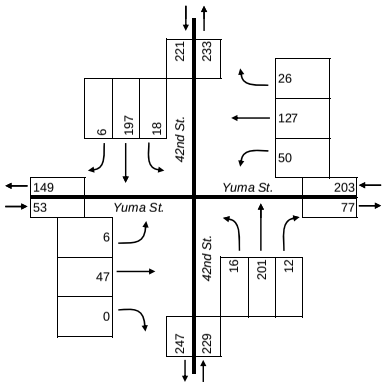
AM INTERSECTION PEAK VOLUMES



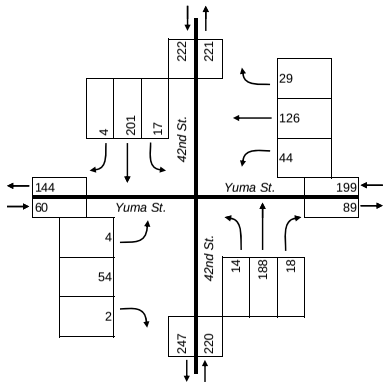
AM SYSTEM PEAK VOLUMES



PM INTERSECTION PEAK VOLUMES



PM SYSTEM PEAK VOLUMES



Project Name :	American University Tenley Campus
Project # :	2211-001
Location	DC
Data Source:	Gorove/Slade Associates, Inc.

Intersection: West Half of Tenley Circle and Wisconsin Avenue Northwest

Date of Counts: Tuesday, March 16, 2010
AM Weather Conditions: Clear
PM Weather Conditions: Clear

AM PEAK

Roadway:	Wisconsin Ave. (South Node)				Yuma St.				Tenley Cr. to 355 (South Node)				Nebraska Ave. at Circle			
Movement:	Right	Thru	No Left Turns	Peds	R into Circle	Thru	R onto Yuma	Peds	Right	Thru	Left	Peds	R into Circle	Thru	R onto NE	Peds
6:30 AM to 6:45 AM	21	80		0	6		7	2	10	33	18	1	47		90	1
6:45 AM to 7:00 AM	37	88		0	3		17	0	15	37	21	3	66		104	5
7:00 AM to 7:15 AM	31	88		1	8		15	6	7	76	24	1	123		140	6
7:15 AM to 7:30 AM	47	118		2	7		14	15	2	91	28	3	76		144	0
7:30 AM to 7:45 AM	36	162		0	17		10	14	20	100	34	2	87		136	5
7:45 AM to 8:00 AM	33	188		2	12		13	15	14	97	32	7	90		141	0
8:00 AM to 8:15 AM	42	197		1	18		29	19	12	139	33	4	109		130	0
8:15 AM to 8:30 AM	43	172		0	41		20	14	19	126	48	4	160		202	4
8:30 AM to 8:45 AM	28	172		3	35		19	22	27	122	48	7	153		162	0
8:45 AM to 9:00 AM	47	183		6	28		19	23	19	100	44	8	120		160	3
9:00 AM to 9:15 AM	25	149		3	17		12	50	11	102	38	5	120		139	0
9:15 AM to 9:30 AM	29	191		3	18		15	24	5	103	40	8	123		149	5

PM PEAK

Roadway:	Wisconsin Ave. (South Node)				Yuma St.				Tenley Cr. to 355 (South Node)				Nebraska Ave. at Circle			
Movement:	Right	Thru	No Left Turns	Peds	R into Circle	Thru	R onto Yuma	Peds	Right	Thru	Left	Peds	R into Circle	Thru	R onto NE	Peds
4:00 PM to 4:15 PM	37	262		7	16		8	25	10	138	41	8	198		106	11
4:15 PM to 4:30 PM	38	225		5	16		6	20	9	175	56	14	147		98	9
4:30 PM to 4:45 PM	43	224		7	5		7	20	15	156	44	9	149		152	12
4:45 PM to 5:00 PM	54	224		13	8		14	24	10	145	44	11	139		114	10
5:00 PM to 5:15 PM	52	257		9	14		6	24	17	152	43	13	176		89	7
5:15 PM to 5:30 PM	53	268		6	15		10	19	21	166	56	13	119		91	0
5:30 PM to 5:45 PM	50	312		6	8		23	20	13	153	43	20	150		61	8
5:45 PM to 6:00 PM	51	303		2	13		41	36	25	124	45	17	194		46	10
6:00 PM to 6:15 PM	30	292		2	17		46	64	15	153	48	18	186		66	4
6:15 PM to 6:30 PM	32	320		4	12		35	35	18	128	51	26	106		57	0
6:30 PM to 6:45 PM	43	231		4	6		26	25	15	114	47	12	152		130	10
6:45 PM to 7:00 PM	41	271		2	3		17	15	18	126	45	16	113		115	19

PEAK HOURS

Direction:	Southbound				Westbound				Northbound				Eastbound			
Roadway:	Wisconsin Ave. (South Node)				Yuma St.				Tenley Cr. to 355 (South Node)				Nebraska Ave. at Circle			
Movement:	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM INTERSECTION PEAK HOUR																
8:00 AM to 9:00 AM	160	724	0	10	122	0	87	78	77	487	173	23	542	0	654	7
PM INTERSECTION PEAK HOUR																
5:15 PM to 6:15 PM	184	1175	0	16	53	0	120	139	74	596	192	68	649	0	264	22
AM SYSTEM PEAK HOUR																
7:45 AM to 8:45 AM	146	729	0	6	106	0	81	70	72	484	161	22	512	0	635	4
PM SYSTEM PEAK HOUR																
5:15 PM to 6:15 PM	184	1175	0	16	53	0	120	139	74	596	192	68	649	0	264	22

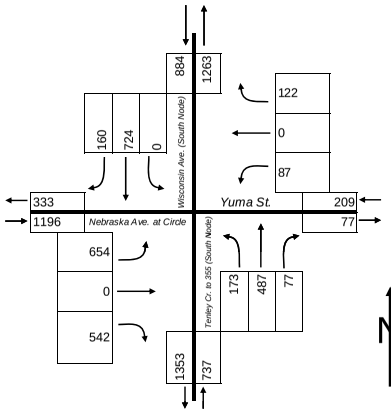
PEAK HOUR FACOTRS

	Southbound				Westbound				Northbound				Eastbound			
	Wisconsin Ave. (South Node)				Yuma St.				Tenley Cr. to 355 (South Node)				Nebraska Ave. at Circle			
AM Peak Hour	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
AM PEAK HOUR	0.85	0.93	0.00	**0.92**	0.65	0.00	0.70	**0.77**	0.67	0.87	0.84	**0.91**	0.80	0.00	0.79	**0.79**
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
PM PEAK HOUR	0.87	0.94	0.00	**0.94**	0.78	0.00	0.65	**0.69**	0.74	0.90	0.86	**0.89**	0.84	0.00	0.73	**0.91**

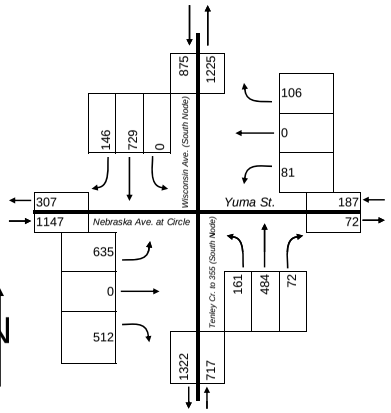
Overall AM PEAK HOUR FACTOR = **0.88**
Overall PM PEAK HOUR FACTOR = **0.97**

AM Period Intersection Volume: 7273
PM Period Intersection Volume: 9518

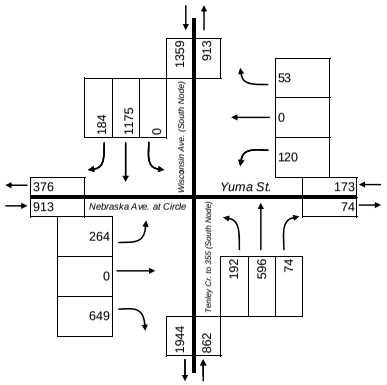
AM INTERSECTION PEAK VOLUMES



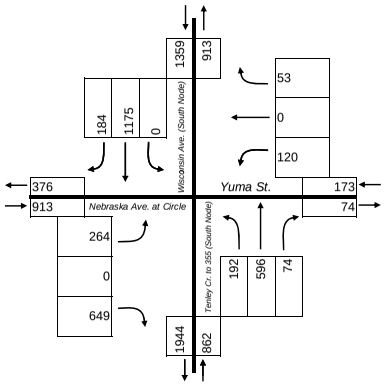
AM SYSTEM PEAK VOLUMES



PM INTERSECTION PEAK VOLUMES



PM SYSTEM PEAK VOLUMES



Project Name :	American University Tenley Campus
Project # :	2211-001
Location	DC
Data Source:	Gorove/Slade Associates, Inc.

Date of Counts:	Tuesday, March 16, 2010
AM Weather Conditions:	Clear
PM Weather Conditions:	Clear

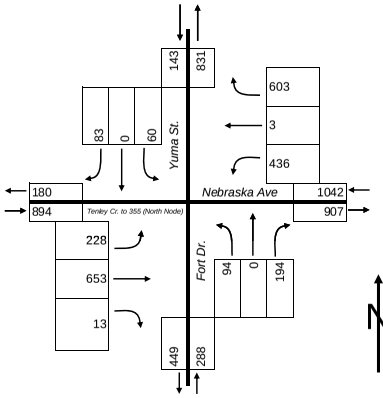
Intersection:	East Half of Tenley Circle															
AM PEAK																
Direction:																
Roadway:	Yuma St.				Nebraska Ave				Fort Dr.				Tenley Cr. to 355 (North Node)			
Movement:	R onto Yuma	Thru	R from Yuma	Peds	R to Circle	R to Fort Dr	R onto NE From Cr.	Peds	R into Circle	Thru	R onto Fort	Peds	Right	Thru	Left	Peds
6:30 AM to 6:45 AM	3		1	0	146	0	59	1	10		18		0	116	61	4
6:45 AM to 7:00 AM	1		4	2	169	0	46	5	9		21		3	128	54	6
7:00 AM to 7:15 AM	4		7	1	157	0	75	2	13		25		1	121	70	4
7:15 AM to 7:30 AM	1		5	2	180	0	90	3	26		23		0	138	73	24
7:30 AM to 7:45 AM	8		8	3	180	0	102	4	39		20		1	149	65	31
7:45 AM to 8:00 AM	13		8	1	165	0	95	5	47		21		7	181	49	11
8:00 AM to 8:15 AM	14		20	3	151	3	122	4	37		24		1	166	48	9
8:15 AM to 8:30 AM	29		17	5	149	0	104	9	54		24		4	160	73	11
8:30 AM to 8:45 AM	27		15	0	138	0	115	10	56		25		1	146	58	8
8:45 AM to 9:00 AM	25		13	2	134	0	88	8	68		18		2	159	64	17
9:00 AM to 9:15 AM	34		17	0	165	0	90	6	47		14		5	164	65	18
9:15 AM to 9:30 AM	25		12	0	161	0	91	7	39		21		4	165	58	6
PM PEAK																
Direction:																
Roadway:	Yuma St.				Nebraska Ave				Fort Dr.				Tenley Cr. to 355 (North Node)			
Movement:	R from Yuma	Thru	R onto Yuma	Peds	R to Circle	R to Fort Dr	R onto NE From Cr.	Peds	R into Circle	Thru	R onto Fort	Peds	Right	Thru	Left	Peds
4:00 PM to 4:15 PM	4		12	2	111	1	148	8	22		13		6	86	38	8
4:15 PM to 4:30 PM	15		10	1	110	0	180	6	23		25		4	117	24	12
4:30 PM to 4:45 PM	12		16	3	113	1	179	9	13		16		6	110	21	20
4:45 PM to 5:00 PM	10		13	6	123	4	148	14	20		25		5	115	41	21
5:00 PM to 5:15 PM	12		19	3	130	0	176	10	17		20		5	111	32	5
5:15 PM to 5:30 PM	15		26	10	107	2	166	14	22		23		8	108	37	11
5:30 PM to 5:45 PM	17		35	12	128	0	161	11	24		34		7	116	59	20
5:45 PM to 6:00 PM	13		26	6	114	2	143	8	29		33		8	107	37	29
6:00 PM to 6:15 PM	27		27	1	122	1	151	4	20		24		10	117	39	42
6:15 PM to 6:30 PM	5		31	12	147	1	123	12	16		30		6	120	38	28
6:30 PM to 6:45 PM	11		18	3	119	2	130	8	25		26		6	122	45	16
6:45 PM to 7:00 PM	13		12	1	112	0	117	4	20		27		5	97	37	12
PEAK HOURS																
Direction:	Southbound				Westbound				Northbound				Eastbound			
Roadway:	Yuma St.				Nebraska Ave				Fort Dr.				Tenley Cr. to 355 (North Node)			
Movement:	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM INTERSECTION PEAK HOUR																
7:45 AM to 8:45 AM	83	0	60	9	603	3	436	28	194	0	94	0	13	653	228	39
PM INTERSECTION PEAK HOUR																
5:30 PM to 6:30 PM	62	0	119	31	511	4	578	35	89	0	121	0	31	460	173	119
AM SYSTEM PEAK HOUR																
7:45 AM to 8:45 AM	83	0	60	9	603	3	436	28	194	0	94	0	13	653	228	39
PM SYSTEM PEAK HOUR																
5:15 PM to 6:15 PM	72	0	114	29	471	5	621	37	95	0	114	0	33	448	172	102

PEAK HOUR FACOTRS	Southbound				Westbound				Northbound				Eastbound			
	Yuma St.				Nebraska Ave				Fort Dr.				Tenley Cr. to 355 (North Node)			
AM Peak Hour	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
AM PEAK HOUR	0.72	0.00	0.75	**0.78**	0.91	0.25	0.89	**0.94**	0.87	0.00	0.94	**0.89**	0.46	0.90	0.78	**0.94**
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
PM PEAK HOUR	0.67	0.00	0.81	**0.86**	0.92	0.63	0.94	**0.95**	0.82	0.00	0.84	**0.84**	0.83	0.96	0.73	**0.90**

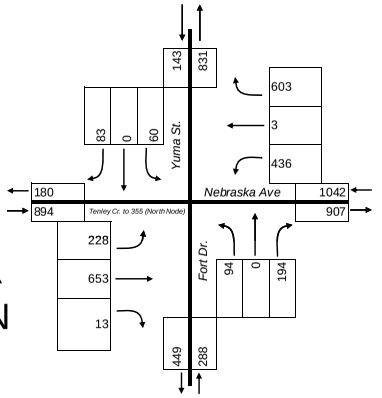
Overall AM PEAK HOUR FACTOR = **0.96** **Overall PM PEAK HOUR FACTOR** = **0.92**

AM Period Intersection Volume: 6545 **PM Period Intersection Volume:** 6068

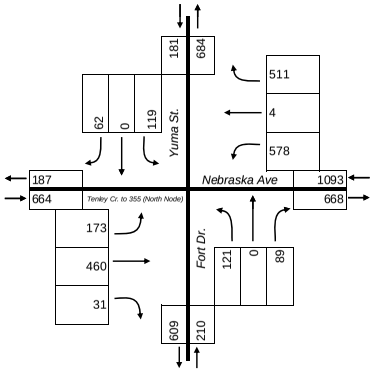
AM INTERSECTION PEAK VOLUMES



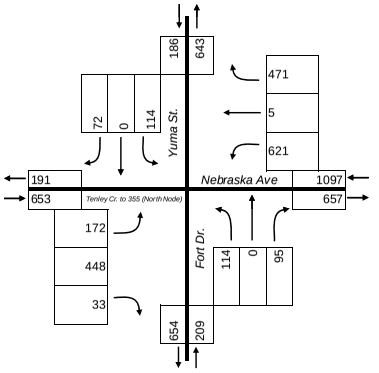
AM SYSTEM PEAK VOLUMES



PM INTERSECTION PEAK VOLUMES



PM SYSTEM PEAK VOLUMES



Project Name :	American University Tenley Campus
Project # :	2211-001
Location	DC
Data Source:	Gorove/Slade Associates, Inc.

Intersection:			**Wisconsin Avenue Southbound at Tenley Circle (North Node)**															
AM PEAK																		
Direction:			Southbound				Westbound				Northbound				Eastbound			
Roadway:			**Wisconsin Ave.**															
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
6:30 AM	to	6:45 AM	22	168		5												
6:45 AM	to	7:00 AM	27	163		6												
7:00 AM	to	7:15 AM	31	232		9												
7:15 AM	to	7:30 AM	32	284		11												
7:30 AM	to	7:45 AM	47	357		14												
7:45 AM	to	8:00 AM	66	387		22												
8:00 AM	to	8:15 AM	57	385		28												
8:15 AM	to	8:30 AM	56	384		14												
8:30 AM	to	8:45 AM	61	404		13												
8:45 AM	to	9:00 AM	54	380		29												
9:00 AM	to	9:15 AM	27	401		42												
9:15 AM	to	9:30 AM	34	306		33												
PM PEAK																		
Direction:			Southbound				Westbound				Northbound				Eastbound			
Roadway:			**Wisconsin Ave.**															
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00 PM	to	4:15 PM	33	176		18												
4:15 PM	to	4:30 PM	27	183		20												
4:30 PM	to	4:45 PM	36	162		20												
4:45 PM	to	5:00 PM	48	228		39												
5:00 PM	to	5:15 PM	58	160		54												
5:15 PM	to	5:30 PM	34	194		16												
5:30 PM	to	5:45 PM	55	189		1												
5:45 PM	to	6:00 PM	38	225		10												
6:00 PM	to	6:15 PM	42	212		25												
6:15 PM	to	6:30 PM	55	208		6												
6:30 PM	to	6:45 PM	31	191		14												
6:45 PM	to	7:00 PM	44	171		10												
PEAK HOURS																		
Direction:			Southbound				Westbound				Northbound				Eastbound			
Roadway:			**Wisconsin Ave.**															
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM INTERSECTION PEAK HOUR																		
7:45 AM	to	8:45 AM	240	1560	0	77	0	0	0	0	0	0	0	0	0	0	0	0
PM INTERSECTION PEAK HOUR																		
5:30 PM	to	6:30 PM	190	834	0	42	0	0	0	0	0	0	0	0	0	0	0	0
AM SYSTEM PEAK HOUR																		
7:45 AM	to	8:45 AM	240	1560	0	77	0	0	0	0	0	0	0	0	0	0	0	0
PM SYSTEM PEAK HOUR																		
5:15 PM	to	6:15 PM	169	820	0	52	0	0	0	0	0	0	0	0	0	0	0	0

PEAK HOUR FACOTRS	Southbound				Westbound				Northbound				Eastbound			
	Wisconsin Ave.															
AM Peak Hour	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
AM PEAK HOUR	0.91	0.97	0.00	**0.97**	0.00	0.00	0.00	**#DIV/0!**	0.00	0.00	0.00	**#DIV/0!**	0.00	0.00	0.00	**#DIV/0!**
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
PM PEAK HOUR	0.77	0.91	0.00	**0.94**	0.00	0.00	0.00	**#DIV/0!**	0.00	0.00	0.00	**#DIV/0!**	0.00	0.00	0.00	**#DIV/0!**

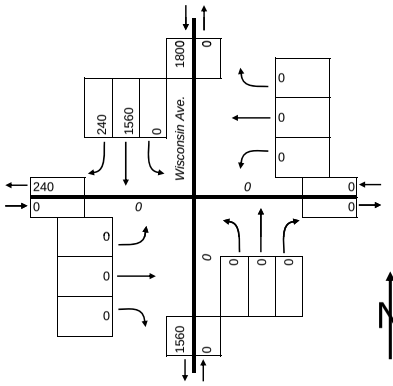
Overall AM PEAK HOUR FACTOR = **0.97** **Overall PM PEAK HOUR FACTOR** = **0.94**

AM Period Intersection Volume: 4365 **PM Period Intersection Volume:** 2800

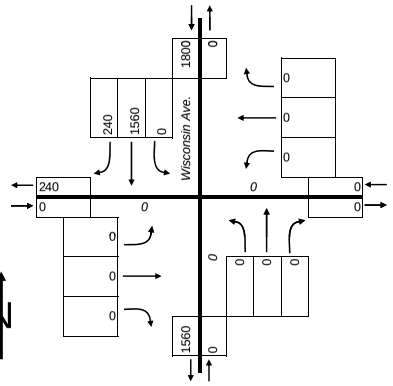
Date of Counts: Tuesday, March 16, 2010

AM Weather Conditions: Clear **PM Weather Conditions:** Clear

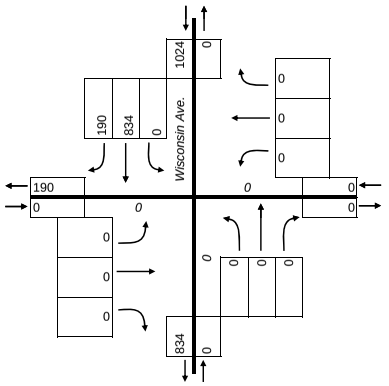
AM INTERSECTION PEAK VOLUMES



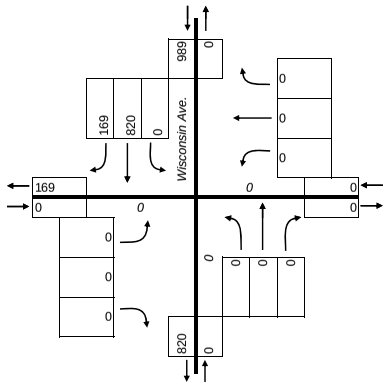
AM SYSTEM PEAK VOLUMES



PM INTERSECTION PEAK VOLUMES



PM SYSTEM PEAK VOLUMES



Project Name :	American University Tenley Campus
Project # :	2211-001
Location	DC
Data Source:	Gorove/Slade Associates, Inc.

Intersection: 42nd Street Northwest at Nebraska Avenue Northwest

AM PEAK

			Southbound				Westbound				Northbound				Eastbound			
			42nd St.				Nebraska Ave.				42nd St.				Nebraska Ave.			
			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
6:00 AM	to	6:15 AM	2	0	2	1	2	74	6	0	10	1	2	1	3	95	9	2
6:15 AM	to	6:30 AM	0	0	0	0	6	90	21	7	17	0	0	0	2	121	0	6
6:30 AM	to	6:45 AM	0	0	0	0	5	107	24	16	14	0	0	0	1	134	1	4
6:45 AM	to	7:00 AM	0	0	0	0	7	151	39	12	17	0	0	0	4	105	2	33
7:00 AM	to	7:15 AM	0	0	0	0	6	159	25	12	42	3	0	1	0	135	0	34
7:15 AM	to	7:30 AM	0	0	0	0	7	193	58	14	26	0	0	0	1	150	2	7
7:30 AM	to	7:45 AM	8	0	0	0	6	184	20	6	18	0	0	0	0	152	12	14
7:45 AM	to	8:00 AM	37	0	1	2	15	151	2	19	0	0	0	0	6	143	39	17
8:00 AM	to	8:15 AM	26	0	0	0	0	168	0	3	0	0	0	0	7	206	26	19
8:15 AM	to	8:30 AM	24	1	0	0	41	105	2	9	0	0	0	0	8	183	40	20
8:30 AM	to	8:45 AM	31	1	0	1	5	135	3	4	0	0	0	0	15	202	29	15
8:45 AM	to	9:00 AM	32	1	0	0	5	124	0	3	0	0	0	0	5	164	44	20

PM PEAK

			Southbound				Westbound				Northbound				Eastbound			
			42nd St.				Nebraska Ave.				42nd St.				Nebraska Ave.			
			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00 PM	to	4:15 PM	19	0	0	0	0	167	0	13	0	0	1	0	0	204	29	18
4:15 PM	to	4:30 PM	16	0	0	0	4	131	0	18	0	0	1	0	0	187	30	14
4:30 PM	to	4:45 PM	20	0	0	1	2	134	0	13	0	0	0	0	2	180	36	7
4:45 PM	to	5:00 PM	29	0	0	0	0	155	0	10	1	1	2	0	1	206	36	25
5:00 PM	to	5:15 PM	21	2	1	0	3	158	0	27	1	0	3	0	0	181	29	23
5:15 PM	to	5:30 PM	22	0	0	0	13	143	1	34	1	0	1	0	1	190	27	17
5:30 PM	to	5:45 PM	31	0	0	0	2	175	0	23	1	1	1	0	1	244	54	23
5:45 PM	to	6:00 PM	23	0	0	0	1	122	0	18	1	0	1	0	0	160	31	13
6:00 PM	to	6:15 PM	20	0	0	0	0	128	0	10	0	0	0	0	0	169	25	14
6:15 PM	to	6:30 PM	38	4	0	0	3	144	9	16	0	0	0	0	1	282	51	6
6:30 PM	to	6:45 PM	44	0	4	0	0	133	0	18	0	0	0	0	1	178	27	14
6:45 PM	to	7:00 PM	29	1	0	0	0	135	0	17	0	0	4	0	5	178	36	9

PEAK HOURS

			Southbound				Westbound				Northbound				Eastbound			
			42nd St.				Nebraska Ave.				42nd St.				Nebraska Ave.			
			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM INTERSECTION PEAK HOUR																		
7:15 AM	to	8:15 AM	71	0	1	2	28	696	80	42	44	0	0	0	14	651	79	57
PM INTERSECTION PEAK HOUR																		
4:45 PM	to	5:45 PM	103	2	1	0	18	631	1	94	4	2	7	1	3	821	146	88
AM SYSTEM PEAK HOUR																		
7:45 AM	to	8:45 AM	118	2	1	3	61	559	7	35	0	0	0	0	36	734	134	71
PM SYSTEM PEAK HOUR																		
5:15 PM	to	6:15 PM	96	0	0	0	16	568	1	85	3	1	3	0	2	763	137	67

PEAK HOUR FACOTRS

	Southbound				Westbound				Northbound				Eastbound			
	42nd St.				Nebraska Ave.				42nd St.				Nebraska Ave.			
AM Peak Hour	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
AM PEAK HOUR	0.80	0.50	0.25	**0.80**	0.37	0.83	0.58	**0.93**	0.00	0.00	0.00	**#DIV/0!**	0.60	0.89	0.84	**0.92**
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
PM PEAK HOUR	0.77	0.00	0.00	**0.77**	0.31	0.81	0.25	**0.83**	0.75	0.25	0.75	**0.58**	0.50	0.78	0.63	**0.75**

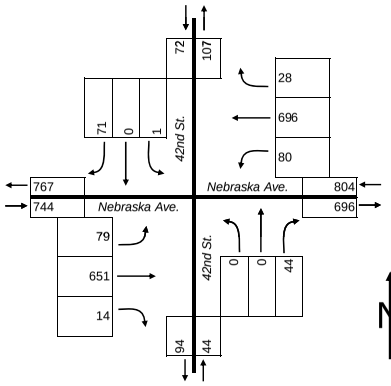
Overall AM PEAK HOUR FACTOR = **0.95** **Overall PM PEAK HOUR FACTOR** = **0.78**

AM Period Intersection Volume: 4308 **PM Period Intersection Volume:** 4890

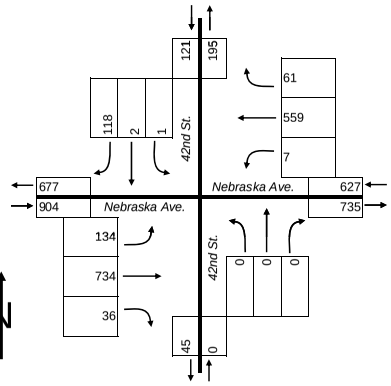
Date of Counts: Tuesday, March 16, 2010

AM Weather Conditions: Clear **PM Weather Conditions:** Clear

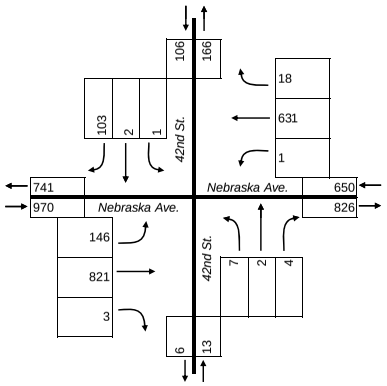
AM INTERSECTION PEAK VOLUMES



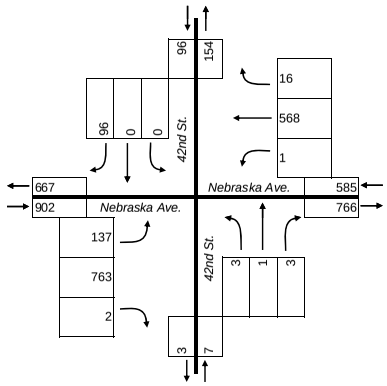
AM SYSTEM PEAK VOLUMES



PM INTERSECTION PEAK VOLUMES



PM SYSTEM PEAK VOLUMES



Project Name :	American University Tenley Campus
Project # :	2211-001
Location	DC
Data Source:	Gorove/Slade Associates, Inc.

Date of Counts:	Thursday, September 22, 2011
AM Weather Conditions:	Clear
PM Weather Conditions:	Clear

Intersection: 42nd & Yuma

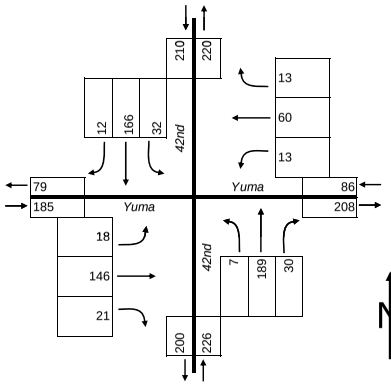
AM PEAK			Southbound				Westbound				Northbound				Eastbound			
Direction:			Southbound				Westbound				Northbound				Eastbound			
Roadway:			42nd				Yuma				42nd				Yuma			
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
6:00 AM	to	6:15 AM	0	10	0	0	0	3	1	1	3	14	1	1	2	3	0	1
6:15 AM	to	6:30 AM	0	12	0	2	0	5	2	5	7	27	0	2	0	4	0	0
6:30 AM	to	6:45 AM	2	17	0	0	3	10	0	1	1	23	0	0	0	8	0	1
6:45 AM	to	7:00 AM	1	20	5	2	4	8	5	2	6	32	2	0	1	11	4	5
7:00 AM	to	7:15 AM	1	44	9	5	2	7	3	1	6	47	1	2	6	32	2	0
7:15 AM	to	7:30 AM	1	50	9	10	2	14	4	5	10	59	1	1	7	27	2	1
7:30 AM	to	7:45 AM	5	49	8	16	0	11	4	6	9	57	2	1	3	33	2	1
7:45 AM	to	8:00 AM	5	36	7	18	7	12	0	9	5	38	2	0	6	39	2	5
8:00 AM	to	8:15 AM	1	31	8	24	4	23	5	8	6	35	2	7	5	47	12	6
8:15 AM	to	8:30 AM	3	28	1	9	2	19	1	4	5	33	0	1	5	35	3	4
8:30 AM	to	8:45 AM	3	32	6	7	3	8	2	4	4	31	2	0	7	20	1	3
8:45 AM	to	9:00 AM	3	28	3	3	0	14	2	0	2	35	1	0	1	20	1	2
PM PEAK																		
Direction:			Southbound				Westbound				Northbound				Eastbound			
Roadway:			42nd				Yuma				42nd				Yuma			
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00 PM	to	4:15 PM	2	44	5	37	2	7	0	0	2	34	4	1	1	7	2	0
4:15 PM	to	4:30 PM	1	32	2	0	10	6	3	4	5	41	3	20	0	7	0	3
4:30 PM	to	4:45 PM	2	48	5	1	4	13	4	8	2	33	2	2	1	13	0	0
4:45 PM	to	5:00 PM	4	52	5	0	6	9	2	3	0	33	1	1	2	12	2	2
5:00 PM	to	5:15 PM	2	36	5	3	4	8	1	2	4	45	3	1	1	12	1	1
5:15 PM	to	5:30 PM	0	53	7	7	8	11	2	2	4	46	5	3	1	16	5	2
5:30 PM	to	5:45 PM	2	38	6	1	7	22	2	3	4	70	4	1	1	8	1	0
5:45 PM	to	6:00 PM	7	63	6	3	6	14	1	2	2	55	4	5	2	15	1	1
6:00 PM	to	6:15 PM	1	63	7	1	12	20	3	3	4	36	2	1	1	6	2	0
6:15 PM	to	6:30 PM	3	51	5	7	5	11	3	7	2	48	0	1	5	9	0	0
6:30 PM	to	6:45 PM	0	56	10	4	1	9	3	8	2	42	7	1	2	13	0	2
6:45 PM	to	7:00 PM	0	40	4	3	1	4	0	1	2	52	5	0	0	12	3	1
PEAK HOURS																		
Direction:			Southbound				Westbound				Northbound				Eastbound			
Roadway:			42nd				Yuma				42nd				Yuma			
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM INTERSECTION PEAK HOUR																		
7:15 AM	to	8:15 AM	12	166	32	68	13	60	13	28	30	189	7	9	21	146	18	13
PM INTERSECTION PEAK HOUR																		
5:15 PM	to	6:15 PM	10	217	26	12	33	67	8	10	14	207	15	10	5	45	9	3
AM SYSTEM PEAK HOUR																		
7:45 AM	to	8:45 AM	12	127	22	58	16	62	8	25	20	137	6	8	23	141	18	18
PM SYSTEM PEAK HOUR																		
5:15 PM	to	6:15 PM	10	217	26	12	33	67	8	10	14	207	15	10	5	45	9	3

PEAK HOUR FACOTRS	Southbound				Westbound				Northbound				Eastbound			
	42nd				Yuma				42nd				Yuma			
AM Peak Hour	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
AM PEAK HOUR	0.60	0.88	0.69	**0.84**	0.57	0.67	0.40	**0.67**	0.83	0.90	0.75	**0.91**	0.82	0.75	0.38	**0.71**
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
PM PEAK HOUR	0.36	0.86	0.93	**0.83**	0.69	0.76	0.67	**0.77**	0.88	0.74	0.75	**0.76**	0.63	0.70	0.45	**0.67**

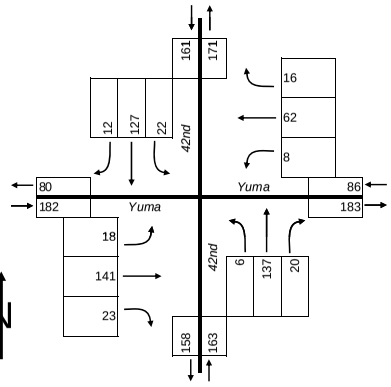
Overall AM PEAK HOUR FACTOR = 0.83 **Overall PM PEAK HOUR FACTOR = 0.93**

AM Period Intersection Volume: 1488 **PM Period Intersection Volume:** 1663

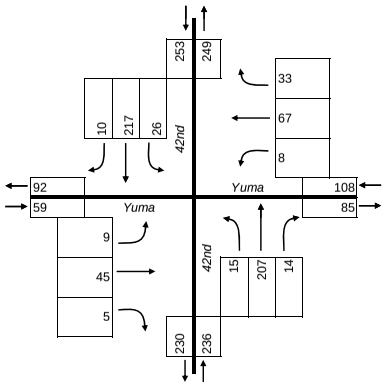
AM INTERSECTION PEAK VOLUMES



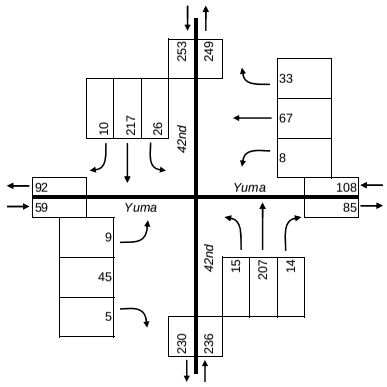
AM SYSTEM PEAK VOLUMES



PM INTERSECTION PEAK VOLUMES



PM SYSTEM PEAK VOLUMES



Project Name :	American University Tenley Campus
Project # :	2211-001
Location	DC
Data Source:	Gorove/Slade Associates, Inc.

Date of Counts:	Thursday, September 22, 2011
AM Weather Conditions:	Clear
PM Weather Conditions:	Clear

Intersection:	Nebraska Ave & Pick-up/drop-off															
AM PEAK		Southbound				Westbound				Northbound				Eastbound			
Direction:		Southbound				Westbound				Northbound				Eastbound			
Roadway:		Nebraska Ave				N/A				Nebraska Ave				Pick-up/Drop-off			
Movement:		Right	Thru	Left	Peds	Right	Thru	Left	Bikes	Right	Thru	Left	Peds	Right	Thru	Left	Peds
6:00 AM	to 6:15 AM	1	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0
6:15 AM	to 6:30 AM	1	0	0	0	0	0	0	1	0	0	0	7	0	0	0	0
6:30 AM	to 6:45 AM	1	0	0	0	0	0	0	0	0	0	0	9	0	0	1	0
6:45 AM	to 7:00 AM	0	0	0	0	0	0	0	1	0	0	1	14	1	0	0	0
7:00 AM	to 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0
7:15 AM	to 7:30 AM	1	0	0	0	0	0	0	0	0	0	1	9	0	0	0	0
7:30 AM	to 7:45 AM	1	0	0	0	0	0	0	0	0	0	2	18	4	0	0	0
7:45 AM	to 8:00 AM	0	0	0	0	0	0	0	1	0	0	0	15	1	0	0	0
8:00 AM	to 8:15 AM	0	0	0	0	0	0	0	8	0	0	0	23	0	0	0	0
8:15 AM	to 8:30 AM	1	0	0	0	0	0	0	2	0	0	1	22	0	0	0	0
8:30 AM	to 8:45 AM	0	0	0	0	0	0	0	2	0	0	0	8	2	0	1	0
8:45 AM	to 9:00 AM	0	0	0	0	0	0	0	1	0	0	0	9	0	0	0	0
PM PEAK		Southbound				Westbound				Northbound				Eastbound			
Direction:		Southbound				Westbound				Northbound				Eastbound			
Roadway:		Nebraska Ave				N/A				Nebraska Ave				Pick-up/Drop-off			
Movement:		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00 PM	to 4:15 PM	0	0	0	0	0	0	0	6	0	0	0	13	0	0	1	0
4:15 PM	to 4:30 PM	1	0	0	0	0	0	0	1	0	0	0	19	1	0	1	0
4:30 PM	to 4:45 PM	1	0	0	0	0	0	0	1	0	0	0	10	0	0	1	0
4:45 PM	to 5:00 PM	0	0	0	0	0	0	0	2	0	0	0	23	0	0	0	0
5:00 PM	to 5:15 PM	0	0	0	0	0	0	0	2	0	0	1	31	1	0	0	0
5:15 PM	to 5:30 PM	0	0	0	0	0	0	0	1	0	0	0	29	0	0	0	0
5:30 PM	to 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	49	0	0	2	0
5:45 PM	to 6:00 PM	1	0	0	0	0	0	2	2	1	1	0	21	1	0	0	0
6:00 PM	to 6:15 PM	0	0	0	0	0	0	0	1	0	0	1	19	1	0	0	0
6:15 PM	to 6:30 PM	0	0	0	0	0	0	1	0	0	0	0	22	0	0	0	0
6:30 PM	to 6:45 PM	0	0	0	0	0	0	0	0	0	0	1	34	3	0	1	0
6:45 PM	to 7:00 PM	1	0	0	0	0	0	0	3	0	0	0	15	0	0	0	0
PEAK HOURS		Southbound				Westbound				Northbound				Eastbound			
Direction:		Southbound				Westbound				Northbound				Eastbound			
Roadway:		Nebraska Ave				N/A				Nebraska Ave				Pick-up/Drop-off			
Movement:		Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM INTERSECTION PEAK HOUR																	
6:45 AM	to 7:45 AM	2	0	0	0	0	0	0	1	0	0	4	53	5	0	0	0
PM INTERSECTION PEAK HOUR																	
5:45 PM	to 6:45 PM	1	0	0	0	0	0	3	3	1	1	2	96	5	0	1	0
AM SYSTEM PEAK HOUR																	
7:45 AM	to 8:45 AM	1	0	0	0	0	0	0	13	0	0	1	68	3	0	1	0
PM SYSTEM PEAK HOUR																	
5:15 PM	to 6:15 PM	1	0	0	0	0	0	2	4	1	1	1	118	2	0	2	0

PEAK HOUR FACOTRS	Southbound				Westbound				Northbound				Eastbound			
	Nebraska Ave				N/A				Nebraska Ave				Pick-up/Drop-off			
AM Peak Hour	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
AM PEAK HOUR	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	**#DIV/0!**	0.00	0.00	0.25	**0.25**	0.38	0.00	0.25	**0.33**
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
PM PEAK HOUR	0.25	0.00	0.00	**0.25**	0.00	0.00	0.25	**0.25**	0.25	0.25	0.25	**0.38**	0.50	0.00	0.25	**0.50**

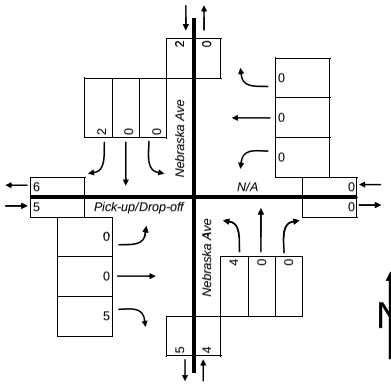
Overall AM PEAK HOUR FACTOR = **0.50**

AM Period Intersection Volume: 22

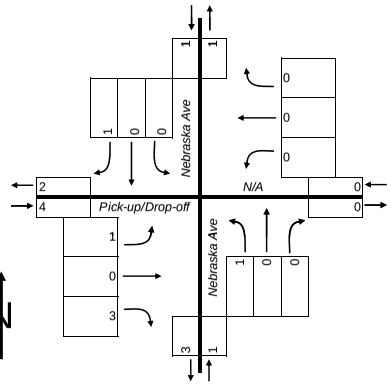
Overall PM PEAK HOUR FACTOR = **0.42**

PM Period Intersection Volume: 25

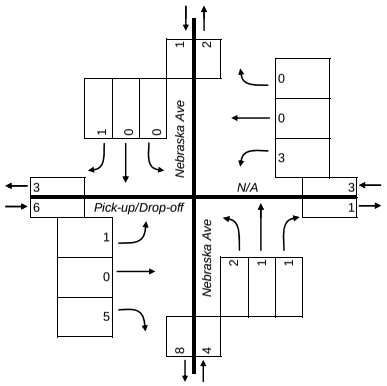
AM INTERSECTION PEAK VOLUMES



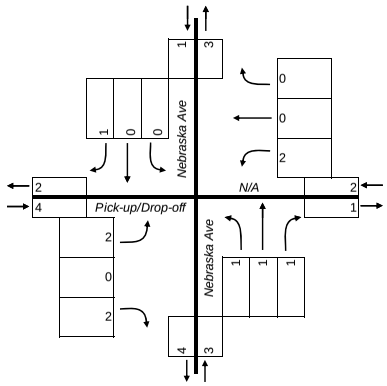
AM SYSTEM PEAK VOLUMES



PM INTERSECTION PEAK VOLUMES



PM SYSTEM PEAK VOLUMES



Project Name :	American University Tenley Campus
Project # :	2211-001
Location	DC
Data Source:	Gorove/Slade Associates, Inc.

Intersection:			**Yuma & AU Parking**														
AM PEAK																	
		Direction:	Southbound				Westbound				Northbound				Eastbound		
		Roadway:	**N/A**				**Yuma**				**Parking Lot**				**Yuma**		
		Movement:	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
6:00 AM	to	6:15 AM	0	0	1	0	0	5	0	1	2	0	1	0	2	5	0	0
6:15 AM	to	6:30 AM	0	0	0	0	0	7	0	3	1	0	0	0	1	9	0	0
6:30 AM	to	6:45 AM	0	0	0	0	0	13	1	1	1	0	0	0	0	10	0	1
6:45 AM	to	7:00 AM	0	0	0	0	0	16	1	5	0	0	1	0	3	21	0	3
7:00 AM	to	7:15 AM	1	0	0	0	0	13	0	2	0	0	0	1	0	46	0	0
7:15 AM	to	7:30 AM	0	0	0	0	0	17	0	2	1	0	3	2	4	41	0	1
7:30 AM	to	7:45 AM	0	0	0	1	0	13	2	13	0	0	3	1	7	50	0	0
7:45 AM	to	8:00 AM	1	0	0	0	0	17	1	5	2	0	1	1	4	45	0	4
8:00 AM	to	8:15 AM	0	0	0	0	0	34	0	13	0	0	1	1	4	55	0	5
8:15 AM	to	8:30 AM	0	0	0	1	0	21	1	4	1	0	0	0	2	46	0	1
8:30 AM	to	8:45 AM	0	0	1	0	0	13	1	4	1	0	1	2	4	24	0	2
8:45 AM	to	9:00 AM	0	0	0	1	0	6	3	1	1	0	2	0	3	18	0	3
PM PEAK																		
		Direction:	Southbound				Westbound				Northbound				Eastbound		
		Roadway:	**N/A**				**Yuma**				**Parking Lot**				**Yuma**		
		Movement:	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00 PM	to	4:15 PM	0	0	0	0	0	14	0	1	2	0	3	0	1	18	0	1
4:15 PM	to	4:30 PM	0	0	0	0	0	18	0	4	2	0	0	0	0	19	0	7
4:30 PM	to	4:45 PM	0	0	0	0	0	22	0	7	1	0	0	0	2	18	0	0
4:45 PM	to	5:00 PM	0	0	0	1	0	18	0	10	2	0	3	0	1	16	0	2
5:00 PM	to	5:15 PM	0	0	2	0	0	18	1	0	2	0	1	0	2	22	0	1
5:15 PM	to	5:30 PM	1	0	0	1	0	18	0	2	3	0	2	0	2	27	0	2
5:30 PM	to	5:45 PM	1	0	1	0	0	30	1	2	2	0	2	0	0	20	0	1
5:45 PM	to	6:00 PM	0	0	0	0	0	23	1	1	5	0	0	0	1	21	0	2
6:00 PM	to	6:15 PM	0	0	1	0	0	31	0	8	1	0	3	2	2	14	0	1
6:15 PM	to	6:30 PM	0	0	0	3	0	21	0	6	5	0	2	0	1	15	0	3
6:30 PM	to	6:45 PM	0	0	1	0	0	11	1	8	0	0	0	0	2	23	0	1
6:45 PM	to	7:00 PM	0	0	0	0	0	9	1	2	1	0	0	0	1	14	0	1
PEAK HOURS																		
		Direction:	Southbound				Westbound				Northbound				Eastbound		
		Roadway:	**N/A**				**Yuma**				**Parking Lot**				**Yuma**		
		Movement:	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM INTERSECTION PEAK HOUR																		
7:30 AM	to	8:30 AM	1	0	0	2	0	85	4	35	3	0	5	3	17	196	0	10
PM INTERSECTION PEAK HOUR																		
5:15 PM	to	6:15 PM	2	0	2	1	0	102	2	13	11	0	7	2	5	82	0	6
AM SYSTEM PEAK HOUR																		
7:45 AM	to	8:45 AM	1	0	1	1	0	85	3	26	4	0	3	4	14	170	0	12
PM SYSTEM PEAK HOUR																		
5:15 PM	to	6:15 PM	2	0	2	1	0	102	2	13	11	0	7	2	5	82	0	6

PEAK HOUR FACOTRS	Southbound				Westbound				Northbound				Eastbound			
	N/A				**Yuma**				**Parking Lot**				**Yuma**			
AM Peak Hour	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
AM PEAK HOUR	0.25	0.00	0.25	**0.50**	0.00	0.63	0.75	**0.65**	0.50	0.00	0.75	**0.58**	0.88	0.77	0.00	**0.78**
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
PM PEAK HOUR	0.50	0.00	0.50	**0.50**	0.00	0.82	0.50	**0.84**	0.55	0.00	0.58	**0.90**	0.63	0.76	0.00	**0.75**

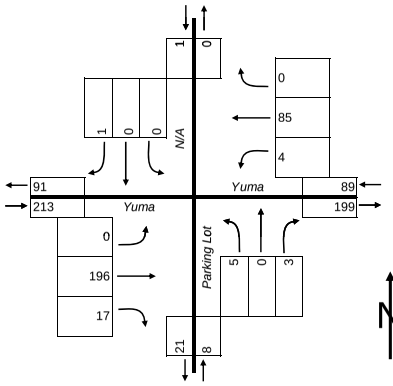
Overall AM PEAK HOUR FACTOR = **0.75** **Overall PM PEAK HOUR FACTOR** = **0.93**

AM Period Intersection Volume: 616 **PM Period Intersection Volume:** 529

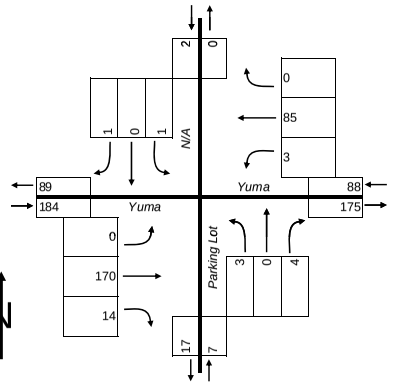
Date of Counts: Thursday, September 22, 2011

AM Weather Conditions: Clear **PM Weather Conditions:** Clear

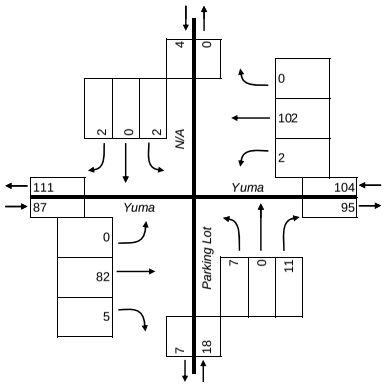
AM INTERSECTION PEAK VOLUMES



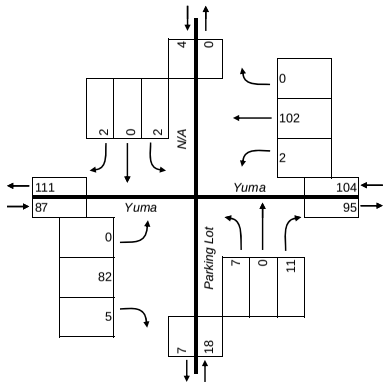
AM SYSTEM PEAK VOLUMES



PM INTERSECTION PEAK VOLUMES



PM SYSTEM PEAK VOLUMES



Project Name :	American University Tenley Campus
Project # :	2211-001
Location	DC
Data Source:	Gorove/Slade Associates, Inc.

Date of Counts:	Thursday, September 22, 2011
AM Weather Conditions:	Clear
PM Weather Conditions:	Clear

Intersection: Yuma and Dwy #2

AM PEAK

			Southbound				Westbound				Northbound				Eastbound			
Direction:																		
Roadway:			N/A				Yuma				Dwy #2				Yuma			
Movement:			Right	Thru	Left	Peds	Right	Bikes	Left	Peds	Right	Thru	Left	Peds	Right	Bikes	Left	Peds
6:00 AM	to	6:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0
6:15 AM	to	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	to	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	to	7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
7:00 AM	to	7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	to	7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	to	7:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
7:45 AM	to	8:00 AM	0	0	0	0	0	0	0	6	0	0	0	5	0	0	0	10
8:00 AM	to	8:15 AM	0	0	0	1	0	0	0	4	0	0	0	3	0	0	0	7
8:15 AM	to	8:30 AM	0	0	0	0	0	0	0	2	0	0	1	3	0	0	0	3
8:30 AM	to	8:45 AM	0	0	0	0	0	0	0	2	1	0	0	3	0	1	0	5
8:45 AM	to	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4

PM PEAK

			Southbound				Westbound				Northbound				Eastbound			
Direction:																		
Roadway:			N/A				Yuma				Dwy #2				Yuma			
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00 PM	to	4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	to	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
4:30 PM	to	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	to	5:00 PM	0	0	0	1	0	0	0	3	0	0	0	4	0	0	0	5
5:00 PM	to	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:15 PM	to	5:30 PM	0	0	0	0	0	1	0	2	0	0	0	3	0	0	0	3
5:30 PM	to	5:45 PM	0	0	0	0	0	1	0	3	0	0	0	1	0	1	0	5
5:45 PM	to	6:00 PM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
6:00 PM	to	6:15 PM	0	0	0	0	0	0	1	4	0	0	0	0	0	1	0	3
6:15 PM	to	6:30 PM	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	1
6:30 PM	to	6:45 PM	0	0	0	1	0	0	0	8	0	0	0	0	1	1	0	2
6:45 PM	to	7:00 PM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1

PEAK HOURS

			Southbound				Westbound				Northbound				Eastbound			
Direction:																		
Roadway:			N/A				Yuma				Dwy #2				Yuma			
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM INTERSECTION PEAK HOUR																		
6:00 AM	to	7:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	3	0	1
PM INTERSECTION PEAK HOUR																		
5:00 PM	to	6:00 PM	0	0	0	0	0	2	1	7	0	0	0	4	0	3	0	11
AM SYSTEM PEAK HOUR																		
7:45 AM	to	8:45 AM	0	0	0	1	0	0	0	14	1	0	1	14	0	1	0	25
PM SYSTEM PEAK HOUR																		
5:15 PM	to	6:15 PM	0	0	0	0	0	2	2	11	0	0	0	4	0	2	0	14

PEAK HOUR FACOTRS

	Southbound				Westbound				Northbound				Eastbound			
	N/A				Yuma				Dwy #2				Yuma			
AM Peak Hour	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
AM PEAK HOUR	0.00	0.00	0.00	**#DIV/0!**	0.00	0.00	0.00	**#DIV/0!**	0.25	0.00	0.25	**0.50**	0.00	0.25	0.00	**0.25**
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
PM PEAK HOUR	0.00	0.00	0.00	**#DIV/0!**	0.00	0.50	0.50	**1.00**	0.00	0.00	0.00	**#DIV/0!**	0.00	0.50	0.00	**0.50**

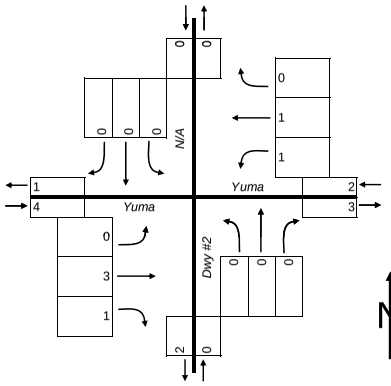
Overall AM PEAK HOUR FACTOR = **0.38**

Overall PM PEAK HOUR FACTOR = **0.75**

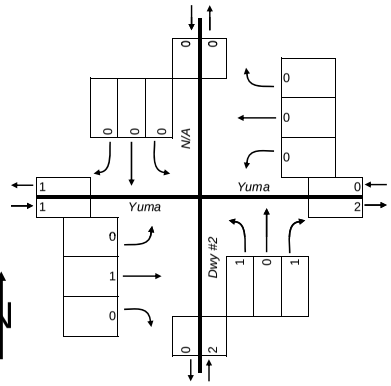
AM Period Intersection Volume: 14

PM Period Intersection Volume: 11

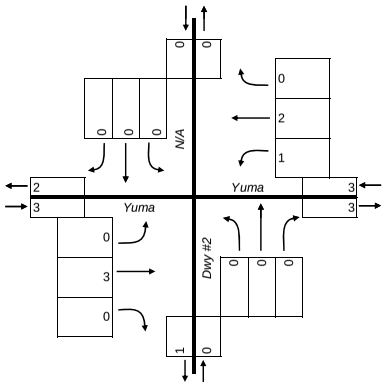
AM INTERSECTION PEAK VOLUMES



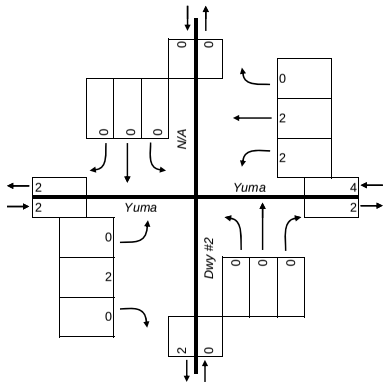
AM SYSTEM PEAK VOLUMES



PM INTERSECTION PEAK VOLUMES



PM SYSTEM PEAK VOLUMES



Project Name :	American University Tenley Campus
Project # :	2211-001
Location	DC
Data Source:	Gorove/Slade Associates, Inc.

Date of Counts:	Thursday, September 22, 2011
AM Weather Conditions:	Clear
PM Weather Conditions:	Clear

Intersection: Yuma & Dwy #3

AM PEAK

			Southbound				Westbound				Northbound				Eastbound			
Direction:																		
Roadway:			N/A				Yuma				Dwy #3				Yuma			
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
6:00 AM	to	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	to	6:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	to	6:45 AM	0	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0
6:45 AM	to	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
7:00 AM	to	7:15 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
7:15 AM	to	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	to	7:45 AM	0	0	0	1	0	0	0	2	0	0	0	3	0	0	0	1
7:45 AM	to	8:00 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	5
8:00 AM	to	8:15 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	4
8:15 AM	to	8:30 AM	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	1
8:30 AM	to	8:45 AM	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	5
8:45 AM	to	9:00 AM	0	0	0	1	0	0	0	2	0	0	0	3	0	0	0	4

PM PEAK

			Southbound				Westbound				Northbound				Eastbound			
Direction:																		
Roadway:			N/A				Yuma				Dwy #3				Yuma			
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00 PM	to	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	2
4:15 PM	to	4:30 PM	0	0	0	0	0	0	0	12	0	0	0	3	0	0	0	6
4:30 PM	to	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	to	5:00 PM	0	0	0	0	0	0	0	6	0	0	1	0	0	0	0	4
5:00 PM	to	5:15 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	1
5:15 PM	to	5:30 PM	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	2
5:30 PM	to	5:45 PM	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	5
5:45 PM	to	6:00 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	3
6:00 PM	to	6:15 PM	0	0	0	0	0	0	0	4	0	0	0	7	0	0	0	3
6:15 PM	to	6:30 PM	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	1
6:30 PM	to	6:45 PM	0	0	0	1	0	0	0	10	0	0	0	2	0	0	0	5
6:45 PM	to	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0

PEAK HOURS

			Southbound				Westbound				Northbound				Eastbound			
Direction:																		
Roadway:			N/A				Yuma				Dwy #3				Yuma			
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM INTERSECTION PEAK HOUR																		
6:00 AM	to	7:00 AM	0	0	0	1	0	0	2	0	1	0	1	2	0	0	0	2
PM INTERSECTION PEAK HOUR																		
4:00 PM	to	5:00 PM	0	0	0	0	0	0	0	19	0	0	1	5	0	0	0	12
AM SYSTEM PEAK HOUR													13					
7:45 AM	to	8:45 AM	0	0	0	0	0	0	0	12	0	0	0	15	0	0	0	15
PM SYSTEM PEAK HOUR																		
5:15 PM	to	6:15 PM	0	0	0	0	0	0	0	17	0	0	0	18	0	0	0	13

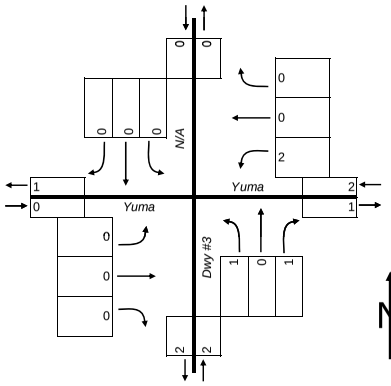
PEAK HOUR FACOTRS

	Southbound				Westbound				Northbound				Eastbound			
	N/A				Yuma				Dwy #3				Yuma			
AM Peak Hour	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
AM PEAK HOUR	0.00	0.00	0.00	**#DIV/0!**	0.00	0.00	0.00	**#DIV/0!**	0.00	0.00	0.00	**#DIV/0!**	0.00	0.00	0.00	**#DIV/0!**
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
PM PEAK HOUR	0.00	0.00	0.00	**#DIV/0!**	0.00	0.00	0.00	**#DIV/0!**	0.00	0.00	0.00	**#DIV/0!**	0.00	0.00	0.00	**#DIV/0!**

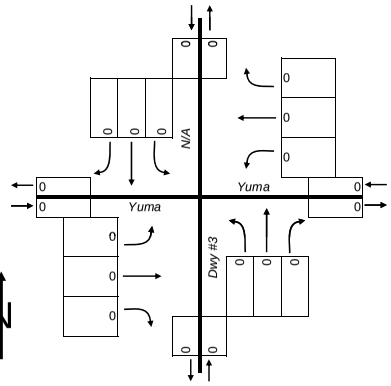
Overall AM PEAK HOUR FACTOR = **#DIV/0!** **Overall PM PEAK HOUR FACTOR** = **#DIV/0!**

AM Period Intersection Volume: 4 **PM Period Intersection Volume:** 1

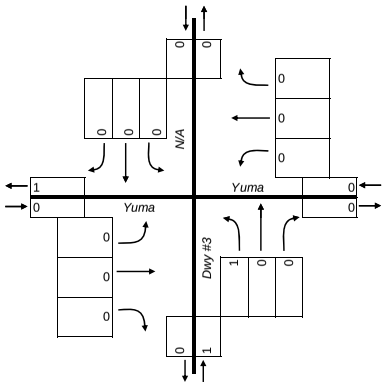
AM INTERSECTION PEAK VOLUMES



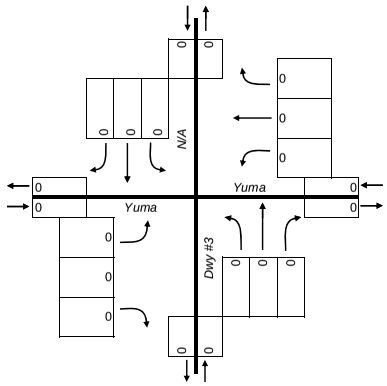
AM SYSTEM PEAK VOLUMES



PM INTERSECTION PEAK VOLUMES



PM SYSTEM PEAK VOLUMES



Project Name :	American University Tenley Campus
Project # :	2211-001
Location	DC
Data Source:	Gorove/Slade Associates, Inc.

Intersection:			**42nd & Albemarle**														
AM PEAK																	
		Direction:	Southbound				Westbound				Northbound				Eastbound			
		Roadway:	**42nd**				**Albemarle**				**42nd**				**Albemarle**			
		Movement:	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
6:00 AM	to	6:15 AM	3	4	3	3	2	11	0	8	1	7	2	7	2	9	2	1
6:15 AM	to	6:30 AM	3	5	1	1	4	23	0	9	2	9	0	7	1	8	5	2
6:30 AM	to	6:45 AM	0	7	5	1	5	16	1	6	0	16	1	11	3	14	1	1
6:45 AM	to	7:00 AM	7	19	5	9	8	29	2	7	0	32	1	26	6	22	15	1
7:00 AM	to	7:15 AM	11	13	5	6	7	42	3	16	1	53	7	29	3	46	18	3
7:15 AM	to	7:30 AM	9	22	13	51	11	56	5	13	3	52	3	28	4	43	20	6
7:30 AM	to	7:45 AM	12	17	9	9	6	57	1	16	0	49	6	56	4	49	16	8
7:45 AM	to	8:00 AM	9	25	6	3	11	29	3	9	4	52	5	173	5	45	26	38
8:00 AM	to	8:15 AM	13	22	6	59	16	29	9	20	2	55	6	260	11	29	28	52
8:15 AM	to	8:30 AM	13	26	6	40	3	33	1	17	2	52	3	54	1	30	19	12
8:30 AM	to	8:45 AM	7	22	7	13	5	31	0	13	0	37	1	31	3	32	20	7
8:45 AM	to	9:00 AM	4	25	3	7	4	33	1	5	3	27	1	13	2	33	15	6
PM PEAK																		
		Direction:	Southbound				Westbound				Northbound				Eastbound			
		Roadway:	**42nd**				**Albemarle**				**42nd**				**Albemarle**			
		Movement:	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00 PM	to	4:15 PM	20	8	6	3	9	43	1	2	4	8	5	5	3	32	6	2
4:15 PM	to	4:30 PM	18	16	5	28	13	41	2	35	0	32	5	18	6	37	18	12
4:30 PM	to	4:45 PM	19	35	7	73	13	36	3	9	6	21	0	20	10	32	22	11
4:45 PM	to	5:00 PM	10	19	8	47	10	38	0	11	1	22	3	13	4	48	18	9
5:00 PM	to	5:15 PM	11	27	4	35	11	42	2	12	0	25	1	7	4	43	21	4
5:15 PM	to	5:30 PM	9	19	4	37	20	45	3	12	0	43	3	13	1	52	12	9
5:30 PM	to	5:45 PM	11	20	5	48	9	62	2	12	2	29	1	16	6	45	15	7
5:45 PM	to	6:00 PM	13	14	4	47	5	45	2	14	2	29	1	13	4	48	12	7
6:00 PM	to	6:15 PM	13	26	5	44	11	44	1	9	2	18	0	10	7	56	14	9
6:15 PM	to	6:30 PM	16	30	5	55	11	38	2	8	2	26	2	14	3	53	17	14
6:30 PM	to	6:45 PM	11	17	5	36	8	35	2	7	2	39	0	18	6	55	15	8
6:45 PM	to	7:00 PM	14	17	4	29	5	47	3	4	0	18	1	9	1	39	13	17
PEAK HOURS																		
		Direction:	Southbound				Westbound				Northbound				Eastbound			
		Roadway:	**42nd**				**Albemarle**				**42nd**				**Albemarle**			
		Movement:	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM INTERSECTION PEAK HOUR																		
7:15 AM	to	8:15 AM	43	86	34	122	44	171	18	58	9	208	20	517	24	166	90	104
PM INTERSECTION PEAK HOUR																		
5:15 PM	to	6:15 PM	46	79	18	176	45	196	8	47	6	119	5	52	18	201	53	32
AM SYSTEM PEAK HOUR													13					
7:45 AM	to	8:45 AM	42	95	25	115	35	122	13	59	8	196	15	518	20	136	93	109
PM SYSTEM PEAK HOUR																		
5:15 PM	to	6:15 PM	46	79	18	176	45	196	8	47	6	119	5	52	18	201	53	32

PEAK HOUR FACOTRS			Southbound				Westbound				Northbound				Eastbound			
			42nd				**Albemarle**				**42nd**				**Albemarle**			
AM Peak Hour			Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
AM PEAK HOUR			0.81	0.91	0.89	**0.90**	0.55	0.92	0.36	**0.79**	0.50	0.89	0.63	**0.87**	0.45	0.76	0.83	**0.82**
			Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
PM PEAK HOUR			0.88	0.76	0.90	**0.81**	0.56	0.79	0.67	**0.85**	0.75	0.69	0.42	**0.71**	0.64	0.90	0.88	**0.88**

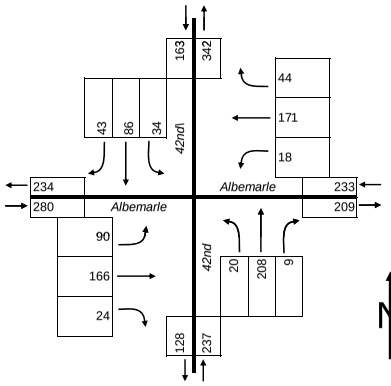
Overall AM PEAK HOUR FACTOR = **0.88** **Overall PM PEAK HOUR FACTOR** = **0.94**

AM Period Intersection Volume: 1949 **PM Period Intersection Volume:** 2270

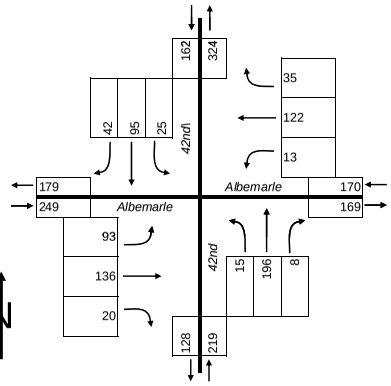
Date of Counts: Thursday, September 22, 2011

AM Weather Conditions: Clear **PM Weather Conditions:** Clear

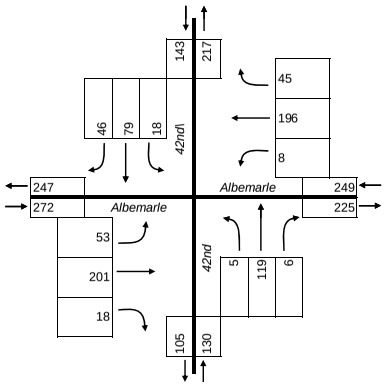
AM INTERSECTION PEAK VOLUMES



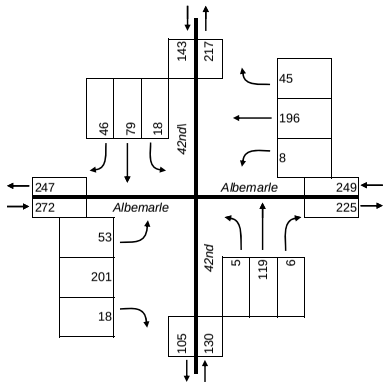
AM SYSTEM PEAK VOLUMES



PM INTERSECTION PEAK VOLUMES



PM SYSTEM PEAK VOLUMES



Project Name :	American University Tenley Campus
Project # :	2211-001
Location	DC
Data Source:	Gorove/Slade Associates, Inc.

Intersection: Albemarle Street at Nebraska Avenue

AM PEAK

			Southbound				Westbound				Northbound				Eastbound			
Direction:			Southbound				Westbound				Northbound				Eastbound			
Roadway:			Nebraska Ave.				Albemarle St.				Nebraska Ave.				Albemarle St.			
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
6:00 AM	to	6:15 AM	10	147	0	1	0	8	2	5	1	42	0	0	0	10	2	0
6:15 AM	to	6:30 AM	8	162	0	1	0	7	2	7	6	54	3	2	0	13	2	3
6:30 AM	to	6:45 AM	16	134	0	2	0	24	1	9	2	75	0	5	0	14	3	5
6:45 AM	to	7:00 AM	20	177	0	3	0	30	9	8	5	87	2	3	0	27	10	3
7:00 AM	to	7:15 AM	34	149	1	4	0	46	7	11	3	103	0	5	1	39	10	6
7:15 AM	to	7:30 AM	39	141	0	4	0	51	9	9	8	100	3	3	0	67	11	5
7:30 AM	to	7:45 AM	29	132	1	4	0	42	8	28	5	88	1	10	1	77	18	5
7:45 AM	to	8:00 AM	25	142	0	2	0	68	16	13	5	116	1	6	0	55	19	21
8:00 AM	to	8:15 AM	33	140	1	4	0	61	19	21	8	82	0	3	1	55	20	12
8:15 AM	to	8:30 AM	40	151	0	3	0	47	6	23	11	76	0	7	2	73	11	4
8:30 AM	to	8:45 AM	37	137	1	5	0	42	4	13	7	84	2	4	1	49	15	5
8:45 AM	to	9:00 AM	23	166	0	0	0	38	7	18	7	89	2	5	4	28	14	6

PM PEAK

			Southbound				Westbound				Northbound				Eastbound			
Direction:			Southbound				Westbound				Northbound				Eastbound			
Roadway:			Nebraska Ave.				Albemarle St.				Nebraska Ave.				Albemarle St.			
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00 PM	to	4:15 PM	18	117	1	3	0	47	4	4	7	151	1	1	0	54	29	17
4:15 PM	to	4:30 PM	20	109	0	5	0	54	6	6	11	158	0	2	2	51	16	11
4:30 PM	to	4:45 PM	15	122	0	2	0	45	8	13	8	142	2	2	2	53	16	11
4:45 PM	to	5:00 PM	15	130	1	3	1	56	7	9	12	128	2	0	1	45	26	10
5:00 PM	to	5:15 PM	25	114	0	4	0	45	6	16	11	174	1	6	1	63	21	23
5:15 PM	to	5:30 PM	14	120	0	4	0	47	19	16	8	146	0	3	2	56	20	20
5:30 PM	to	5:45 PM	18	137	0	15	0	54	16	30	9	126	4	8	2	49	13	12
5:45 PM	to	6:00 PM	15	115	0	8	0	65	4	33	4	139	2	3	1	56	14	15
6:00 PM	to	6:15 PM	13	124	2	9	0	65	11	25	8	136	3	4	1	62	12	13
6:15 PM	to	6:30 PM	16	122	1	12	0	56	12	23	10	149	2	9	0	63	22	21
6:30 PM	to	6:45 PM	21	96	1	16	1	51	16	24	12	161	1	3	1	62	22	21
6:45 PM	to	7:00 PM	13	112	1	8	0	56	14	26	5	117	1	2	0	46	15	12

PEAK HOURS

			Southbound				Westbound				Northbound				Eastbound			
Direction:			Southbound				Westbound				Northbound				Eastbound			
Roadway:			Nebraska Ave.				Albemarle St.				Nebraska Ave.				Albemarle St.			
Movement:			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM INTERSECTION PEAK HOUR																		
7:15 AM	to	8:15 AM	126	555	2	14	0	222	52	71	26	386	5	22	2	254	68	43
PM INTERSECTION PEAK HOUR																		
5:45 PM	to	6:45 PM	65	457	4	45	1	237	43	105	34	585	8	19	3	243	70	70
AM SYSTEM PEAK HOUR													13					
7:45 AM	to	8:45 AM	135	570	2	14	0	218	45	70	31	358	3	20	4	232	65	42
PM SYSTEM PEAK HOUR																		
5:15 PM	to	6:15 PM	60	496	2	36	0	231	50	104	29	547	9	18	6	223	59	60

PEAK HOUR FACOTRS

	Southbound				Westbound				Northbound				Eastbound			
	Nebraska Ave.				Albemarle St.				Nebraska Ave.				Albemarle St.			
AM Peak Hour	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
AM PEAK HOUR	0.84	0.94	0.50	**0.93**	0.00	0.80	0.59	**0.78**	0.70	0.77	0.38	**0.80**	0.50	0.79	0.81	**0.88**
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
PM PEAK HOUR	0.83	0.91	0.25	**0.90**	0.00	0.89	0.66	**0.92**	0.81	0.94	0.56	**0.95**	0.75	0.90	0.74	**0.92**

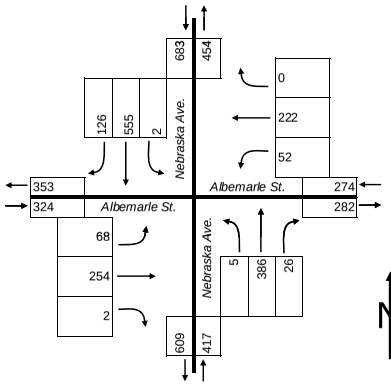
Overall AM PEAK HOUR FACTOR = **0.93** **Overall PM PEAK HOUR FACTOR** = **0.98**

AM Period Intersection Volume: 4380 **PM Period Intersection Volume:** 5144

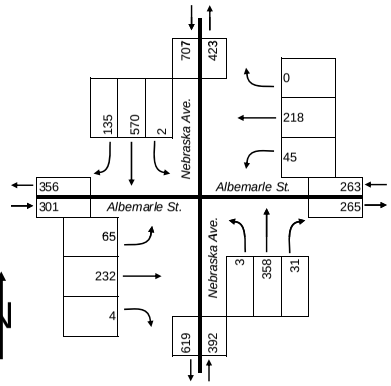
Date of Counts: Wednesday, September 28, 2011

AM Weather Conditions: Clear **PM Weather Conditions:** Clear

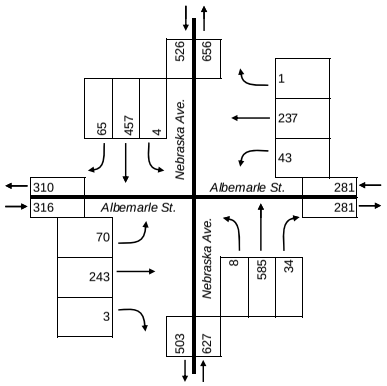
AM INTERSECTION PEAK VOLUMES



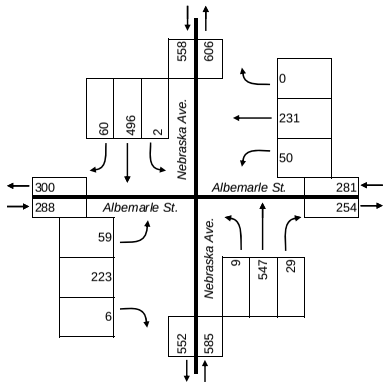
AM SYSTEM PEAK VOLUMES



PM INTERSECTION PEAK VOLUMES



PM SYSTEM PEAK VOLUMES



Project Name :	American University Tenley Campus
Project # :	2211-001
Location	DC
Data Source:	Gorove/Slade Associates, Inc.

Date of Counts:	Wednesday, September 28, 2011
AM Weather Conditions:	Clear
PM Weather Conditions:	Clear

Intersection: 40th Street at Warren Street Northwest

AM PEAK

			Southbound				Westbound				Northbound				Eastbound			
			40th St.				Warren St.				40th St.				Warren St.			
			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
6:00 AM	to	6:15 AM	0	0	1	0	1	3	0	0	1	0	0	0	1	1	3	0
6:15 AM	to	6:30 AM	2	0	0	3	7	1	0	0	2	1	1	0	0	4	2	3
6:30 AM	to	6:45 AM	0	3	1	0	3	1	0	0	1	0	0	1	0	0	1	1
6:45 AM	to	7:00 AM	2	0	2	0	0	0	0	0	1	0	0	0	0	7	0	0
7:00 AM	to	7:15 AM	1	2	1	0	0	6	0	0	5	1	0	0	2	6	1	0
7:15 AM	to	7:30 AM	0	1	3	1	0	4	1	2	2	1	1	1	1	19	0	1
7:30 AM	to	7:45 AM	0	0	3	0	1	5	0	0	1	0	0	0	1	9	0	0
7:45 AM	to	8:00 AM	2	1	1	2	1	1	1	0	1	0	0	0	1	18	1	2
8:00 AM	to	8:15 AM	1	1	0	2	1	7	2	2	3	1	2	0	1	31	1	1
8:15 AM	to	8:30 AM	1	3	4	1	1	4	3	2	1	0	0	0	0	23	1	1
8:30 AM	to	8:45 AM	1	0	1	1	1	5	1	0	3	0	0	0	0	20	3	1
8:45 AM	to	9:00 AM	1	1	0	0	1	2	1	2	3	0	1	0	3	11	0	3

PM PEAK

			Southbound				Westbound				Northbound				Eastbound			
			40th St.				Warren St.				40th St.				Warren St.			
			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00 PM	to	4:15 PM	2	1	1	1	3	5	1	2	0	2	0	0	1	6	1	2
4:15 PM	to	4:30 PM	3	0	0	1	2	5	1	1	1	0	0	3	1	6	1	1
4:30 PM	to	4:45 PM	4	0	1	0	2	2	0	0	4	0	0	0	1	6	1	5
4:45 PM	to	5:00 PM	1	0	0	1	1	6	2	0	3	1	2	0	1	4	0	0
5:00 PM	to	5:15 PM	1	0	1	0	1	8	1	1	2	0	0	1	1	8	1	2
5:15 PM	to	5:30 PM	4	0	1	1	0	12	1	2	0	0	0	0	1	5	0	2
5:30 PM	to	5:45 PM	6	2	0	0	2	13	2	0	2	0	0	7	0	5	1	7
5:45 PM	to	6:00 PM	2	0	0	0	2	16	3	1	2	0	1	0	0	2	1	0
6:00 PM	to	6:15 PM	2	0	2	0	2	13	0	3	0	0	0	0	1	0	0	3
6:15 PM	to	6:30 PM	1	0	2	4	1	12	0	0	0	0	1	2	0	4	0	0
6:30 PM	to	6:45 PM	1	0	0	0	2	5	0	2	1	1	0	0	2	3	0	0
6:45 PM	to	7:00 PM	0	1	0	0	0	6	2	2	0	0	0	0	0	6	1	0

PEAK HOURS

			Southbound				Westbound				Northbound				Eastbound			
			40th St.				Warren St.				40th St.				Warren St.			
			Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM INTERSECTION PEAK HOUR																		
7:45 AM	to	8:45 AM	5	5	6	6	4	17	7	4	8	1	2	0	2	92	6	5
PM INTERSECTION PEAK HOUR																		
5:00 PM	to	6:00 PM	13	2	2	1	5	49	7	4	6	0	1	8	2	20	3	11
AM SYSTEM PEAK HOUR													13					
7:45 AM	to	8:45 AM	5	5	6	6	4	17	7	4	8	1	2	0	2	92	6	5
PM SYSTEM PEAK HOUR																		
5:15 PM	to	6:15 PM	14	2	3	1	6	54	6	6	4	0	1	7	2	12	2	12

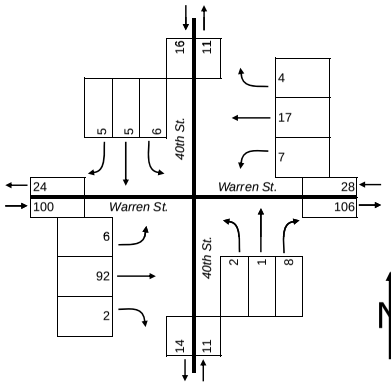
PEAK HOUR FACOTRS

	Southbound				Westbound				Northbound				Eastbound			
	40th St.				Warren St.				40th St.				Warren St.			
AM Peak Hour	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
AM PEAK HOUR	0.63	0.42	0.38	**0.50**	1.00	0.61	0.58	**0.70**	0.67	0.25	0.25	**0.46**	0.50	0.74	0.50	**0.76**
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
PM PEAK HOUR	0.58	0.25	0.38	**0.59**	0.75	0.84	0.50	**0.79**	0.50	0.00	0.25	**0.42**	0.50	0.60	0.50	**0.67**

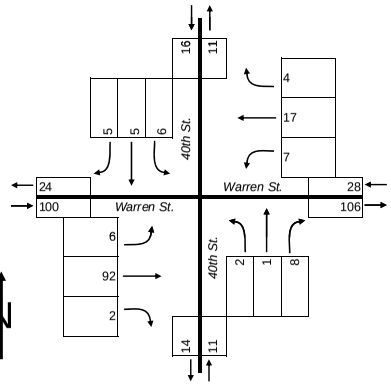
Overall AM PEAK HOUR FACTOR = 0.76 **Overall PM PEAK HOUR FACTOR = 0.80**

AM Period Intersection Volume: 310 **PM Period Intersection Volume:** 267

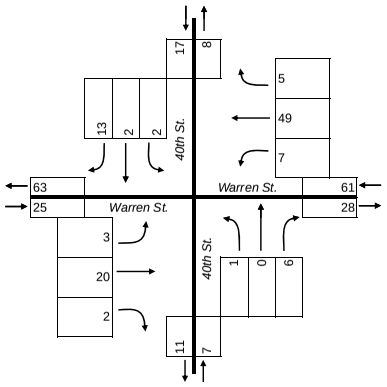
AM INTERSECTION PEAK VOLUMES



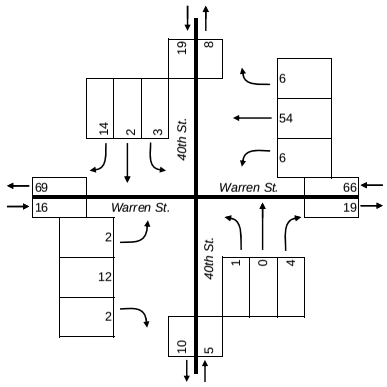
AM SYSTEM PEAK VOLUMES



PM INTERSECTION PEAK VOLUMES



PM SYSTEM PEAK VOLUMES



Project Name :	American University Tenley Campus
Project # :	2211-001
Location	DC
Data Source:	Gorove/Slade Associates, Inc.

Intersection:			**Warren Street at Wisconsin Avenue**														
AM PEAK																	
		Direction:	Southbound				Westbound				Northbound				Eastbound			
		Roadway:	**Wisconsin Ave.**				**Warren St.**				**Wisconsin Ave.**				**Warren St.**			
		Movement:	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
6:00 AM	to	6:15 AM	0	204	1	10	1	2	0	1	0	89	2	9	0	0	1	0
6:15 AM	to	6:30 AM	1	281	1	11	1	2	0	0	1	100	3	7	4	0	2	0
6:30 AM	to	6:45 AM	1	301	1	18	0	1	0	2	0	129	1	12	1	0	1	1
6:45 AM	to	7:00 AM	0	459	8	20	3	0	2	3	0	191	0	17	7	0	1	0
7:00 AM	to	7:15 AM	4	413	13	6	2	5	13	1	2	167	0	18	5	9	3	3
7:15 AM	to	7:30 AM	0	444	5	13	3	5	4	0	1	213	0	14	14	11	4	1
7:30 AM	to	7:45 AM	2	436	6	27	2	2	17	0	0	242	1	22	8	8	0	2
7:45 AM	to	8:00 AM	1	451	11	27	5	3	11	3	2	218	1	24	6	7	3	3
8:00 AM	to	8:15 AM	3	455	6	30	2	5	10	3	2	235	1	26	13	14	2	4
8:15 AM	to	8:30 AM	2	474	5	33	2	5	18	2	4	192	0	19	13	18	2	3
8:30 AM	to	8:45 AM	3	348	7	44	0	0	8	1	2	201	1	18	5	12	2	1
8:45 AM	to	9:00 AM	4	350	2	21	3	1	0	2	2	197	2	17	4	9	1	3
PM PEAK																		
		Direction:	Southbound				Westbound				Northbound				Eastbound			
		Roadway:	**Wisconsin Ave.**				**Warren St.**				**Wisconsin Ave.**				**Warren St.**			
		Movement:	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:00 PM	to	4:15 PM	1	189	4	36	3	1	2	3	3	254	2	28	3	3	0	3
4:15 PM	to	4:30 PM	3	211	5	38	1	2	6	1	5	271	4	25	2	4	2	6
4:30 PM	to	4:45 PM	3	222	8	44	0	0	4	2	4	276	0	33	1	4	1	5
4:45 PM	to	5:00 PM	4	228	6	34	2	3	3	5	4	276	3	37	9	4	4	7
5:00 PM	to	5:15 PM	2	233	6	54	14	1	6	8	7	299	5	22	6	3	2	10
5:15 PM	to	5:30 PM	2	291	6	55	5	6	8	11	10	346	6	36	3	4	0	2
5:30 PM	to	5:45 PM	7	311	11	38	3	4	3	19	6	350	6	27	3	11	5	4
5:45 PM	to	6:00 PM	4	236	13	33	5	2	3	7	1	347	10	12	2	4	0	7
6:00 PM	to	6:15 PM	6	222	19	43	7	1	5	8	7	397	6	29	3	4	1	2
6:15 PM	to	6:30 PM	4	255	18	32	4	5	1	9	8	335	2	32	6	5	2	0
6:30 PM	to	6:45 PM	2	237	12	57	6	1	4	11	13	276	3	32	2	5	0	1
6:45 PM	to	7:00 PM	4	214	11	43	1	1	6	7	7	278	4	51	4	5	1	3
PEAK HOURS																		
		Direction:	Southbound				Westbound				Northbound				Eastbound			
		Roadway:	**Wisconsin Ave.**				**Warren St.**				**Wisconsin Ave.**				**Warren St.**			
		Movement:	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
AM INTERSECTION PEAK HOUR																		
7:30 AM	to	8:30 AM	8	1816	28	117	11	15	56	8	8	887	3	91	40	47	7	12
PM INTERSECTION PEAK HOUR																		
5:15 PM	to	6:15 PM	19	1060	49	169	20	13	19	45	24	1440	28	104	11	23	6	15
AM SYSTEM PEAK HOUR													13					
7:45 AM	to	8:45 AM	9	1728	29	134	9	13	47	9	10	846	3	87	37	51	9	11
PM SYSTEM PEAK HOUR																		
5:15 PM	to	6:15 PM	19	1060	49	169	20	13	19	45	24	1440	28	104	11	23	6	15

PEAK HOUR FACOTRS	Southbound				Westbound				Northbound				Eastbound			
	Wisconsin Ave.				**Warren St.**				**Wisconsin Ave.**				**Warren St.**			
AM Peak Hour	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
AM PEAK HOUR	0.75	0.91	0.66	**0.92**	0.45	0.65	0.65	**0.69**	0.63	0.90	0.75	**0.90**	0.71	0.71	0.75	**0.73**
	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach	Right	Thru	Left	Approach
PM PEAK HOUR	0.68	0.85	0.64	**0.86**	0.71	0.54	0.59	**0.68**	0.60	0.91	0.70	**0.91**	0.92	0.52	0.30	**0.53**

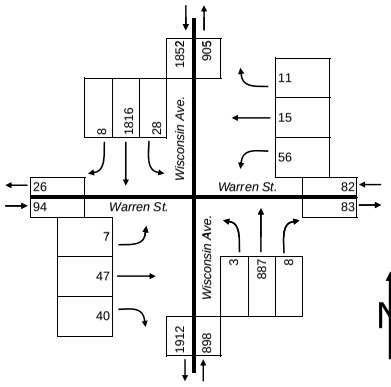
Overall AM PEAK HOUR FACTOR = **0.93** **Overall PM PEAK HOUR FACTOR** = **0.94**

AM Period Intersection Volume: 7233 **PM Period Intersection Volume:** 7088

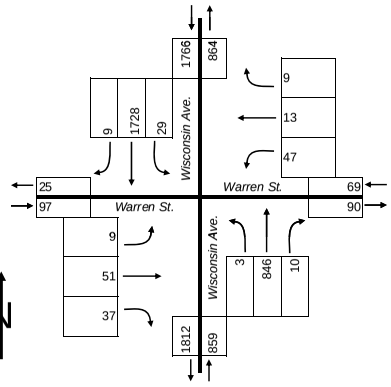
Date of Counts: Wednesday, September 28, 2011

AM Weather Conditions: Clear **PM Weather Conditions:** Clear

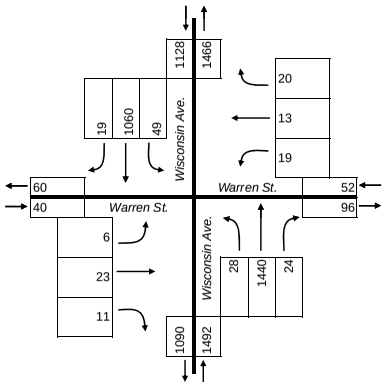
AM INTERSECTION PEAK VOLUMES



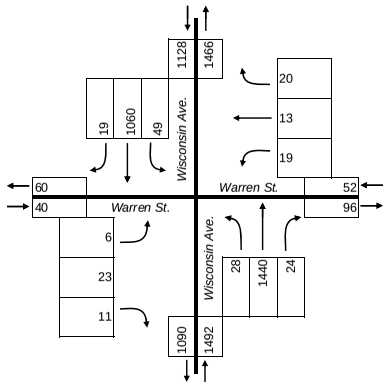
AM SYSTEM PEAK VOLUMES



PM INTERSECTION PEAK VOLUMES



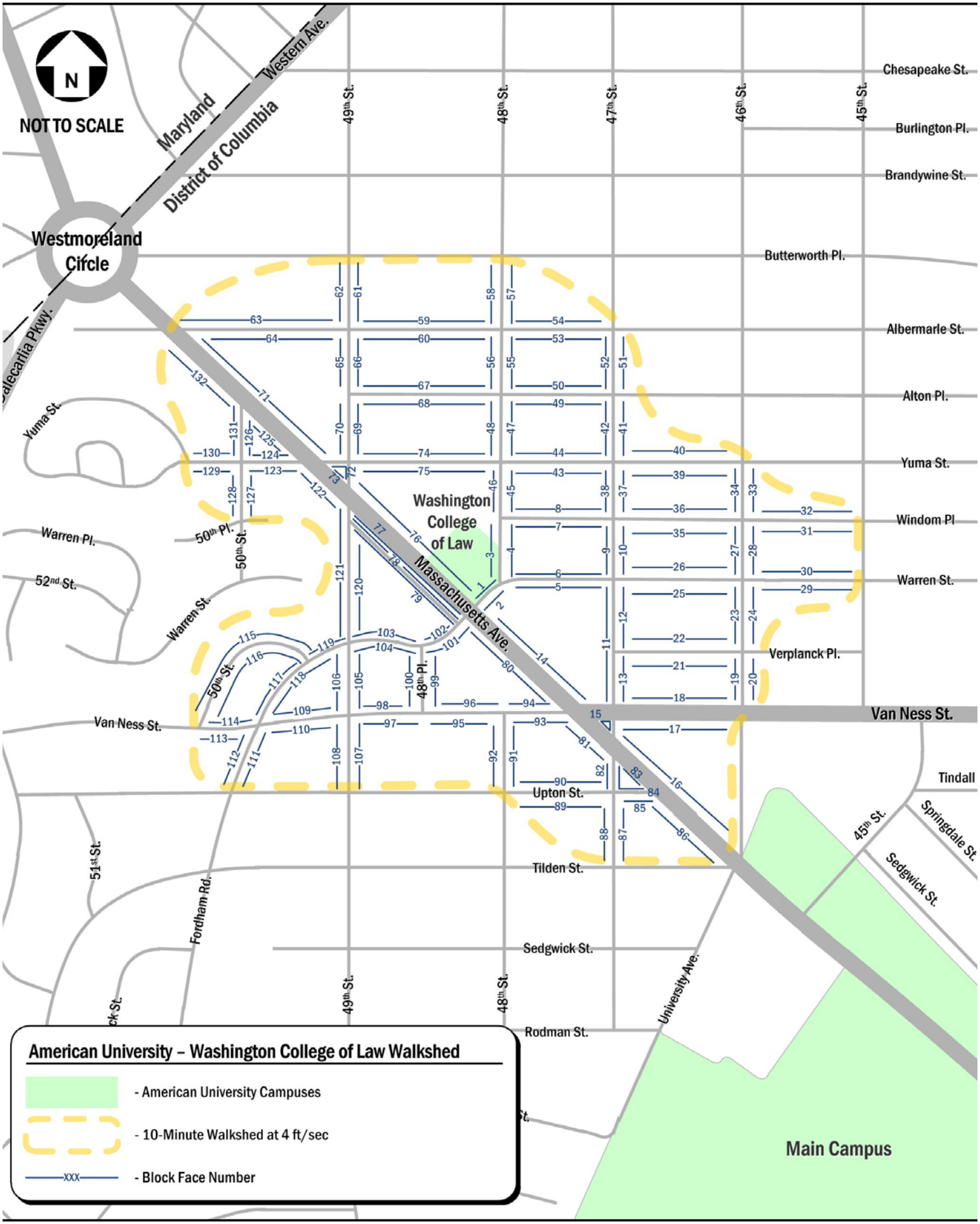
PM SYSTEM PEAK VOLUMES



APPENDIX B –
EXISTING WCL GARAGE COUNTS

	American University Trip Generation study			
	Job # 2211-001, BG002			
	Tuesday, September 13, 2011			
	Cars IN	Bicycles IN	Cars OUT	Bicycles OUT
6:30-6:45	0		0	
6:45-7:00	1		0	
7:00-7:15	0		2	
7:15-7:30	4		1	
7:30-7:45	8		0	
7:45-8:00	4		0	
8:00-8:15	6	4	0	
8:15-8:30	9	7	0	
8:30-8:45	12	7	0	
8:45-9:00	13	4	0	
9:00-9:15	16	1	0	
9:15-9:30	18	3	0	
3:45-4:00	11	0	6	3
4:00-4:15	6	0	8	1
4:15-4:30	2	1	11	
4:30-4:45	6	1	11	
4:45-5:00	12		11	1
5:00-5:15	17		10	5
5:15-5:30	11	2	10	
5:30-5:45	28	1	11	
5:45-6:00	21	1	14	2
6:00-6:15	11		9	2
6:15-6:30	5		10	6
6:30-6:45	2	1	11	2
6:45-7:00	3	1	13	3

APPENDIX C –
EXISTING ON-STREET PARKING COUNTS
WASHINGTON COLLEGE OF LAW


N
NOT TO SCALE
Maryland
District of Columbia
Western Ave.
Westmoreland Circle
Chesapeake St.
Burlington Pl.
Brandywine St.
Butterworth Pl.
Albermarle St.
Alton Pl.
Yuma St.
Windom Pl
Warren St.
Verplanck Pl.
Van Ness St.
Tindall
Upton St.
Tilden St.
Sedgwick St.
Rodman St.
Springdale St.
Sedgwick St.
49th St.
48th St.
47th St.
46th St.
45th St.
Yuma St.
Warren Pl.
52nd St.
50th Pl.
50th St.
Warren St.
Van Ness St.
48th Pl.
51st St.
Fordham Rd.
Massachusetts Ave.
University Ave.
Washington College of Law
Main Campus
American University – Washington College of Law Walkshed
- American University Campuses
- 10-Minute Walkshed at 4 ft/sec
- Block Face Number

Blockface	Inventory				Notes	Occupancy - 08/09/11				Occupancy - 10/04/11				Peak Hour Restrictions	
						Afternoon (2-4 pm)		Evening (7-9 pm)		Afternoon (2-4 pm)		Evening (7-9 pm)			
	Unres	Metered	RPP	Total		Zone 3 Permit	No Permit	Zone 3 Permit	No Permit	Zone 3 Permit	No Permit	Zone 3 Permit	No Permit	AM	PM
1					No Parking										
2					No Parking										
3					No Parking										
4	0	0	4	4	1	2	0	2	0	1	0	0	1		
5	0	0	12	12	1	4	1	3	1	2	1	5	0		
6	0	0	12	12	1	4	1	3	0	2	0	1	2		
7	0	0	13	13	1	5	0	4	0	4	0	7	0		
8	0	0	13	13	1	2	0	8	0	2	1	5	0		
9	0	0	5	5	1	1	0	2	0	1	0	2	0		
10	0	0	5	5	1	2	0	1	0						
11	0	0	17	17	1	4	0	5	0	4	0	5	0		
12	0	0	8	8	1	0	1	4	0	4	0	4	0		
13	0	0	7	7	1	3	0	1	0	3	0	3	0		
14	0	0	9	9	2Hrs, 7a to 4p	0	0	0	0	0	0	0	0		X
15					No Parking										X
16	7	0	0	7		5	0	9	0	1	5	4	3		X
17	0	0	15	15	1	3	0	7	0	5	0	7	0		
18	0	0	15	15	1	0	0	0	0	1	1	1	0		
19	10	0	0	10		4	1	4	3	2	3	2	1		
20	0	0	7	7	1	2	0	8	3	0	1	4	2		
21	0	0	18	18	1	8	0	9	1	2	1	6	1		
22	0	0	17	17	1	3	4	8	1	4	2	9	2		
23	0	0	4	4	1	1	0	4	3	0	0	2	0		
24	0	0	8	8	1	3	3	2	1	1	0	5	0		
25	0	0	18	18	1	7	0	9	1	7	0	11	0		
26	0	0	19	19	1	6	0	12	1	7	0	10	0		
27	0	0	7	7	1	2	0	4	0	4	1	5	1		
28	0	0	7	7	1	1	0	0	0	2	0	0	2		
29	0	0	18	18	1	4	0	12	2	6	1	10	2		
30	0	0	19	19	1	5	0	11	2	3	0	6	0		
31	0	0	19	19	1	3	1	9	3	9	0	10	1		
32	0	0	18	18	1	8	0	14	1	12	1	10	0		
33	0	0	7	7	1	0	0	4	0	0	0	0	0		
34	0	0	7	7	1	2	0	1	0	2	0	2	0		
35	0	0	18	18	1	5	0	11	0	10	1	15	0		
36	0	0	18	18	1	8	0	10	0	11	0	13	0		
37	0	0	3	3	1	1	1	1	0	1	0	1	0		
38	0	0	5	5	1	1	0	2	0	1	1	2	1		
39					No Parking										
40	0	0	17	17	1	8	0	11	2	0	0	12	2		
41	0	0	5	5	1	0	0	3	0	2	0	2	1		
42	0	0	7	7	1	2	0	1	0	0	1	1	0		
43					No Parking										

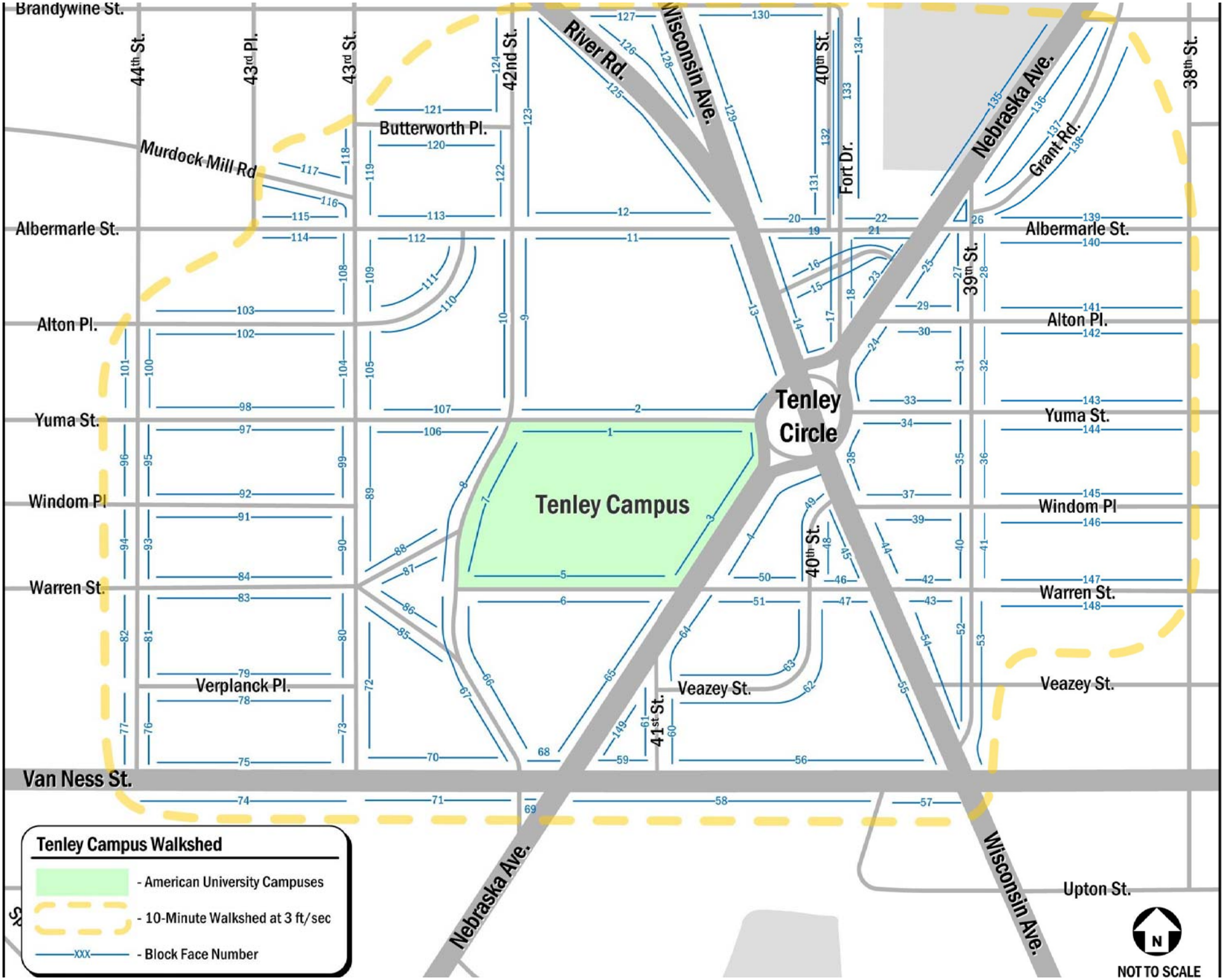
Blockface	Inventory				Notes	Occupancy - 08/09/11				Occupancy - 10/04/11				Peak Hour Restrictions	
						Afternoon (2-4 pm)		Evening (7-9 pm)		Afternoon (2-4 pm)		Evening (7-9 pm)			
	Unres	Metered	RPP	Total		Zone 3 Permit	No Permit	Zone 3 Permit	No Permit	Zone 3 Permit	No Permit	Zone 3 Permit	No Permit	AM	PM
44	0	0	15	15	1	8	0	11	1	7	1	8	0		
45					No Parking										
46	0	8	2	10	1	0	0	1	1	1	4	4	3		
47	0	0	6	6	1	1	0	2	0	2	1	2	1		
48	0	0	8	8	1	3	0	2	0	3	0	2	0		
49	0	0	16	16	1	2	1	7	1	6	4	7	1		
50	0	0	16	16	1	6	1	10	1	4	2	8	0		
51	0	0	5	5	1	0	0	0	0	0	0	0	0		
52	0	0	5	5	1	0	0	0	0	0	0	0	0		
53	0	0	0	17	1	5	1	6	0	1	1	3	1		
54	0	0	0	17	1	5	0	5	0	3	1	7	0		
55	0	0	6	6	1	2	0	1	0	0	2	0	0		
56	0	0	6	6	1	1	0	1	0	1	0	1	1		
57	0	0	7	7	1	2	0	3	0	4	0	4	0		
58	0	0	5	5	1	3	0	3	0	2	0	3	0		
59	0	0	26	26	1	7	0	6	3	6	2	6	2		
60	0	0	27	27	1	9	1	6	3	0	7	11	0		
61					No Parking										
62	0	0	12	12	1	1	0	1	0	0	1	1	2		
63	0	0	31	31	1	9	7	10	0	7	8	10	1		
64	0	0	32	32	1	3	7	7	1	5	8	6	0		
65	0	0	10	10	1	4	1	7	0	0	0	9	0		
66					No Parking										
67	0	0	20	20	1	9	3	10	0	12	0	9	0		
68	0	0	27	27	1	11	4	12	1	5	4	9	1		
69	4	0	5	9	1	0	6	0	0	0	0	0	0		
70					No Parking	6	3	6	1	3	4	0	0		
71	0	0	20	20	2Hrs, 7a to 4p	1	2	0	0	1	3	0	0		X
72					No Parking										
73					No Parking										X
74	0	0	21	21	1	2	9	2	8	7	10	8	13		
75					No Parking										
76					No Parking										X
77					No Parking									X	
78	0	22	0	22	1 Hr.	0	10	3	5	2	9	0	11		
79	3	21	0	24	1 Hr.	0	15	0	9	1	10	3	11		
80	0	0	21	21	2 Hrs. 9:30a to 8:30p	0	1	0	0	0	1	0	1	X	
81					No Parking									X	
82						2	0	2	0	2	0	2	0		
83					No Parking									X	
84	0	0	3	3	1	0	0	2	0	0	0	1	0		
85	0	0	5	5	1	1	0	1	1	0	1	0	0		
86					No Parking									X	

Blockface	Inventory					Occupancy - 08/09/11				Occupancy - 10/04/11				Peak Hour Restrictions	
						Afternoon (2-4 pm)		Evening (7-9 pm)		Afternoon (2-4 pm)		Evening (7-9 pm)			
	Unres	Metered	RPP	Total	Notes	Zone 3 Permit	No Permit	Zone 3 Permit	No Permit	Zone 3 Permit	No Permit	Zone 3 Permit	No Permit	AM	PM
87	9	0	0	9		1	4	0	6	0	8	0	7		
88	10	0	0	10		0	7	0	8	0	10	0	7		
89	16	0	0	16		0	7	0	8	0	6	0	5		
90	16	0	0	16		0	6	0	7	0	5	0	6		
91	9	0	0	9		0	4	0	2	0	4	0	2		
92	11	0	0	11		0	1	0	4	0	6	0	3		
93	0	0	9	9	1	3	1	3	0	0	0	2	0		
94	0	0	5	5	1	0	1	0	0	3	0	3	0		
95	0	0	8	8	1	3	0	2	0	2	1	1	1		
96	0	0	13	13	1	2	0	2	0	3	2	4	0		
97	0	0	6	6	1	0	0	0	0	0	0	2	0		
98	0	0	6	6	1	0	0	0	0	0	2	0	0		
99	0	0	8	8	1	1	0	0	1	1	4	1	0		
100	0	0	8	8	1	3	2	3	0	2	1	1	1		
101	0	0	6	6	1	1	2	1	1	4	1	3	1		
102	3	6	0	9	2hr. Meters	0	4	0	2	1	7	0	4		
103	3	6	0	9	2hr. Meters	0	5	0	1	0	7	1	4		
104	0	0	7	7	1	2	5	2	0	2	5	2	2		
105	0	0	11	11	1	2	1	2	0	3	1	1	0		
106	0	0	13	13	1	2	5	1	1	3	4	2	2		
107	0	0	9	9	1	3	1	4	1	3	1	4	1		
108	0	0	8	8	1	2	0	1	0	1	2	1	0		
109	0	0	13	13	1	3	0	3	0	2	0	3	0		
110	0	0	11	11	1	2	0	3	0	3	0	3	0		
111	0	0	9	9	1	0	2	0	1	0	0	2	1		
112	0	0	6	6	1	0	0	0	0	0	0	0	0		
113	7	0	0	7		0	2	0	2	0	3	0	1		
114	6	0	0	6		0	1	0	2	1	0	0	0		
115	0	0	25	25	1	3	0	3	0	6	2	8	0		
116	0	0	24	24	1	1	1	1	0	3	1	0	2		
117	0	0	11	11	1	1	0	0	0	0	2	0	1		
118	0	0	16	16	1	0	1	1	1	2	14	1	5		
119	0	0	3	3	1	0	0	0	0	1	1	0	0		
120	2	7	0	9	105' Loading Zone; 7a-6:30p	0	7	0	7	0	8	2	3		
121					No Parking										
122					No Parking									X	
123	0	7	0	7	1	0	7	1	1	2	2	0	1		
124					No Parking										
125					No Parking									X	
126					No Parking										
127	0	7	0	7	1	0	1	0	0	1	2	0	0		
128	0	0	17	17	1	8	6	2	2	6	3	0	3		
129	0	0	5	5	1	0	1	1	0	3	2	2	0		

Blockface	Inventory					Occupancy - 08/09/11				Occupancy - 10/04/11				Peak Hour Restrictions	
						Afternoon (2-4 pm)		Evening (7-9 pm)		Afternoon (2-4 pm)		Evening (7-9 pm)			
	Unres	Metered	RPP	Total	Notes	Zone 3 Permit	No Permit	Zone 3 Permit	No Permit	Zone 3 Permit	No Permit	Zone 3 Permit	No Permit	AM	PM
130	0	0	3	3	1	1	0	0	0	1	2	2	0		
131	0	0	8	8	1	0	5	3	1	4	4	4	0		
132					No Parking									X	
*	2	0	0	2	1	1	0	1	0	0	1	0	0		

* Third leg of the triangle the other two legs of which are labeled 83 and 84

APPENDIX D –
EXISTING ON-STREET PARKING COUNTS
TENLEY CAMPUS


Brandywine St.
44th St.
43rd Pl.
43rd St.
42nd St.
River Rd.
Wisconsin Ave.
40th St.
Fort Dr.
Nebraska Ave.
Grant Rd.
38th St.
Butterworth Pl.
Murdock Mill Rd
Albermarle St.
39th St.
Alton Pl.
Tenley Circle
Tenley Campus
Yuma St.
Windom Pl
Warren St.
Verplanck Pl.
Veazey St.
41st St.
Van Ness St.
Upton St.
Tenley Campus Walkshed
- American University Campuses
- 10-Minute Walkshed at 3 ft/sec
XXX - Block Face Number
N
NOT TO SCALE

Blockface	Inventory					Occupancy - 9/22/11				Peak Hour Restrictions	
						Afternoon (2-4 pm)		Evening (7-9 pm)			
	Unres	Metered	RPP	Taxi/ Zipcar	Notes	Zone 3 Permit	No Permit	Zone 3 Permit	No Permit	AM	PM
1	25				NP, Except Sundays 6:00AM to 1:00PM	0	0	0	0		
2	15		4		2 Hrs. 7:00AM-6:30PM M-F	4	11	4	9		
3	6					0	3	0	0	X	
4			13			0	0	0	0		X
5			29			2	0	0	1		
6	3		22		2 Hrs. 7:00AM to 6:30PM	3	2	3	1		
7					NP	0	0	0	0		
8			20			11	3	8	0		
9	12		9		15 min parking 7:30 to 9:30 AM, 2:30 to 4:30 PM School Days	11	8	12	5		
10			23			14	4	12	6		
11	22				NP 7:00AM to 5:00PM School Days	3	5	5	9		
12	5	10	6		2 hours 7:00AM to 6:30PM M-Sat.	2	3	1	4		
13	22					1	9	16	6		
14		8			2 Hr. meters, 3 Loading Zone Spaces	0	2	3	5		
15		4	8		2 Hrs. 7:00AM to 6:30PM	6	0	2	6		
16		5	9		2 Hrs. 7:00AM to 6:30PM	9	0	9	1		
17	8				(6) 3 Hrs. 7:00AM to 6:30PM, (2) 1 Hr. 7A to 6:30P	1	4	4	4		
18			6			4	2	1	5		
19		5				0	3	1	4	X	X
20		9			NP 7-9:30AM, 3-6:30PM, 2hr 930-3pm	0	3	2	5		
21			4		2 Hrs. 9:30AM to 4:00PM, except Zone 3	1	3	1	3	X	X
22					NP	0	0	0	0		
23					NP	3	2	0	0		
24					NP	0	0	0	0		
25	7				NP 7-9:30AM, 4-6:30PM	0	1	0	0	X	X
26					NP	0	0	0	0		
27			10			6	2	2	3		
28			8			6	1	7	0		
29			7			7	0	6	0		
30			7			0	2	1	1		
31			6			3	1	3	0		

Blockface	Inventory					Occupancy - 9/22/11				Peak Hour Restrictions	
						Afternoon (2-4 pm)		Evening (7-9 pm)			
	Unres	Metered	RPP	Taxi/ Zipcar	Notes	Zone 3 Permit	No Permit	Zone 3 Permit	No Permit	AM	PM
32			8			4	2	5	3		
33			12			9	1	3	1		
34			12			7	1	6	1		
35			6			1	2	1	1		
36			5			1	1	0	0		
37			8			1	5	1	4		
38	7				NP 4-6:30pm	0	0	0	2		
39			7			0	7	3	3		X
40	7					0	7	0	3		
41			7			2	2	4	2		
42		3			1 Hr. 7:00 AM to 6:30 PM, M-Sat.	0	2	1	1		
43	1	5			1 Hr. 7:00 AM to 6:30 PM, M-Sat.	0	3	1	3		
44					NP	1	0	0	0		
45	3				1 Hr. 9:30AM to 10:00PM M-F, 7:00AM to 10:00PM Sat.	0	0	0	0		
46	7					2	4	3	2		
47	7					1	5	1	4		
48				5	Taxi Stand	0	4	1	4		
49	9					1	8	4	2		
50			9		2 Hours, 7:00AM to 6:30PM	5	2	1	2		
51			9		2 Hours, 7:00AM to 6:30PM	3	6	4	1		
52		4	10		2 Hours, 7:00AM to 6:30PM	3	7	3	4		
53		6	10		2 Hours, 7:00AM to 6:30PM	5	9	2	7		
54		8			1 Hr. 7:00AM to 10:00PM	0	0	0	3		X
55		7			1 Hr. 9:30AM to 10:00PM M-F, 7:00AM to 10:00PM Sat.	0	0	0	3	X	X
56			12			7	0	4	6		
57					NP	0	0	0	0	X	
58					NP	0	0	0	0		
59			5			0	1	0	0		
60			6			0	0	0	0		
61			17			1	5	0	3		
62	9		10			6	8	10	4		

Blockface	Inventory					Occupancy - 9/22/11				Peak Hour Restrictions	
						Afternoon (2-4 pm)		Evening (7-9 pm)			
	Unres	Metered	RPP	Taxi/ Zipcar	Notes	Zone 3 Permit	No Permit	Zone 3 Permit	No Permit	AM	PM
63			21			5	2	5	5		
64	3		3			0	0	0	1	X	X
65	23					2	12	0	0	X	
66			22			0	0	0	0		
149	12					1	4	1	4		X
67			17			3	0	2	0		
68					NP	0	0	0	0		
69			3			0	0	0	0		
70			16			0	0	0	0		X
71			15			0	0	0	0	X	
72			21			2	4	4	1		
73			10			0	0	1	0		
74			25			2	0	0	0		
75			32			7	2	9	0		
76	8					0	0	0	0		
77	9					1	1	1	1		
78			28			11	3	11	1		
79			28			12	2	10	1		
80			11			1	2	3	1		
81	11					0	1	0	1		
82	11					2	2	2	1		
83	27					9	2	12	2		
84	29					11	3	8	2		
85			9			2	0	1	0		
86			8			0	0	0	0		
87			9			0	0	0	0		
88			10			0	0	0	0		
89			17			0	0	4	0		
90			6			4	2	2	0		
91	29					10	1	9	1		
92	28					11	2	8	0		

Blockface	Inventory					Occupancy - 9/22/11				Peak Hour Restrictions	
						Afternoon (2-4 pm)		Evening (7-9 pm)			
	Unres	Metered	RPP	Taxi/ Zipcar	Notes	Zone 3 Permit	No Permit	Zone 3 Permit	No Permit	AM	PM
93	8					3	1	0	1		
94	9					1	0	4	0		
95	9					3	1	2	1		
96	9					1	6	3	1		
97					NP	0	0	0	0		
98			28			17	2	11	1		
99			9			5	2	2	0		
100			10			2	0	2	1		
101			10			1	0	1	0		
102			28			13	1	15	2		
103			28			12	1	12	1		
104			9			5	1	2	1		
105			9			4	2	3	1		
106					NP	0	0	0	0		
107			16			12	4	7	2		
108			10			7	0	4	0		
109			8			7	1	1	2		
110			22			16	3	11	3		
111			20			18	2	9	2		
112			12			10	2	5	6		
113	9		9		NP 8-4 School Days (9)	9	2	7	11		
114			13			12	1	4	1		
115			11			8	2	4	0		
116					NP	0	0	0	0		
117			4			2	1	0	0		
118			10			3	4	4	0		
119			14			9	2	2	0		
120			15			9	6	7	3		
121			17			13	4	10	2		
122			12			6	4	6	5		
123		20			4 Hrs. 7:00AM-6:30PM M-Sat.	6	11	1	15		

Blockface	Inventory					Occupancy - 9/22/11				Peak Hour Restrictions	
						Afternoon (2-4 pm)		Evening (7-9 pm)			
	Unres	Metered	RPP	Taxi/ Zipcar	Notes	Zone 3 Permit	No Permit	Zone 3 Permit	No Permit	AM	PM
124			9			7	2	3	3		
125		10			2 Hrs. 7:00AM-6:30PM M-Sat.	0	5	0	7		
126		4			1Hr. 7:00AM to 10:00PM	0	2	0	0	X	
127	1	4			(4) 2 Hrs. 7:00AM to 10:00PM, (1) NP, 7:00AM to 6:30PM M-F	0	2	0	1		
128		4			2 Hrs. 7:00AM to 10:00PM	1	3	0	0		
129	7	6			2 Hrs. 7:00AM to 10:00PM	0	2	2	10		X
130		16			4 Hrs. 7:00AM-6:30PM M-Sat.	0	11	3	11		
131		11			2 Hrs. 7:00AM to 6:30PM	4	7	3	8		
132		24		2	4 Hrs. 7:00AM-6:30PM M-Sat.	4	15	7	11		
132					Carsharing						
133		22		3	2 Zipcar; 1, 15 minute standing	3	13	2	20		
133					7 Hrs. 8:30A to 3:30P, 7P-2A, 15 minute standing all other times						
134					NP	0	0	0	1		
135	29				NP 8:00AM to 4:00PM School Days	0	0	0	10	X	X
136	30				NP 7-9:30AM, 4-6:30PM	0	0	2	4	X	X
137					NP	0	0	0	0		
138			23			10	4	13	4		
139			16			7	0	5	0		
140			25			16	3	5	5		
141			24			9	1	12	1		
142			24			12	2	14	1		
143			25			5	3	5	2		
144			26			5	3	9	4		
145			27			10	2	12	2		
146			27			11	3	14	1		
147			27			4	5	14	7		
148			24			8	3	10	3		

APPENDIX E –
WCL ONLINE SURVEY

StartDate	EndDate	IP Address	What is your status with American University Washington College of Law?	What is your five digit zip code?	What time did you arrive on campus on Tuesday, April 13, 2010?	What time did you leave campus on Tuesday, April 13, 2010?	What was your primary method of travel to campus on Tuesday, April 13, 2010?	Where did you park?
04/13/2010	04/13/2010	147.9.197.86	Student	20016	10:00 to 10:59 a.m.	6:00 to 6:59 p.m.	Biked	
04/13/2010	04/13/2010	76.26.135.139	Student	20001	12:00 to 12:59 p.m.	9:00 to 9:59 p.m.	Biked	
04/13/2010	04/13/2010	209.48.253.226	Student	20010	3:00 to 3:59 p.m.	9:00 to 9:59 p.m.	Biked	
04/13/2010	04/13/2010	147.9.141.45	Student	20008	6:00 to 6:59 a.m.	6:00 to 6:59 p.m.	Biked	
04/13/2010	04/13/2010	98.231.178.75	Student	20016	6:00 to 6:59 p.m.	9:00 to 9:59 p.m.	Biked	
04/13/2010	04/13/2010	147.9.198.31	Student	20016	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Biked	
04/13/2010	04/13/2010	147.9.186.219	Student	20016	8:00 to 8:59 a.m.	After 10:00 p.m.	Biked	
04/13/2010	04/13/2010	147.9.141.54	Student	20009	8:00 to 8:59 a.m.	6:00 to 6:59 p.m.	Biked	
04/14/2010	04/14/2010	69.143.215.10	Student	20016	9:00 to 9:59 a.m.	8:00 to 8:59 p.m.	Biked	
04/13/2010	04/13/2010	147.9.189.12	Student	20010	9:00 to 9:59 a.m.	7:00 to 7:59 p.m.	Biked	
04/13/2010	04/13/2010	216.164.58.32	Student	20007	9:00 to 9:59 a.m.	1:00 to 1:59 p.m.	Biked	
04/14/2010	04/14/2010	74.96.126.183	Student	20016	10:00 to 10:59 a.m.	7:00 to 7:59 p.m.	Carpool rider or dropped off	
04/13/2010	04/13/2010	147.9.197.18	Student	20009	10:00 to 10:59 a.m.	After 10:00 p.m.	Carpool rider or dropped off	
04/13/2010	04/13/2010	147.9.196.57	Student	20008	10:00 to 10:59 a.m.	After 10:00 p.m.	Carpool rider or dropped off	
04/13/2010	04/13/2010	68.33.165.80	Student	20008	10:00 to 10:59 a.m.	After 10:00 p.m.	Carpool rider or dropped off	
04/13/2010	04/13/2010	68.50.168.97	Student	20001	12:00 to 12:59 p.m.	8:00 to 8:59 p.m.	Carpool rider or dropped off	
04/13/2010	04/13/2010	141.156.216.225	Student	20016	12:00 to 12:59 p.m.	After 10:00 p.m.	Carpool rider or dropped off	
04/13/2010	04/13/2010	147.9.198.87	Staff	20009	2:00 to 2:59 p.m.	After 10:00 p.m.	Carpool rider or dropped off	
04/14/2010	04/14/2010	208.58.4.236	Student	20008	4:00 to 4:59 p.m.	7:00 to 7:59 p.m.	Carpool rider or dropped off	
04/13/2010	04/13/2010	147.9.196.48	Student	20816	7:00 to 7:59 a.m.	3:00 to 3:59 p.m.	Carpool rider or dropped off	
04/13/2010	04/13/2010	147.9.186.252	Student	20816	7:00 to 7:59 a.m.	5:00 to 5:59 p.m.	Carpool rider or dropped off	
04/13/2010	04/13/2010	147.9.186.14	Student	20008	7:00 to 7:59 a.m.	8:00 to 8:59 p.m.	Carpool rider or dropped off	
04/14/2010	04/14/2010	147.9.186.120	Student	20016	8:00 to 8:59 a.m.	7:00 to 7:59 p.m.	Carpool rider or dropped off	
04/13/2010	04/13/2010	147.9.188.41	Student	20037	8:00 to 8:59 a.m.	8:00 to 8:59 p.m.	Carpool rider or dropped off	
04/13/2010	04/13/2010	147.9.188.11	Student	20816	8:00 to 8:59 a.m.	8:00 to 8:59 p.m.	Carpool rider or dropped off	
04/13/2010	04/13/2010	147.9.189.35	Student	20007	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Carpool rider or dropped off	
04/13/2010	04/13/2010	147.9.186.246	Student	20817	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Carpool rider or dropped off	
04/13/2010	04/13/2010	147.9.193.47	Student	20009	8:00 to 8:59 a.m.	3:00 to 3:59 p.m.	Carpool rider or dropped off	
04/13/2010	04/13/2010	147.9.197.12	Student	20007	8:00 to 8:59 a.m.	6:00 to 6:59 p.m.	Carpool rider or dropped off	
04/13/2010	04/13/2010	147.9.197.14	Student	20816	8:00 to 8:59 a.m.	8:00 to 8:59 p.m.	Carpool rider or dropped off	
04/13/2010	04/13/2010	147.9.188.43	Student	20007	8:00 to 8:59 a.m.	After 10:00 p.m.	Carpool rider or dropped off	
04/13/2010	04/13/2010	147.9.186.210	Student	20016	8:00 to 8:59 a.m.	8:00 to 8:59 p.m.	Carpool rider or dropped off	
04/13/2010	04/13/2010	147.9.186.12	Student	22209	8:00 to 8:59 a.m.	7:00 to 7:59 p.m.	Carpool rider or dropped off	
04/13/2010	04/13/2010	147.9.189.69	Student	20010	9:00 to 9:59 a.m.	9:00 to 9:59 p.m.	Carpool rider or dropped off	
04/13/2010	04/13/2010	147.9.135.33	Staff	20832	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Carpool rider or dropped off	
04/13/2010	04/13/2010	147.9.193.233	Student	20815	9:00 to 9:59 a.m.	4:00 to 4:59 p.m.	Carpool rider or dropped off	
04/13/2010	04/13/2010	147.9.146.12	Student	20851	9:00 to 9:59 a.m.	4:00 to 4:59 p.m.	Carpool rider or dropped off	
04/14/2010	04/14/2010	216.15.41.168	Student	20008	10:00 to 10:59 a.m.	7:00 to 7:59 p.m.	Drove a carpool	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.186.162	Student	20008	10:00 to 10:59 a.m.	6:00 to 6:59 p.m.	Drove a carpool	On-street
04/13/2010	04/13/2010	147.9.189.99	Student	20814	10:00 to 10:59 a.m.	7:00 to 7:59 p.m.	Drove a carpool	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.193.146	Student	20008	10:00 to 10:59 a.m.	12:00 to 12:59 p.m.	Drove a carpool	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.189.126	Student	20008	11:00 to 11:59 a.m.	6:00 to 6:59 p.m.	Drove a carpool	On-street
04/13/2010	04/13/2010	167.219.88.140	Student	22202	4:00 to 4:59 p.m.	7:00 to 7:59 p.m.	Drove a carpool	Massachusetts Avenue Garage
04/13/2010	04/13/2010	216.164.61.162	Student	20008	4:00 to 4:59 p.m.	After 10:00 p.m.	Drove a carpool	Massachusetts Avenue Garage
04/13/2010	04/13/2010	207.245.174.141	Student	20007	5:00 to 5:59 p.m.	After 10:00 p.m.	Drove a carpool	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.138.21	Staff	20735	6:00 to 6:59 a.m.	9:00 to 9:59 p.m.	Drove a carpool	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.135.141	Staff	20901	6:00 to 6:59 a.m.	2:00 to 2:59 p.m.	Drove a carpool	Katzen Garage
04/18/2010	04/18/2010	98.218.15.253	Adjunct Faculty	20016	6:00 to 6:59 p.m.	8:00 to 8:59 p.m.	Drove a carpool	On-street
04/14/2010	04/14/2010	147.9.143.106	Staff	20853	7:00 to 7:59 a.m.	5:00 to 5:59 p.m.	Drove a carpool	Massachusetts Avenue Garage
04/13/2010	04/13/2010	208.27.111.132	Student	20009	7:00 to 7:59 p.m.	After 10:00 p.m.	Drove a carpool	Massachusetts Avenue Garage
04/13/2010	04/13/2010	208.27.111.123	Student	20009	7:00 to 7:59 p.m.	After 10:00 p.m.	Drove a carpool	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.142.201	Staff	22203	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Drove a carpool	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.146.202	Staff	21075	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Drove a carpool	Yuma Lot
04/13/2010	04/13/2010	147.9.186.217	Student	20017	8:00 to 8:59 a.m.	3:00 to 3:59 p.m.	Drove a carpool	Katzen Garage
04/13/2010	04/13/2010	147.9.197.6	Student	20874	8:00 to 8:59 a.m.	2:00 to 2:59 p.m.	Drove a carpool	On-street
04/14/2010	04/14/2010	147.9.199.67	Student	20816	9:00 to 9:59 a.m.	6:00 to 6:59 p.m.	Drove a carpool	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.142.11	Staff	22204	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Drove a carpool	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.186.61	Student	20002	9:00 to 9:59 a.m.	After 10:00 p.m.	Drove a carpool	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.188.104	Student	20815	9:00 to 9:59 a.m.	4:00 to 4:59 p.m.	Drove a carpool	Massachusetts Avenue Garage
04/13/2010	04/13/2010	97.129.242.35	Student	20009	9:00 to 9:59 a.m.	8:00 to 8:59 p.m.	Drove a carpool	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.188.57	Student	20008	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Drove a carpool	Massachusetts Avenue Garage

StartDate	EndDate	IP Address	What is your status with American University Washington College of Law?	What is your five digit zip code?	What time did you arrive on campus on Tuesday, April 13, 2010?	What time did you leave campus on Tuesday, April 13, 2010?	What was your primary method of travel to campus on Tuesday, April 13, 2010?	Where did you park?	
04/18/2010	04/18/2010	147.9.135.27	Student	20017	1:00 to 1:59 p.m.	After 10:00 p.m.	Drove alone	Massachusetts Avenue Garage	
04/14/2010	04/14/2010	69.143.213.156	Student	22043	1:00 to 1:59 p.m.	5:00 to 5:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/14/2010	04/14/2010	98.204.70.82	Student	20015	1:00 to 1:59 p.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.138.43	Faculty	20902	1:00 to 1:59 p.m.	8:00 to 8:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.198.98	Student	20003	1:00 to 1:59 p.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.135.68	Staff	20011	1:00 to 1:59 p.m.	9:00 to 9:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.186.193	Student	20009	1:00 to 1:59 p.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.198.101	Student	20003	1:00 to 1:59 p.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	151.200.61.209	Student	20816	1:00 to 1:59 p.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	74.96.34.214	Student	20001	1:00 to 1:59 p.m.	8:00 to 8:59 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	70.17.65.35	Student	22201	1:00 to 1:59 p.m.	5:00 to 5:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	98.231.184.5	Student	22314	1:00 to 1:59 p.m.	2:00 to 2:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	69.243.108.158	Student	22201	1:00 to 1:59 p.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	71.206.9.176	Student	20852	1:00 to 1:59 p.m.	2:00 to 2:59 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	76.21.212.77	Student	20005	1:00 to 1:59 p.m.	7:00 to 7:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	76.111.29.222	Student	20002	1:00 to 1:59 p.m.	5:00 to 5:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	96.231.5.200	Student	20816	1:00 to 1:59 p.m.	3:00 to 3:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/16/2010	04/16/2010	68.50.102.42	Student	22209	10:00 to 10:59 a.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/15/2010	04/15/2010	147.9.140.58	Student	20815	10:00 to 10:59 a.m.	7:00 to 7:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/14/2010	04/14/2010	147.9.138.58	Faculty	22205	10:00 to 10:59 a.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.138.23	Faculty	20003	10:00 to 10:59 a.m.	7:00 to 7:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	216.15.57.245	Student	20008	10:00 to 10:59 a.m.	4:00 to 4:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.149.65	Faculty	20906	10:00 to 10:59 a.m.	4:00 to 4:59 p.m.	Drove alone	4910 Lot	
04/13/2010	04/13/2010	147.9.140.60	Student	20816	10:00 to 10:59 a.m.	After 10:00 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.139.19	Staff	20850	10:00 to 10:59 a.m.	7:00 to 7:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.138.49	Faculty	20008	10:00 to 10:59 a.m.	9:00 to 9:59 a.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.140.30	Faculty	20016	10:00 to 10:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.192.18	Staff	20874	10:00 to 10:59 a.m.	6:00 to 6:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.135.59	Faculty	22204	10:00 to 10:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.135.32	Faculty	20814	10:00 to 10:59 a.m.	6:00 to 6:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	64.12.117.8	Adjunct Faculty	20852	10:00 to 10:59 a.m.	1:00 to 1:59 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	147.9.136.66	Staff	20770	10:00 to 10:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Other off street lot (please specify)	I work at the SuperFresh
04/13/2010	04/13/2010	72.245.122.132	Student	20814	10:00 to 10:59 a.m.	6:00 to 6:59 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	147.9.192.16	Staff	22101	10:00 to 10:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.137.13	Student	20002	10:00 to 10:59 a.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.186.145	Student	20016	10:00 to 10:59 a.m.	After 10:00 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	147.9.198.147	Student	22043	10:00 to 10:59 a.m.	8:00 to 8:59 p.m.	Drove alone	Katzen Garage	
04/13/2010	04/13/2010	147.9.188.138	Student	20016	10:00 to 10:59 a.m.	3:00 to 3:59 p.m.	Drove alone	Other off street lot (please specify)	Not sure of the name. I parked
04/13/2010	04/13/2010	147.9.198.130	Student	20015	10:00 to 10:59 a.m.	8:00 to 8:59 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	147.9.197.99	Student	20008	10:00 to 10:59 a.m.	3:00 to 3:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.188.126	Student	20009	10:00 to 10:59 a.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.193.236	Student	20815	10:00 to 10:59 a.m.	6:00 to 6:59 p.m.	Drove alone	Katzen Garage	
04/13/2010	04/13/2010	166.137.9.246	Student	20854	10:00 to 10:59 a.m.	After 10:00 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	76.114.212.146	Student	20007	10:00 to 10:59 a.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	67.208.160.181	Student	20008	10:00 to 10:59 a.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	208.59.126.48	Student	20008	10:00 to 10:59 a.m.	After 10:00 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	66.44.126.124	Student	20008	10:00 to 10:59 a.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	166.137.10.231	Student	20015	10:00 to 10:59 a.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	207.172.80.11	Student	20009	10:00 to 10:59 a.m.	1:00 to 1:59 p.m.	Drove alone	Katzen Garage	
04/13/2010	04/13/2010	208.58.6.116	Student	20008	10:00 to 10:59 a.m.	7:00 to 7:59 p.m.	Drove alone	Katzen Garage	
04/13/2010	04/13/2010	68.33.219.54	Student	20016	10:00 to 10:59 a.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	208.58.6.188	Student	20008	10:00 to 10:59 a.m.	3:00 to 3:59 p.m.	Drove alone	4910 Lot	
04/13/2010	04/13/2010	68.49.206.55	Student	20005	10:00 to 10:59 a.m.	7:00 to 7:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/15/2010	04/15/2010	69.143.212.254	Faculty	20016	11:00 to 11:59 a.m.	11:00 to 11:59 a.m.	Drove alone	Superfresh Lot	
04/14/2010	04/14/2010	98.169.102.32	Adjunct Faculty	22101	11:00 to 11:59 a.m.	1:00 to 1:59 p.m.	Drove alone	Superfresh Lot	
04/14/2010	04/14/2010	138.88.113.191	Adjunct Faculty	20016	11:00 to 11:59 a.m.	7:00 to 7:59 p.m.	Drove alone	Superfresh Lot	
04/13/2010	04/13/2010	147.9.186.55	Student	20816	11:00 to 11:59 a.m.	After 10:00 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.186.134	Student	20008	11:00 to 11:59 a.m.	After 10:00 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.141.92	Faculty	20016	11:00 to 11:59 a.m.	6:00 to 6:59 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	147.9.135.54	Faculty	22003	11:00 to 11:59 a.m.	4:00 to 4:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.141.138	Faculty	21212	11:00 to 11:59 a.m.	9:00 to 9:59 p.m.	Drove alone	Yuma Lot	

StartDate	EndDate	IP Address	What is your status with American University Washington College of Law?	What is your five digit zip code?	What time did you arrive on campus on Tuesday, April 13, 2010?	What time did you leave campus on Tuesday, April 13, 2010?	What was your primary method of travel to campus on Tuesday, April 13, 2010?	Where did you park?
04/13/2010	04/13/2010	64.12.117.8	Faculty	20912	11:00 to 11:59 a.m.	9:00 to 9:59 p.m.	Drove alone	Yuma Lot
04/13/2010	04/13/2010	147.9.142.30	Faculty	20815	11:00 to 11:59 a.m.	6:00 to 6:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.189.20	Student	20016	11:00 to 11:59 a.m.	8:00 to 8:59 p.m.	Drove alone	On-street
04/13/2010	04/13/2010	147.9.197.109	Student	21043	11:00 to 11:59 a.m.	After 10:00 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	69.138.244.2	Student	20854	11:00 to 11:59 a.m.	3:00 to 3:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	208.58.3.46	Student	20016	11:00 to 11:59 a.m.	After 10:00 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	72.83.136.207	Student	20816	11:00 to 11:59 a.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/19/2010	04/19/2010	147.9.198.26	Student	20016	12:00 to 12:59 p.m.	5:00 to 5:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	70.21.115.104	Student	20910	12:00 to 12:59 p.m.	After 10:00 p.m.	Drove alone	4910 Lot
04/13/2010	04/13/2010	147.9.142.29	Faculty	20816	12:00 to 12:59 p.m.	6:00 to 6:59 p.m.	Drove alone	Yuma Lot
04/13/2010	04/13/2010	147.9.197.61	Student	20008	12:00 to 12:59 p.m.	3:00 to 3:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	68.34.67.120	Student	20008	12:00 to 12:59 p.m.	7:00 to 7:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	166.137.11.226	Student	20010	12:00 to 12:59 p.m.	9:00 to 9:59 p.m.	Drove alone	On-street
04/13/2010	04/13/2010	98.204.91.173	Student	20903	12:00 to 12:59 p.m.	9:00 to 9:59 p.m.	Drove alone	4910 Lot
04/13/2010	04/13/2010	208.58.67.42	Student	20016	12:00 to 12:59 p.m.	5:00 to 5:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	68.55.54.96	Student	20016	12:00 to 12:59 p.m.	5:00 to 5:59 p.m.	Drove alone	On-street
04/13/2010	04/13/2010	68.55.123.192	Student	20007	12:00 to 12:59 p.m.	7:00 to 7:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	68.167.105.58	Student	20008	12:00 to 12:59 p.m.	6:00 to 6:59 p.m.	Drove alone	On-street
04/13/2010	04/13/2010	72.37.171.116	Student	20002	12:00 to 12:59 p.m.	6:00 to 6:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/14/2010	04/14/2010	70.108.11.103	Adjunct Faculty	20815	2:00 to 2:59 p.m.	4:00 to 4:59 p.m.	Drove alone	Superfresh Lot
04/13/2010	04/13/2010	147.9.199.7	Student	20171	2:00 to 2:59 p.m.	5:00 to 5:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	207.172.88.50	Student	20012	2:00 to 2:59 p.m.	7:00 to 7:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	151.207.242.4	Student	20002	2:00 to 2:59 p.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	216.15.60.190	Student	20016	2:00 to 2:59 p.m.	5:00 to 5:59 p.m.	Drove alone	On-street
04/13/2010	04/13/2010	12.182.23.227	Student	22201	2:00 to 2:59 p.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/18/2010	04/18/2010	76.114.196.23	Student	20009	3:00 to 3:59 p.m.	5:00 to 5:59 p.m.	Drove alone	On-street
04/14/2010	04/14/2010	208.118.191.130	Adjunct Faculty	20008	3:00 to 3:59 p.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/14/2010	04/14/2010	98.218.79.254	Student	20002	3:00 to 3:59 p.m.	7:00 to 7:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/14/2010	04/14/2010	74.96.35.58	Student	20008	3:00 to 3:59 p.m.	7:00 to 7:59 p.m.	Drove alone	On-street
04/13/2010	04/13/2010	69.3.80.34	Adjunct Faculty	20015	3:00 to 3:59 p.m.	6:00 to 6:59 p.m.	Drove alone	Superfresh Lot
04/13/2010	04/13/2010	208.59.160.203	Student	20008	3:00 to 3:59 p.m.	6:00 to 6:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	64.32.218.49	Student	22302	3:00 to 3:59 p.m.	6:00 to 6:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/15/2010	04/15/2010	208.27.111.123	Adjunct Faculty	20770	4:00 to 4:59 p.m.	7:00 to 7:59 p.m.	Drove alone	Superfresh Lot
04/14/2010	04/14/2010	72.83.98.101	Student	20854	4:00 to 4:59 p.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/14/2010	04/14/2010	64.12.117.8	Adjunct Faculty	20878	4:00 to 4:59 p.m.	7:00 to 7:59 p.m.	Drove alone	Yuma Lot
04/13/2010	04/13/2010	147.9.135.79	Staff	22003	4:00 to 4:59 p.m.	8:00 to 8:59 p.m.	Drove alone	Katzen Garage
04/13/2010	04/13/2010	63.139.45.18	Adjunct Faculty	22301	4:00 to 4:59 p.m.	8:00 to 8:59 p.m.	Drove alone	Yuma Lot
04/13/2010	04/13/2010	72.83.143.217	Adjunct Faculty	20910	4:00 to 4:59 p.m.	7:00 to 7:59 p.m.	Drove alone	Yuma Lot
04/13/2010	04/13/2010	209.183.246.97	Student	20111	4:00 to 4:59 p.m.	7:00 to 7:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	151.207.242.4	Student	20745	4:00 to 4:59 p.m.	After 10:00 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	68.163.72.83	Student	22302	4:00 to 4:59 p.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	69.255.216.9	Student	20002	4:00 to 4:59 p.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	68.33.166.156	Student	20740	4:00 to 4:59 p.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	69.250.47.81	Student	20190	4:00 to 4:59 p.m.	8:00 to 8:59 p.m.	Drove alone	Katzen Garage
04/13/2010	04/13/2010	76.111.101.55	Student	20904	4:00 to 4:59 p.m.	After 10:00 p.m.	Drove alone	On-street
04/13/2010	04/13/2010	198.70.8.13	Student	20832	4:00 to 4:59 p.m.	After 10:00 p.m.	Drove alone	Katzen Garage
04/13/2010	04/13/2010	147.9.193.16	Student	20016	4:00 to 4:59 p.m.	After 10:00 p.m.	Drove alone	Massachusetts Avenue Garage
04/18/2010	04/18/2010	98.204.72.178	Student	20007	5:00 to 5:59 p.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/15/2010	04/15/2010	205.156.36.15	Student	20010	5:00 to 5:59 p.m.	7:00 to 7:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/14/2010	04/14/2010	147.9.141.136	Student	22304	5:00 to 5:59 p.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/14/2010	04/14/2010	98.233.36.222	Student	20008	5:00 to 5:59 p.m.	After 10:00 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.186.77	Student	20186	5:00 to 5:59 p.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.141.97	Faculty	20011	5:00 to 5:59 p.m.	9:00 to 9:59 p.m.	Drove alone	Yuma Lot
04/13/2010	04/13/2010	147.9.141.145	Student	22301	5:00 to 5:59 p.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	173.73.121.131	Adjunct Faculty	20009	5:00 to 5:59 p.m.	7:00 to 7:59 p.m.	Drove alone	Superfresh Lot
04/13/2010	04/13/2010	68.48.42.80	Student	20902	5:00 to 5:59 p.m.	7:00 to 7:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	143.231.249.141	Student	22311	5:00 to 5:59 p.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	149.101.1.119	Student	22042	5:00 to 5:59 p.m.	7:00 to 7:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	98.218.255.180	Student	20877	5:00 to 5:59 p.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	205.156.36.13	Student	20912	5:00 to 5:59 p.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	140.185.96.57	Student	20016	5:00 to 5:59 p.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage

StartDate	EndDate	IP Address	What is your status with American University Washington College of Law?	What is your five digit zip code?	What time did you arrive on campus on Tuesday, April 13, 2010?	What time did you leave campus on Tuesday, April 13, 2010?	What was your primary method of travel to campus on Tuesday, April 13, 2010?	Where did you park?	
04/13/2010	04/13/2010	76.21.214.19	Student	20009	5:00 to 5:59 p.m.	8:00 to 8:59 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	12.160.58.237	Student	20009	5:00 to 5:59 p.m.	9:00 to 9:59 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	208.76.119.66	Student	20906	5:00 to 5:59 p.m.	7:00 to 7:59 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	65.207.69.2	Student	20009	5:00 to 5:59 p.m.	After 10:00 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	151.207.242.4	Student	22314	5:00 to 5:59 p.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	208.118.160.242	Student	20008	5:00 to 5:59 p.m.	7:00 to 7:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	38.105.190.135	Student	20171	5:00 to 5:59 p.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	151.207.244.4	Student	20011	5:00 to 5:59 p.m.	9:00 to 9:59 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	12.160.62.66	Student	22201	5:00 to 5:59 p.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	208.27.111.123	Student	20009	5:00 to 5:59 p.m.	9:00 to 9:59 p.m.	Drove alone	4910 Lot	
04/13/2010	04/13/2010	68.50.176.107	Student	20009	5:00 to 5:59 p.m.	9:00 to 9:59 p.m.	Drove alone	4910 Lot	
04/13/2010	04/13/2010	74.96.27.220	Student	20817	5:00 to 5:59 p.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/15/2010	04/15/2010	147.9.140.17	Faculty	20817	6:00 to 6:59 a.m.	3:00 to 3:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.139.23	Faculty	20816	6:00 to 6:59 a.m.	6:00 to 6:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.186.39	Student	22303	6:00 to 6:59 a.m.	After 10:00 p.m.	Drove alone	Katzen Garage	
04/14/2010	04/14/2010	147.9.136.38	Student	20011	6:00 to 6:59 p.m.	9:00 to 9:59 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	69.255.251.29	Student	20016	6:00 to 6:59 p.m.	7:00 to 7:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	166.137.8.96	Student	20024	6:00 to 6:59 p.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	128.150.117.96	Student	22205	6:00 to 6:59 p.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	143.231.249.141	Student	20008	6:00 to 6:59 p.m.	After 10:00 p.m.	Drove alone	Massachusetts Avenue Garage	
04/15/2010	04/15/2010	147.9.135.12	Staff	20007	7:00 to 7:59 a.m.	12:00 to 12:59 p.m.	Drove alone	Katzen Garage	
04/14/2010	04/14/2010	147.9.142.12	Staff	20906	7:00 to 7:59 a.m.	7:00 to 7:59 p.m.	Drove alone	Yuma Lot	
04/14/2010	04/14/2010	147.9.199.10	Student	20772	7:00 to 7:59 a.m.	8:00 to 8:59 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	71.163.238.86	Faculty	20817	7:00 to 7:59 a.m.	3:00 to 3:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.149.17	Staff	22181	7:00 to 7:59 a.m.	5:00 to 5:59 p.m.	Drove alone	4910 Lot	
04/13/2010	04/13/2010	147.9.145.23	Staff	20020	7:00 to 7:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.140.19	Staff	22042	7:00 to 7:59 a.m.	4:00 to 4:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.135.13	Staff	20902	7:00 to 7:59 a.m.	3:00 to 3:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/15/2010	147.9.135.50	Faculty	20016	7:00 to 7:59 a.m.	4:00 to 4:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.140.25	Faculty	20902	7:00 to 7:59 a.m.	After 10:00 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.138.24	Faculty	20817	7:00 to 7:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.141.91	Faculty	20814	7:00 to 7:59 a.m.	8:00 to 8:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.135.23	Staff	20016	7:00 to 7:59 a.m.	3:00 to 3:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.186.243	Student	20015	7:00 to 7:59 a.m.	4:00 to 4:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/14/2010	04/14/2010	74.96.91.125	Student	22201	7:00 to 7:59 p.m.	After 10:00 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	74.96.27.220	Adjunct Faculty	20016	7:00 to 7:59 p.m.	After 10:00 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	66.208.24.250	Student	20016	7:00 to 7:59 p.m.	After 10:00 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	149.79.35.227	Adjunct Faculty	22204	7:00 to 7:59 p.m.	After 10:00 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	149.101.1.117	Adjunct Faculty	22201	7:00 to 7:59 p.m.	After 10:00 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	38.103.27.10	Adjunct Faculty	20007	7:00 to 7:59 p.m.	After 10:00 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	65.222.202.205	Student	22207	7:00 to 7:59 p.m.	After 10:00 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	76.114.205.241	Student	20814	7:00 to 7:59 p.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	68.55.186.199	Student	20007	7:00 to 7:59 p.m.	After 10:00 p.m.	Drove alone	Massachusetts Avenue Garage	
04/14/2010	04/14/2010	147.9.188.169	Student	20008	8:00 p.m.or after	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	68.33.107.227	Student	22302	8:00 p.m.or after	After 10:00 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	208.58.206.212	Student	20007	8:00 p.m.or after	9:00 to 9:59 p.m.	Drove alone	On-street	
04/19/2010	04/19/2010	147.9.188.33	Student	20814	8:00 to 8:59 a.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/17/2010	04/17/2010	147.9.189.36	Student	20016	8:00 to 8:59 a.m.	After 10:00 p.m.	Drove alone	Massachusetts Avenue Garage	
04/16/2010	04/16/2010	147.9.136.24	Faculty	20878	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Yuma Lot	
04/16/2010	04/16/2010	147.9.139.46	Faculty	20016	8:00 to 8:59 a.m.	7:00 to 7:59 p.m.	Drove alone	Yuma Lot	
04/14/2010	04/14/2010	147.9.139.13	Faculty	20814	8:00 to 8:59 a.m.	3:00 to 3:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/14/2010	04/14/2010	216.164.61.243	Student	20008	8:00 to 8:59 a.m.	7:00 to 7:59 p.m.	Drove alone	Other off street lot (please specify)	I rent a nearby resident's garag
04/14/2010	04/14/2010	68.50.168.207	Student	20007	8:00 to 8:59 a.m.	8:00 to 8:59 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	207.172.145.39	Faculty	20001	8:00 to 8:59 a.m.	6:00 to 6:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.135.61	Staff	22003	8:00 to 8:59 a.m.	7:00 to 7:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.140.22	Student	20009	8:00 to 8:59 a.m.	7:00 to 7:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.196.74	Student	20010	8:00 to 8:59 a.m.	After 10:00 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	147.9.139.212	Staff	20010	8:00 to 8:59 a.m.	6:00 to 6:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.199.18	Student	20011	8:00 to 8:59 a.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.139.61	Faculty	20910	8:00 to 8:59 a.m.	4:00 to 4:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.138.19	Faculty	20009	8:00 to 8:59 a.m.	6:00 to 6:59 p.m.	Drove alone	Massachusetts Avenue Garage	

StartDate	EndDate	IP Address	What is your status with American University Washington College of Law?	What is your five digit zip code?	What time did you arrive on campus on Tuesday, April 13, 2010?	What time did you leave campus on Tuesday, April 13, 2010?	What was your primary method of travel to campus on Tuesday, April 13, 2010?	Where did you park?
04/13/2010	04/13/2010	147.9.135.72	Faculty	22031	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Yuma Lot
04/13/2010	04/13/2010	108.56.181.229	Adjunct Faculty	20814	8:00 to 8:59 a.m.	11:00 to 11:59 a.m.	Drove alone	Yuma Lot
04/13/2010	04/13/2010	147.9.137.11	Faculty	20878	8:00 to 8:59 a.m.	4:00 to 4:59 p.m.	Drove alone	Yuma Lot
04/13/2010	04/13/2010	147.9.137.17	Staff	22182	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Yuma Lot
04/13/2010	04/13/2010	147.9.139.38	Staff	22101	8:00 to 8:59 a.m.	6:00 to 6:59 p.m.	Drove alone	Yuma Lot
04/13/2010	04/16/2010	147.9.141.82	Staff	20112	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Yuma Lot
04/13/2010	04/13/2010	216.207.71.1	Adjunct Faculty	20009	8:00 to 8:59 a.m.	10:00 to 10:59 a.m.	Drove alone	Yuma Lot
04/13/2010	04/13/2010	147.9.141.208	Staff	20903	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Yuma Lot
04/13/2010	04/13/2010	147.9.140.63	Staff	20815	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Yuma Lot
04/13/2010	04/13/2010	147.9.140.20	Faculty	20008	8:00 to 8:59 a.m.	3:00 to 3:59 p.m.	Drove alone	Yuma Lot
04/13/2010	04/13/2010	147.9.139.44	Faculty	20011	8:00 to 8:59 a.m.	6:00 to 6:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.135.87	Faculty	20852	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Yuma Lot
04/13/2010	04/13/2010	147.9.149.83	Staff	20010	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Drove alone	On-street
04/13/2010	04/13/2010	147.9.149.63	Staff	20878	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Drove alone	4910 Lot
04/13/2010	04/13/2010	147.9.140.32	Staff	20008	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Drove alone	On-street
04/13/2010	04/13/2010	147.9.138.28	Staff	20008	8:00 to 8:59 a.m.	6:00 to 6:59 p.m.	Drove alone	Yuma Lot
04/13/2010	04/13/2010	147.9.141.63	Staff	20782	8:00 to 8:59 a.m.	3:00 to 3:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.142.17	Staff	20901	8:00 to 8:59 a.m.	4:00 to 4:59 p.m.	Drove alone	Yuma Lot
04/13/2010	04/13/2010	147.9.141.121	Staff	22043	8:00 to 8:59 a.m.	6:00 to 6:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.139.37	Staff	20816	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Katzen Garage
04/13/2010	04/13/2010	68.49.208.138	Student	20815	8:00 to 8:59 a.m.	7:00 to 7:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.188.21	Student	20003	8:00 to 8:59 a.m.	8:00 to 8:59 p.m.	Drove alone	Katzen Garage
04/13/2010	04/13/2010	69.250.148.61	Student	20017	8:00 to 8:59 a.m.	8:00 to 8:59 p.m.	Drove alone	Katzen Garage
04/13/2010	04/13/2010	147.9.188.125	Student	22302	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Drove alone	On-street
04/13/2010	04/14/2010	147.9.141.86	Student	20854	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Katzen Garage
04/13/2010	04/13/2010	147.9.186.24	Student	20814	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.188.46	Student	22202	8:00 to 8:59 a.m.	After 10:00 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.196.40	Student	20010	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Katzen Garage
04/13/2010	04/13/2010	147.9.198.51	Student	20854	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Drove alone	On-street
04/13/2010	04/13/2010	147.9.193.92	Student	20037	8:00 to 8:59 a.m.	7:00 to 7:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.141.77	Student	20008	8:00 to 8:59 a.m.	6:00 to 6:59 p.m.	Drove alone	On-street
04/13/2010	04/13/2010	147.9.141.48	Student	20878	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.141.57	Student	22066	8:00 to 8:59 a.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.188.47	Student	20815	8:00 to 8:59 a.m.	9:00 to 9:59 p.m.	Drove alone	On-street
04/13/2010	04/13/2010	147.9.196.25	Student	20010	8:00 to 8:59 a.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.193.50	Student	20015	8:00 to 8:59 a.m.	4:00 to 4:59 p.m.	Drove alone	Yuma Lot
04/13/2010	04/13/2010	147.9.139.32	Staff	20816	8:00 to 8:59 a.m.	8:00 to 8:59 p.m.	Drove alone	4910 Lot
04/13/2010	04/13/2010	147.9.149.20	Staff	20904	8:00 to 8:59 a.m.	After 10:00 p.m.	Drove alone	Katzen Garage
04/13/2010	04/13/2010	147.9.189.36	Student	20009	8:00 to 8:59 a.m.	7:00 to 7:59 p.m.	Drove alone	On-street
04/13/2010	04/13/2010	207.172.92.165	Student	20008	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Drove alone	On-street
04/13/2010	04/13/2010	147.9.186.214	Student	20878	8:00 to 8:59 a.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.188.24	Student	20005	8:00 to 8:59 a.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.198.13	Student	20009	8:00 to 8:59 a.m.	After 10:00 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.141.131	Student	20008	8:00 to 8:59 a.m.	8:00 to 8:59 p.m.	Drove alone	Katzen Garage
04/13/2010	04/13/2010	147.9.189.43	Student	20005	8:00 to 8:59 a.m.	3:00 to 3:59 p.m.	Drove alone	On-street
04/13/2010	04/13/2010	147.9.186.215	Student	20016	8:00 to 8:59 a.m.	4:00 to 4:59 p.m.	Drove alone	On-street
04/13/2010	04/13/2010	147.9.149.52	Student	20037	8:00 to 8:59 a.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.197.23	Student	20879	8:00 to 8:59 a.m.	3:00 to 3:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.186.213	Student	20005	8:00 to 8:59 a.m.	3:00 to 3:59 p.m.	Drove alone	4910 Lot
04/13/2010	04/13/2010	147.9.193.42	Student	20009	8:00 to 8:59 a.m.	12:00 to 12:59 p.m.	Drove alone	Katzen Garage
04/13/2010	04/13/2010	147.9.189.46	Student	20910	8:00 to 8:59 a.m.	2:00 to 2:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.186.227	Student	20007	8:00 to 8:59 a.m.	7:00 to 7:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.188.31	Student	22202	8:00 to 8:59 a.m.	1:00 to 1:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.188.23	Student	22203	8:00 to 8:59 a.m.	7:00 to 7:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.188.207	Student	22201	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.188.62	Student	20002	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/12/2010	04/13/2010	147.9.138.44	Staff	20904	8:00 to 8:59 a.m.	9:00 to 9:59 p.m.	Drove alone	Yuma Lot
04/20/2010	04/20/2010	147.9.139.22	Faculty	20016	9:00 to 9:59 a.m.	6:00 to 6:59 p.m.	Drove alone	Yuma Lot
04/20/2010	04/20/2010	147.9.139.39	Faculty	20816	9:00 to 9:59 a.m.	7:00 to 7:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/20/2010	04/20/2010	72.83.128.124	Staff	20003	9:00 to 9:59 a.m.	6:00 to 6:59 p.m.	Drove alone	Yuma Lot
04/19/2010	04/19/2010	147.9.135.66	Staff	20008	9:00 to 9:59 a.m.	6:00 to 6:59 p.m.	Drove alone	Yuma Lot

StartDate	EndDate	IP Address	What is your status with American University Washington College of Law?	What is your five digit zip code?	What time did you arrive on campus on Tuesday, April 13, 2010?	What time did you leave campus on Tuesday, April 13, 2010?	What was your primary method of travel to campus on Tuesday, April 13, 2010?	Where did you park?	
04/15/2010	04/15/2010	147.9.141.77	Student	20003	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/15/2010	04/15/2010	68.50.113.204	Student	20850	9:00 to 9:59 a.m.	4:00 to 4:59 p.m.	Drove alone	Katzen Garage	
04/14/2010	04/14/2010	147.9.149.23	Faculty	22207	9:00 to 9:59 a.m.	8:00 to 8:59 p.m.	Drove alone	4910 Lot	
04/14/2010	04/14/2010	147.9.198.6	Student	20015	9:00 to 9:59 a.m.	After 10:00 p.m.	Drove alone	On-street	
04/14/2010	04/14/2010	98.169.106.157	Faculty	22101	9:00 to 9:59 a.m.	8:00 to 8:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	72.205.21.159	Student	22030	9:00 to 9:59 a.m.	2:00 to 2:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	68.55.206.16	Student	20008	9:00 to 9:59 a.m.	4:00 to 4:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.140.59	Faculty	20815	9:00 to 9:59 a.m.	7:00 to 7:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.141.59	Student	20016	9:00 to 9:59 a.m.	After 10:00 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.198.53	Student	22201	9:00 to 9:59 a.m.	6:00 to 6:59 p.m.	Drove alone	Other off street lot (please specify)	Colonial Parking Lot
04/13/2010	04/13/2010	147.9.141.142	Faculty	20814	9:00 to 9:59 a.m.	7:00 to 7:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.139.48	Faculty	20912	9:00 to 9:59 a.m.	4:00 to 4:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.139.36	Staff	20002	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.136.33	Staff	20852	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	147.9.138.50	Staff	20902	9:00 to 9:59 a.m.	6:00 to 6:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.138.34	Faculty	22101	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.149.45	Staff	22207	9:00 to 9:59 a.m.	3:00 to 3:59 p.m.	Drove alone	4910 Lot	
04/13/2010	04/13/2010	147.9.142.22	Faculty	22207	9:00 to 9:59 a.m.	6:00 to 6:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.139.57	Faculty	21774	9:00 to 9:59 a.m.	4:00 to 4:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.146.20	Student	20007	9:00 to 9:59 a.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.141.71	Faculty	20016	9:00 to 9:59 a.m.	9:00 to 9:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.141.118	Faculty	20817	9:00 to 9:59 a.m.	9:00 to 9:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.137.15	Staff	22180	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.135.39	Staff	22310	9:00 to 9:59 a.m.	9:00 to 9:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.149.69	Staff	20036	9:00 to 9:59 a.m.	6:00 to 6:59 p.m.	Drove alone	4910 Lot	
04/13/2010	04/13/2010	147.9.135.27	Staff	20878	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Katzen Garage	
04/13/2010	04/13/2010	147.9.149.60	Staff	20850	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	147.9.135.26	Faculty	20901	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.139.27	Faculty	20818	9:00 to 9:59 a.m.	9:00 to 9:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.138.35	Staff	20879	9:00 to 9:59 a.m.	2:00 to 2:59 p.m.	Drove alone	Katzen Garage	
04/13/2010	04/13/2010	147.9.139.34	Staff	22101	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Yuma Lot	
04/13/2010	04/13/2010	147.9.197.41	Student	20011	9:00 to 9:59 a.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.141.111	Student	20008	9:00 to 9:59 a.m.	9:00 to 9:59 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	147.9.197.50	Student	22204	9:00 to 9:59 a.m.	6:00 to 6:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.198.47	Student	20007	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	147.9.198.176	Student	20002	9:00 to 9:59 a.m.	8:00 to 8:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.197.74	Student	20008	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.186.87	Student	20009	9:00 to 9:59 a.m.	9:00 to 9:59 p.m.	Drove alone	Katzen Garage	
04/13/2010	04/13/2010	147.9.197.19	Student	20008	9:00 to 9:59 a.m.	2:00 to 2:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.199.31	Student	20005	9:00 to 9:59 a.m.	12:00 to 12:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.193.89	Student	20910	9:00 to 9:59 a.m.	After 10:00 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	147.9.189.106	Student	20874	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	147.9.188.102	Student	20007	9:00 to 9:59 a.m.	4:00 to 4:59 p.m.	Drove alone	Katzen Garage	
04/13/2010	04/13/2010	147.9.145.63	Student	20009	9:00 to 9:59 a.m.	7:00 to 7:59 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	147.9.186.116	Student	21075	9:00 to 9:59 a.m.	3:00 to 3:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.193.54	Student	20011	9:00 to 9:59 a.m.	9:00 to 9:59 p.m.	Drove alone	Katzen Garage	
04/13/2010	04/13/2010	147.9.197.84	Student	20002	9:00 to 9:59 a.m.	After 10:00 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.186.47	Student	20009	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Katzen Garage	
04/13/2010	04/13/2010	147.9.197.73	Student	20003	9:00 to 9:59 a.m.	7:00 to 7:59 p.m.	Drove alone	Katzen Garage	
04/13/2010	04/13/2010	147.9.197.60	Student	20744	9:00 to 9:59 a.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.193.111	Student	20852	9:00 to 9:59 a.m.	After 10:00 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.146.33	Student	20815	9:00 to 9:59 a.m.	10:00 to 10:59 a.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.148.30	Student	20008	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Other off street lot (please specify)	Lot behind LPQ
04/13/2010	04/13/2010	147.9.188.85	Student	20817	9:00 to 9:59 a.m.	7:00 to 7:59 p.m.	Drove alone	Katzen Garage	
04/13/2010	04/13/2010	147.9.188.83	Student	20817	9:00 to 9:59 a.m.	4:00 to 4:59 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	74.96.84.126	Student	20901	9:00 to 9:59 a.m.	6:00 to 6:59 p.m.	Drove alone	On-street	
04/13/2010	04/13/2010	147.9.197.45	Student	20016	9:00 to 9:59 a.m.	6:00 to 6:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.197.38	Student	20016	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.198.45	Student	22124	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Katzen Garage	
04/13/2010	04/13/2010	147.9.189.66	Student	20012	9:00 to 9:59 a.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage	
04/13/2010	04/13/2010	147.9.197.30	Student	20852	9:00 to 9:59 a.m.	9:00 to 9:59 p.m.	Drove alone	Massachusetts Avenue Garage	

StartDate	EndDate	IP Address	What is your status with American University Washington College of Law?	What is your five digit zip code?	What time did you arrive on campus on Tuesday, April 13, 2010?	What time did you leave campus on Tuesday, April 13, 2010?	What was your primary method of travel to campus on Tuesday, April 13, 2010?	Where did you park?
04/13/2010	04/13/2010	68.55.150.125	Student	20008	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.193.215	Student	22033	9:00 to 9:59 a.m.	12:00 to 12:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.189.53	Student	20037	9:00 to 9:59 a.m.	7:00 to 7:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	68.171.234.188	Student	20008	9:00 to 9:59 a.m.	6:00 to 6:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	108.56.52.152	Student	20015	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Drove alone	Katzen Garage
04/13/2010	04/13/2010	68.33.85.201	Student	20016	9:00 to 9:59 a.m.	8:00 to 8:59 p.m.	Drove alone	Katzen Garage
04/13/2010	04/13/2010	147.9.186.28	Student	22042	9:00 to 9:59 a.m.	3:00 to 3:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/14/2010	04/14/2010	147.9.136.17	Staff	20841	Before 6:00 a.m.	2:00 to 2:59 p.m.	Drove alone	Yuma Lot
04/14/2010	04/14/2010	149.101.1.115	Adjunct Faculty	22153	Before 6:00 a.m.	6:00 to 6:59 p.m.	Drove alone	Katzen Garage
04/13/2010	04/13/2010	147.9.137.12	Faculty	20155	Before 6:00 a.m.	4:00 to 4:59 p.m.	Drove alone	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.188.50	Student	20852	Before 6:00 a.m.	5:00 to 5:59 p.m.	Drove alone	Katzen Garage
04/14/2010	04/14/2010	205.188.116.7	Adjunct Faculty	22205	1:00 to 1:59 p.m.	6:00 to 6:59 p.m.	Metrobus	
04/13/2010	04/13/2010	12.181.190.99	Student	20036	1:00 to 1:59 p.m.	4:00 to 4:59 p.m.	Metrobus	
04/13/2010	04/13/2010	24.126.57.248	Student	20008	1:00 to 1:59 p.m.	3:00 to 3:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.196.62	Student	20008	10:00 to 10:59 a.m.	5:00 to 5:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.186.122	Student	20008	10:00 to 10:59 a.m.	8:00 to 8:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.189.98	Student	20011	10:00 to 10:59 a.m.	8:00 to 8:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.193.125	Student	20815	10:00 to 10:59 a.m.	5:00 to 5:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.146.37	Student	20009	10:00 to 10:59 a.m.	5:00 to 5:59 p.m.	Metrobus	
04/13/2010	04/13/2010	68.50.128.91	Student	20009	10:00 to 10:59 a.m.	6:00 to 6:59 p.m.	Metrobus	
04/17/2010	04/17/2010	74.96.11.73	Student	20009	11:00 to 11:59 a.m.	After 10:00 p.m.	Metrobus	
04/16/2010	04/16/2010	68.33.221.93	Student	20009	11:00 to 11:59 a.m.	5:00 to 5:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.193.20	Student	20008	11:00 to 11:59 a.m.	5:00 to 5:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.198.56	Student	20016	11:00 to 11:59 a.m.	8:00 to 8:59 p.m.	Metrobus	
04/13/2010	04/13/2010	71.178.133.228	Student	20016	11:00 to 11:59 a.m.	7:00 to 7:59 p.m.	Metrobus	
04/13/2010	04/13/2010	69.140.197.17	Student	20015	11:00 to 11:59 a.m.	5:00 to 5:59 p.m.	Metrobus	
04/13/2010	04/13/2010	98.204.65.69	Student	20007	11:00 to 11:59 a.m.	8:00 to 8:59 p.m.	Metrobus	
04/13/2010	04/13/2010	208.58.4.39	Student	20008	12:00 to 12:59 p.m.	3:00 to 3:59 p.m.	Metrobus	
04/13/2010	04/13/2010	208.59.115.95	Student	20015	2:00 to 2:59 p.m.	6:00 to 6:59 p.m.	Metrobus	
04/13/2010	04/13/2010	192.245.194.254	Adjunct Faculty	20910	3:00 to 3:59 p.m.	5:00 to 5:59 p.m.	Metrobus	
04/13/2010	04/13/2010	71.163.196.96	Student	20016	3:00 to 3:59 p.m.	9:00 to 9:59 p.m.	Metrobus	
04/13/2010	04/13/2010	173.13.215.98	Student	20016	4:00 to 4:59 p.m.	8:00 to 8:59 p.m.	Metrobus	
04/13/2010	04/13/2010	63.139.45.18	Student	20007	5:00 to 5:59 p.m.	8:00 to 8:59 p.m.	Metrobus	
04/13/2010	04/13/2010	74.93.216.153	Student	20015	5:00 to 5:59 p.m.	After 10:00 p.m.	Metrobus	
04/13/2010	04/13/2010	71.166.250.40	Student	20009	5:00 to 5:59 p.m.	After 10:00 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.198.11	Student	20016	7:00 to 7:59 a.m.	7:00 to 7:59 p.m.	Metrobus	
04/13/2010	04/13/2010	99.239.208.34	Student	20008	7:00 to 7:59 a.m.	6:00 to 6:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.199.7	Student	20016	7:00 to 7:59 a.m.	6:00 to 6:59 p.m.	Metrobus	
04/16/2010	04/16/2010	147.9.189.48	Student	20015	8:00 to 8:59 a.m.	7:00 to 7:59 p.m.	Metrobus	
04/15/2010	04/15/2010	38.244.172.126	Student	20036	8:00 to 8:59 a.m.	4:00 to 4:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.198.183	Student	20016	8:00 to 8:59 a.m.	7:00 to 7:59 p.m.	Metrobus	
04/13/2010	04/13/2010	206.53.153.161	Student	20008	8:00 to 8:59 a.m.	4:00 to 4:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.192.32	Staff	20007	8:00 to 8:59 a.m.	4:00 to 4:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.136.231	Staff	20016	8:00 to 8:59 a.m.	7:00 to 7:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.140.11	Staff	20886	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.186.166	Student	20007	8:00 to 8:59 a.m.	6:00 to 6:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.196.76	Student	20015	8:00 to 8:59 a.m.	6:00 to 6:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.197.42	Student	20008	8:00 to 8:59 a.m.	7:00 to 7:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.197.203	Student	20910	8:00 to 8:59 a.m.	6:00 to 6:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.193.76	Student	20007	8:00 to 8:59 a.m.	6:00 to 6:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.193.120	Student	20815	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.198.55	Student	22209	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.198.8	Student	20009	8:00 to 8:59 a.m.	8:00 to 8:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.189.7	Student	20036	8:00 to 8:59 a.m.	7:00 to 7:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.188.39	Student	20815	8:00 to 8:59 a.m.	9:00 to 9:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.186.205	Student	2036	8:00 to 8:59 a.m.	4:00 to 4:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.141.56	Student	20009	8:00 to 8:59 a.m.	7:00 to 7:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.186.208	Student	20016	8:00 to 8:59 a.m.	8:00 to 8:59 p.m.	Metrobus	
04/15/2010	04/15/2010	208.58.8.87	Student	20008	9:00 to 9:59 a.m.	12:00 to 12:59 p.m.	Metrobus	
04/15/2010	04/15/2010	76.114.212.58	Student	20007	9:00 to 9:59 a.m.	3:00 to 3:59 p.m.	Metrobus	
04/14/2010	04/14/2010	141.156.184.126	Student	20008	9:00 to 9:59 a.m.	4:00 to 4:59 p.m.	Metrobus	

StartDate	EndDate	IP Address	What is your status with American University Washington College of Law?	What is your five digit zip code?	What time did you arrive on campus on Tuesday, April 13, 2010?	What time did you leave campus on Tuesday, April 13, 2010?	What was your primary method of travel to campus on Tuesday, April 13, 2010?	Where did you park?
04/13/2010	04/13/2010	147.9.142.167	Staff	20007	9:00 to 9:59 a.m.	6:00 to 6:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.139.42	Staff	20008	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.148.33	Student	20008	9:00 to 9:59 a.m.	3:00 to 3:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.141.104	Student	20009	9:00 to 9:59 a.m.	8:00 to 8:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.186.88	Student	20036	9:00 to 9:59 a.m.	10:00 to 10:59 a.m.	Metrobus	
04/13/2010	04/13/2010	147.9.188.72	Student	20016	9:00 to 9:59 a.m.	6:00 to 6:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.186.133	Student	20009	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.198.111	Student	20016	9:00 to 9:59 a.m.	7:00 to 7:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.186.110	Student	20001	9:00 to 9:59 a.m.	7:00 to 7:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.188.103	Student	20815	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.196.37	Student	20036	9:00 to 9:59 a.m.	6:00 to 6:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.197.52	Student	20010	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.198.58	Student	20008	9:00 to 9:59 a.m.	3:00 to 3:59 p.m.	Metrobus	
04/13/2010	04/13/2010	147.9.189.69	Student	20007	9:00 to 9:59 a.m.	After 10:00 p.m.	Metrobus	
04/13/2010	04/13/2010	68.171.235.136	Student	20015	9:00 to 9:59 a.m.	10:00 to 10:59 a.m.	Metrobus	
04/14/2010	04/14/2010	147.9.148.25	Student	22201	1:00 to 1:59 p.m.	8:00 to 8:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	98.231.138.2	Student	20850	1:00 to 1:59 p.m.	After 10:00 p.m.	Metrorail and AU Shuttle	
04/14/2010	04/14/2010	147.9.136.36	Student	22202	10:00 to 10:59 a.m.	6:00 to 6:59 p.m.	Metrorail and AU Shuttle	
04/14/2010	04/14/2010	38.105.72.200	Student	20008	10:00 to 10:59 a.m.	5:00 to 5:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.136.62	Staff	22203	10:00 to 10:59 a.m.	4:00 to 4:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.198.148	Student	20008	10:00 to 10:59 a.m.	After 10:00 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	206.53.153.81	Student	20008	10:00 to 10:59 a.m.	6:00 to 6:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	68.48.43.139	Student	20002	10:00 to 10:59 a.m.	8:00 to 8:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	68.55.54.72	Student	20016	10:00 to 10:59 a.m.	After 10:00 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.234.156	Student	20009	11:00 to 11:59 a.m.	11:00 to 11:59 a.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	69.244.93.191	Student	20037	11:00 to 11:59 a.m.	After 10:00 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	97.33.163.151	Student	22304	11:00 to 11:59 a.m.	8:00 to 8:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	199.128.147.205	Student	20036	12:00 to 12:59 p.m.	8:00 to 8:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	68.48.236.170	Student	22301	12:00 to 12:59 p.m.	5:00 to 5:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	206.53.157.114	Student	20005	4:00 to 4:59 p.m.	8:00 to 8:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	161.80.10.20	Student	20008	4:00 to 4:59 p.m.	7:00 to 7:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	98.233.36.152	Student	20008	4:00 to 4:59 p.m.	7:00 to 7:59 p.m.	Metrorail and AU Shuttle	
04/14/2010	04/14/2010	208.59.112.83	Student	20016	5:00 to 5:59 p.m.	9:00 to 9:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	170.109.16.2	Student	20010	5:00 to 5:59 p.m.	8:00 to 8:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	143.231.249.141	Student	20016	5:00 to 5:59 p.m.	8:00 to 8:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	204.87.16.4	Student	20009	5:00 to 5:59 p.m.	8:00 to 8:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	67.97.130.178	Student	20010	5:00 to 5:59 p.m.	After 10:00 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	206.53.153.155	Student	22206	5:00 to 5:59 p.m.	8:00 to 8:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	151.207.244.4	Student	22204	5:00 to 5:59 p.m.	8:00 to 8:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	198.70.8.13	Student	22202	6:00 to 6:59 p.m.	After 10:00 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.197.26	Student	22030	7:00 to 7:59 a.m.	12:00 to 12:59 p.m.	Metrorail and AU Shuttle	
04/14/2010	04/14/2010	208.58.8.163	Student	20008	8:00 to 8:59 a.m.	4:00 to 4:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.193.32	Student	20008	8:00 to 8:59 a.m.	7:00 to 7:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.196.76	Student	20852	8:00 to 8:59 a.m.	After 10:00 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.139.210	Staff	20852	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.138.48	Staff	20852	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.149.205	Staff	20001	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.142.28	Staff	20002	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.192.202	Student	20010	8:00 to 8:59 a.m.	9:00 to 9:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.190.110	Student	20815	8:00 to 8:59 a.m.	4:00 to 4:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.141.58	Student	20902	8:00 to 8:59 a.m.	3:00 to 3:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.188.29	Student	20871	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.197.15	Student	20852	8:00 to 8:59 a.m.	8:00 to 8:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.193.20	Student	20852	8:00 to 8:59 a.m.	4:00 to 4:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.188.42	Student	20009	8:00 to 8:59 a.m.	4:00 to 4:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.189.61	Student	20855	8:00 to 8:59 a.m.	9:00 to 9:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.136.38	Student	20852	8:00 to 8:59 a.m.	7:00 to 7:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.189.49	Student	20009	8:00 to 8:59 a.m.	4:00 to 4:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.186.22	Student	20002	8:00 to 8:59 a.m.	7:00 to 7:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.135.12	Student	20009	9:00 to 9:59 a.m.	After 10:00 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.197.121	Student	22030	9:00 to 9:59 a.m.	9:00 to 9:59 p.m.	Metrorail and AU Shuttle	

StartDate	EndDate	IP Address	What is your status with American University Washington College of Law?	What is your five digit zip code?	What time did you arrive on campus on Tuesday, April 13, 2010?	What time did you leave campus on Tuesday, April 13, 2010?	What was your primary method of travel to campus on Tuesday, April 13, 2010?	Where did you park?
04/13/2010	04/13/2010	147.9.186.121	Student	20008	9:00 to 9:59 a.m.	7:00 to 7:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.139.148	Staff	20002	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.186.113	Student	20008	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.192.29	Student	22032	9:00 to 9:59 a.m.	3:00 to 3:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.198.198	Student	20009	9:00 to 9:59 a.m.	7:00 to 7:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.186.75	Student	20008	9:00 to 9:59 a.m.	After 10:00 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.193.132	Student	20815	9:00 to 9:59 a.m.	6:00 to 6:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.186.111	Student	20814	9:00 to 9:59 a.m.	8:00 to 8:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.188.89	Student	20001	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.148.20	Student	20016	9:00 to 9:59 a.m.	After 10:00 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.198.48	Student	20008	9:00 to 9:59 a.m.	7:00 to 7:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	166.137.138.107	Student	20015	9:00 to 9:59 a.m.	8:00 to 8:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	98.233.37.121	Student	20008	9:00 to 9:59 a.m.	8:00 to 8:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	166.137.8.227	Student	22209	9:00 to 9:59 a.m.	7:00 to 7:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	147.9.145.22	Student	20878	9:00 to 9:59 a.m.	6:00 to 6:59 p.m.	Metrorail and AU Shuttle	
04/13/2010	04/13/2010	70.108.248.226	Student	20016	2:00 to 2:59 p.m.	After 10:00 p.m.	Metrorail and walked	
04/13/2010	04/13/2010	204.248.24.164	Student	20008	2:00 to 2:59 p.m.	9:00 to 9:59 p.m.	Metrorail and walked	
04/13/2010	04/13/2010	208.58.66.3	Student	20016	4:00 to 4:59 p.m.	9:00 to 9:59 p.m.	Metrorail and walked	
04/14/2010	04/14/2010	147.9.197.29	Student	20016	5:00 to 5:59 p.m.	8:00 to 8:59 p.m.	Metrorail and walked	
04/13/2010	04/13/2010	147.9.196.6	Student	20874	6:00 to 6:59 a.m.	4:00 to 4:59 p.m.	Metrorail and walked	
04/13/2010	04/13/2010	147.9.186.16	Student	20002	8:00 to 8:59 a.m.	8:00 to 8:59 p.m.	Metrorail and walked	
04/13/2010	04/13/2010	147.9.141.55	Student	20002	8:00 to 8:59 a.m.	6:00 to 6:59 p.m.	Metrorail and walked	
04/13/2010	04/13/2010	147.9.135.38	Student	20008	9:00 to 9:59 a.m.	6:00 to 6:59 p.m.	Metrorail and walked	
04/15/2010	04/15/2010	147.9.146.56	Student	20016	4:00 to 4:59 p.m.	7:00 to 7:59 p.m.	Scooter/motorcycle	Massachusetts Avenue Garage
04/13/2010	04/13/2010	71.163.172.4	Student	20816	4:00 to 4:59 p.m.	After 10:00 p.m.	Scooter/motorcycle	Massachusetts Avenue Garage
04/13/2010	04/13/2010	151.207.246.4	Student	22209	4:00 to 4:59 p.m.	After 10:00 p.m.	Scooter/motorcycle	Massachusetts Avenue Garage
04/13/2010	04/13/2010	208.23.64.14	Adjunct Faculty	22310	6:00 to 6:59 p.m.	After 10:00 p.m.	Scooter/motorcycle	Yuma Lot
04/13/2010	04/13/2010	147.9.141.99	Student	20814	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Scooter/motorcycle	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.193.202	Student	22207	8:00 to 8:59 a.m.	8:00 to 8:59 p.m.	Scooter/motorcycle	Massachusetts Avenue Garage
04/13/2010	04/13/2010	12.150.190.10	Student	20816	8:00 to 8:59 a.m.	8:00 to 8:59 p.m.	Scooter/motorcycle	4910 Lot
04/13/2010	04/13/2010	208.58.200.198	Faculty	20011	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Scooter/motorcycle	Massachusetts Avenue Garage
04/13/2010	04/13/2010	147.9.199.41	Student	20007	9:00 to 9:59 a.m.	3:00 to 3:59 p.m.	Scooter/motorcycle	Massachusetts Avenue Garage
04/15/2010	04/15/2010	138.88.144.188	Student	20016	10:00 to 10:59 a.m.	5:00 to 5:59 p.m.	Shuttle only	
04/15/2010	04/15/2010	147.9.188.11	Student	20016	10:00 to 10:59 a.m.	After 10:00 p.m.	Shuttle only	
04/14/2010	04/14/2010	207.172.92.130	Student	20008	10:00 to 10:59 a.m.	After 10:00 p.m.	Shuttle only	
04/13/2010	04/13/2010	74.96.126.183	Student	20016	10:00 to 10:59 a.m.	8:00 to 8:59 p.m.	Shuttle only	
04/13/2010	04/13/2010	68.33.86.78	Student	20016	11:00 to 11:59 a.m.	7:00 to 7:59 p.m.	Shuttle only	
04/13/2010	04/13/2010	147.9.140.36	Student	20008	12:00 to 12:59 p.m.	6:00 to 6:59 p.m.	Shuttle only	
04/13/2010	04/13/2010	96.231.11.68	Student	20008	3:00 to 3:59 p.m.	8:00 to 8:59 p.m.	Shuttle only	
04/13/2010	04/13/2010	69.143.214.156	Student	20016	5:00 to 5:59 p.m.	9:00 to 9:59 p.m.	Shuttle only	
04/13/2010	04/13/2010	147.9.186.201	Student	20016	7:00 to 7:59 a.m.	7:00 to 7:59 p.m.	Shuttle only	
04/14/2010	04/14/2010	68.33.84.164	Student	20016	8:00 to 8:59 a.m.	5:00 to 5:59 p.m.	Shuttle only	
04/13/2010	04/13/2010	147.9.148.18	Student	20016	8:00 to 8:59 a.m.	8:00 to 8:59 p.m.	Shuttle only	
04/13/2010	04/13/2010	147.9.197.201	Student	20008	8:00 to 8:59 a.m.	Before 8:00 a.m.	Shuttle only	
04/13/2010	04/13/2010	147.9.198.38	Student	20016	8:00 to 8:59 a.m.	4:00 to 4:59 p.m.	Shuttle only	
04/13/2010	04/13/2010	147.9.193.38	Student	20008	8:00 to 8:59 a.m.	7:00 to 7:59 p.m.	Shuttle only	
04/13/2010	04/13/2010	147.9.196.21	Student	20008	8:00 to 8:59 a.m.	7:00 to 7:59 p.m.	Shuttle only	
04/13/2010	04/13/2010	147.9.196.44	Student	20016	9:00 to 9:59 a.m.	4:00 to 4:59 p.m.	Shuttle only	
04/13/2010	04/13/2010	147.9.198.80	Student	20016	9:00 to 9:59 a.m.	8:00 to 8:59 p.m.	Shuttle only	
04/13/2010	04/13/2010	147.9.186.48	Student	20008	9:00 to 9:59 a.m.	8:00 to 8:59 p.m.	Shuttle only	
04/13/2010	04/13/2010	147.9.198.56	Student	20016	9:00 to 9:59 a.m.	7:00 to 7:59 p.m.	Shuttle only	
04/13/2010	04/13/2010	147.9.198.64	Student	20008	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Shuttle only	
04/13/2010	04/13/2010	147.9.135.36	Student	20016	9:00 to 9:59 a.m.	7:00 to 7:59 p.m.	Shuttle only	
04/15/2010	04/15/2010	147.9.188.94	Student	20015	10:00 to 10:59 a.m.	6:00 to 6:59 p.m.	Walked	
04/13/2010	04/13/2010	147.9.193.166	Student	20816	10:00 to 10:59 a.m.	8:00 to 8:59 p.m.	Walked	
04/13/2010	04/13/2010	147.9.198.112	Student	20016	10:00 to 10:59 a.m.	9:00 to 9:59 a.m.	Walked	
04/13/2010	04/13/2010	147.9.186.90	Student	20016	10:00 to 10:59 a.m.	2:00 to 2:59 p.m.	Walked	
04/13/2010	04/13/2010	147.9.196.45	Student	20016	10:00 to 10:59 a.m.	After 10:00 p.m.	Walked	
04/13/2010	04/13/2010	76.114.213.245	Student	20016	10:00 to 10:59 a.m.	9:00 to 9:59 p.m.	Walked	
04/13/2010	04/13/2010	68.55.210.138	Student	20016	11:00 to 11:59 a.m.	After 10:00 p.m.	Walked	
04/13/2010	04/13/2010	208.58.4.87	Student	20008	11:00 to 11:59 a.m.	4:00 to 4:59 p.m.	Walked	

StartDate	EndDate	IP Address	What is your status with American University Washington College of Law?	What is your five digit zip code?	What time did you arrive on campus on Tuesday, April 13, 2010?	What time did you leave campus on Tuesday, April 13, 2010?	What was your primary method of travel to campus on Tuesday, April 13, 2010?	Where did you park?
04/13/2010	04/13/2010	174.206.248.204	Student	20016	12:00 to 12:59 p.m.	7:00 to 7:59 p.m.	Walked	
04/13/2010	04/13/2010	207.172.81.190	Student	20816	3:00 to 3:59 p.m.	5:00 to 5:59 p.m.	Walked	
04/14/2010	04/14/2010	147.9.147.13	Student	20016	4:00 to 4:59 p.m.	9:00 to 9:59 p.m.	Walked	
04/13/2010	04/13/2010	147.9.197.84	Student	20016	5:00 to 5:59 p.m.	8:00 to 8:59 p.m.	Walked	
04/13/2010	04/13/2010	151.200.239.90	Faculty	20016	5:00 to 5:59 p.m.	After 10:00 p.m.	Walked	
04/13/2010	04/13/2010	214.3.36.171	Student	20007	5:00 to 5:59 p.m.	After 10:00 p.m.	Walked	
04/13/2010	04/13/2010	147.9.198.6	Student	20016	7:00 to 7:59 a.m.	5:00 to 5:59 p.m.	Walked	
04/13/2010	04/13/2010	198.246.80.254	Student	20816	7:00 to 7:59 a.m.	After 10:00 p.m.	Walked	
04/13/2010	04/13/2010	147.9.141.47	Student	20016	7:00 to 7:59 a.m.	9:00 to 9:59 p.m.	Walked	
04/19/2010	04/19/2010	147.9.189.89	Student	20016	8:00 to 8:59 a.m.	9:00 to 9:59 p.m.	Walked	
04/13/2010	04/13/2010	68.48.244.23	Student	20016	8:00 to 8:59 a.m.	4:00 to 4:59 p.m.	Walked	
04/13/2010	04/13/2010	147.9.140.55	Student	20008	8:00 to 8:59 a.m.	7:00 to 7:59 p.m.	Walked	
04/13/2010	04/13/2010	147.9.198.27	Student	20016	8:00 to 8:59 a.m.	6:00 to 6:59 p.m.	Walked	
04/13/2010	04/13/2010	147.9.188.99	Student	20816	8:00 to 8:59 a.m.	8:00 to 8:59 p.m.	Walked	
04/13/2010	04/13/2010	147.9.136.54	Student	20016	8:00 to 8:59 a.m.	7:00 to 7:59 p.m.	Walked	
04/13/2010	04/13/2010	147.9.188.96	Student	20016	8:00 to 8:59 a.m.	4:00 to 4:59 p.m.	Walked	
04/14/2010	04/14/2010	96.231.124.12	Student	20016	9:00 to 9:59 a.m.	8:00 to 8:59 p.m.	Walked	
04/14/2010	04/14/2010	207.172.83.110	Student	20016	9:00 to 9:59 a.m.	4:00 to 4:59 p.m.	Walked	
04/14/2010	04/14/2010	208.59.113.167	Student	20008	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Walked	
04/13/2010	04/13/2010	68.55.206.254	Student	20007	9:00 to 9:59 a.m.	2:00 to 2:59 p.m.	Walked	
04/13/2010	04/13/2010	147.9.141.100	Faculty	20008	9:00 to 9:59 a.m.	3:00 to 3:59 p.m.	Walked	
04/13/2010	04/13/2010	147.9.188.58	Student	20016	9:00 to 9:59 a.m.	6:00 to 6:59 p.m.	Walked	
04/13/2010	04/13/2010	147.9.199.42	Student	20816	9:00 to 9:59 a.m.	After 10:00 p.m.	Walked	
04/13/2010	04/13/2010	147.9.186.91	Student	20016	9:00 to 9:59 a.m.	4:00 to 4:59 p.m.	Walked	
04/13/2010	04/13/2010	147.9.186.244	Student	20016	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Walked	
04/13/2010	04/13/2010	147.9.198.74	Student	20816	9:00 to 9:59 a.m.	4:00 to 4:59 p.m.	Walked	
04/13/2010	04/13/2010	147.9.186.67	Student	20008	9:00 to 9:59 a.m.	8:00 to 8:59 p.m.	Walked	
04/13/2010	04/13/2010	147.9.186.93	Student	20816	9:00 to 9:59 a.m.	6:00 to 6:59 p.m.	Walked	
04/13/2010	04/13/2010	147.9.186.62	Student	20816	9:00 to 9:59 a.m.	7:00 to 7:59 p.m.	Walked	
04/13/2010	04/13/2010	147.9.186.30	Student	20008	9:00 to 9:59 a.m.	7:00 to 7:59 p.m.	Walked	
04/13/2010	04/13/2010	216.15.34.183	Student	20016	9:00 to 9:59 a.m.	8:00 to 8:59 p.m.	Walked	
04/13/2010	04/13/2010	147.9.186.238	Student	20016	9:00 to 9:59 a.m.	5:00 to 5:59 p.m.	Walked	
04/13/2010	04/13/2010	147.9.188.66	Student	20016	9:00 to 9:59 a.m.	After 10:00 p.m.	Walked	
04/13/2010	04/13/2010	68.33.219.147	Student	20016	9:00 to 9:59 a.m.	7:00 to 7:59 p.m.	Walked	
04/20/2010	04/20/2010	147.9.189.116	Student	20008	I did not go to campus on this day.			
04/20/2010	04/20/2010	166.137.11.8	Adjunct Faculty	22044	I did not go to campus on this day.			
04/17/2010	04/17/2010	69.140.39.202	Faculty	20817	I did not go to campus on this day.			
04/16/2010	04/16/2010	69.140.179.143	Student	20815	I did not go to campus on this day.			
04/15/2010	04/15/2010	206.205.112.126	Adjunct Faculty	20854	I did not go to campus on this day.			
04/15/2010	04/15/2010	216.141.81.83	Adjunct Faculty	20854	I did not go to campus on this day.			
04/15/2010	04/15/2010	76.74.9.163	Adjunct Faculty	20008	I did not go to campus on this day.			
04/14/2010	04/14/2010	70.108.7.92	Adjunct Faculty	20816	I did not go to campus on this day.			
04/14/2010	04/14/2010	173.8.15.65	Adjunct Faculty	22314	I did not go to campus on this day.			
04/14/2010	04/14/2010	205.201.251.211	Adjunct Faculty	21044	I did not go to campus on this day.			
04/14/2010	04/14/2010	64.29.182.129	Student	20902	I did not go to campus on this day.			
04/14/2010	04/14/2010	98.204.39.208	Student	21076	I did not go to campus on this day.			
04/14/2010	04/14/2010	98.218.92.254	Student	20003	I did not go to campus on this day.			
04/14/2010	04/14/2010	173.73.8.139	Adjunct Faculty	22102	I did not go to campus on this day.			
04/14/2010	04/14/2010	205.188.116.7	Adjunct Faculty	22046	I did not go to campus on this day.			
04/13/2010	04/13/2010	71.171.64.70	Staff	20186	I did not go to campus on this day.			
04/13/2010	04/13/2010	68.48.156.199	Adjunct Faculty	20003	I did not go to campus on this day.			
04/13/2010	04/13/2010	98.204.72.223	Student	20008	I did not go to campus on this day.			
04/13/2010	04/13/2010	169.253.4.21	Adjunct Faculty	22311	I did not go to campus on this day.			
04/13/2010	04/13/2010	208.69.169.161	Adjunct Faculty	22039	I did not go to campus on this day.			
04/13/2010	04/13/2010	149.101.1.119	Faculty	22405	I did not go to campus on this day.			
04/13/2010	04/13/2010	69.143.81.61	Staff	20853	I did not go to campus on this day.			
04/13/2010	04/13/2010	166.94.6.47	Adjunct Faculty	22039	I did not go to campus on this day.			
04/13/2010	04/13/2010	65.242.35.130	Student	20017	I did not go to campus on this day.			
04/13/2010	04/13/2010	74.96.69.234	Faculty	20902	I did not go to campus on this day.			
04/13/2010	04/13/2010	134.223.116.200	Adjunct Faculty	22102	I did not go to campus on this day.			
04/13/2010	04/13/2010	213.249.248.73	Adjunct Faculty	20815	I did not go to campus on this day.			

StartDate	EndDate	IP Address	What is your status with American University Washington College of Law?	What is your five digit zip code?	What time did you arrive on campus on Tuesday, April 13, 2010?	What time did you leave campus on Tuesday, April 13, 2010?	What was your primary method of travel to campus on Tuesday, April 13, 2010?	Where did you park?
04/13/2010	04/13/2010	149.101.1.115	Adjunct Faculty	22039	I did not go to campus on this day.			
04/13/2010	04/13/2010	149.101.1.120	Student	20008	I did not go to campus on this day.			
04/13/2010	04/13/2010	173.79.67.61	Adjunct Faculty	20902	I did not go to campus on this day.			
04/13/2010	04/13/2010	74.96.98.27	Adjunct Faculty	20815	I did not go to campus on this day.			
04/13/2010	04/13/2010	71.185.67.44	Faculty	20008	I did not go to campus on this day.			
04/13/2010	04/13/2010	149.101.1.120	Adjunct Faculty	20902	I did not go to campus on this day.			
04/13/2010	04/13/2010	38.117.162.38	Adjunct Faculty	10022	I did not go to campus on this day.			
04/13/2010	04/13/2010	199.129.197.54	Adjunct Faculty	20012	I did not go to campus on this day.			
04/13/2010	04/13/2010	68.163.73.214	Adjunct Faculty	20895	I did not go to campus on this day.			
04/13/2010	04/13/2010	151.200.32.228	Adjunct Faculty	20815	I did not go to campus on this day.			
04/13/2010	04/13/2010	134.205.154.73	Adjunct Faculty	22044	I did not go to campus on this day.			
04/13/2010	04/13/2010	149.101.1.117	Adjunct Faculty	22042	I did not go to campus on this day.			
04/13/2010	04/13/2010	38.100.40.82	Adjunct Faculty	20016	I did not go to campus on this day.			
04/13/2010	04/13/2010	130.132.165.164	Adjunct Faculty	20816	I did not go to campus on this day.			
04/13/2010	04/13/2010	68.227.219.228	Student	20171	I did not go to campus on this day.			
04/13/2010	04/13/2010	167.102.134.1	Adjunct Faculty	20817	I did not go to campus on this day.			
04/13/2010	04/13/2010	72.83.207.165	Adjunct Faculty	20016	I did not go to campus on this day.			
04/13/2010	04/13/2010	96.241.163.75	Adjunct Faculty	20190	I did not go to campus on this day.			
04/13/2010	04/13/2010	216.184.122.172	Adjunct Faculty	20814	I did not go to campus on this day.			
04/13/2010	04/13/2010	151.200.29.8	Adjunct Faculty	20912	I did not go to campus on this day.			
04/13/2010	04/13/2010	173.73.103.108	Adjunct Faculty	20036	I did not go to campus on this day.			
04/13/2010	04/13/2010	68.55.39.221	Student	20010	I did not go to campus on this day.			
04/13/2010	04/13/2010	143.231.249.141	Student	20910	I did not go to campus on this day.			
04/13/2010	04/13/2010	216.15.44.187	Student	20008	I did not go to campus on this day.			
04/13/2010	04/13/2010	192.245.194.254	Student	20852	I did not go to campus on this day.			
04/13/2010	04/13/2010	74.96.23.217	Student	20037	I did not go to campus on this day.			
04/13/2010	04/13/2010	69.143.13.31	Student	22202	I did not go to campus on this day.			
04/13/2010	04/13/2010	70.21.126.215	Student	20015	I did not go to campus on this day.			
04/13/2010	04/13/2010	208.27.111.132	Student	20016	I did not go to campus on this day.			
04/13/2010	04/13/2010	24.126.115.21	Student	22202	I did not go to campus on this day.			
04/13/2010	04/13/2010	68.239.81.205	Student	20009	I did not go to campus on this day.			
04/13/2010	04/13/2010	68.55.186.101	Student	20015	I did not go to campus on this day.			
04/13/2010	04/13/2010	96.244.250.178	Student	21114	I did not go to campus on this day.			
04/13/2010	04/13/2010	96.231.124.168	Student	20005	I did not go to campus on this day.			
04/13/2010	04/13/2010	98.172.152.182	Student	20815	I did not go to campus on this day.			
04/13/2010	04/13/2010	98.204.164.45	Staff	60194	I did not go to campus on this day.			
04/13/2010	04/13/2010	71.246.211.155	Student	20814	I did not go to campus on this day.			
04/13/2010	04/13/2010	209.155.68.74	Student	20005	I did not go to campus on this day.			
04/13/2010	04/13/2010	170.99.147.125	Student	20007	I did not go to campus on this day.			
04/13/2010	04/13/2010	208.58.3.248	Student	20016	I did not go to campus on this day.			
04/13/2010	04/13/2010	173.10.170.236	Student	22201	I did not go to campus on this day.			

APPENDIX F –

EXISTING CRASH DATA

(Source: DDOT)

Complaint Number	Date of Accident	Time Show	Accident Occured on	Enter obj name	City Quadrar	Type of Accident	Type Of Accident1	of vehicles	of injured	Type of Collision	WARD
337280307	3/16/2007	1530	40TH ST	ALBEMARLE ST	NW	Prop. Damage		2	0	Rear End	3
489630407	4/8/2007	2010	42ND ST	ALBEMARLE ST	NW	Hit and Run		2	0	Side Swiped	3
308000307	3/10/2007	1240	42ND ST	VAN NESS ST	NW	Prop. Damage		2	0	Other	3
97640107	1/21/2007	1530	ALBEMARLE ST	NEBRASKA AVE	NW	Prop. Damage		3	0	Rear End	3
275130307	3/2/2007	1630	ALBEMARLE ST	WISCONSIN AVE	NW	Hit and Run		2	0	Parked Vehicle	3
138240107	1/28/2007	2045	NEBRASKA AVE	ALBEMARLE ST	NW	Injury		2	0	Right Turn Hit Veh.	3
1749761207	12/22/2007	0400	NEBRASKA AVE	ALBEMARLE ST	NW	Hit and Run		2	0	Left Turn Hit Veh.	3
544780407	4/28/2007	0830	NEBRASKA AVE	FORT DR	NW	Prop. Damage		2	0	Left Turn Hit Veh.	3
1159010807	8/24/2007	1400	NEBRASKA AVE	FORT DR	NW	Prop. Damage		2	0	Side Swiped	3
687350507	5/25/2007	0835	NEBRASKA AVE	TENLEY CIR	NW	Injury		2	3	Rear End	3
814730607	6/18/2007	0720	NEBRASKA AVE	VAN NESS ST	NW	Prop. Damage		2	0	Right Angle	3
923330707	7/9/2007	0835	NEBRASKA AVE	VAN NESS ST	NW	Injury		2	1	Right Angle	3
262600207	2/28/2007	1520	NEBRASKA AVE	WARREN ST	NW	Injury		2	1	Right Angle	3
488780407	4/17/2007	1520	NEBRASKA AVE	WARREN ST	NW	Pedestrian		1	1	Straight Hit Ped.	3
1593111107	11/19/2007	1115	NEBRASKA AVE	WARREN ST	NW	Prop. Damage		2	0	Other	3
1641801107	11/29/2007	1730	NEBRASKA AVE	WARREN ST	NW	Prop. Damage		3	0	Rear End	3
261030207	2/28/2007	0810	TENLEY CIR	WISCONSIN AVE	NW	Prop. Damage		2	0	Side Swiped	3
556870407	4/30/2007	1700	TENLEY CIR	WISCONSIN AVE	NW	Prop. Damage		2	0	Left Turn Hit Veh.	3
1563661107	11/13/2007	1555	TENLEY CIR	WISCONSIN AVE	NW	Injury		2	1	Right Turn Hit Veh.	3
1563611107	11/13/2007	1550	TENLEY CIR	YUMA ST	NW	Prop. Damage		2	0	Left Turn Hit Veh.	3
936330707	7/11/2007	1645	VAN NESS ST	42ND ST	NW	Prop. Damage		2	0	Left Turn Hit Veh.	3
1769551207	12/27/2007	1525	VAN NESS ST	42ND ST	NW	Injury		2	1	Right Angle	3
923020707	7/9/2007	0715	VAN NESS ST	NEBRASKA AVE	NW	Injury	Hit and Run	2	1	Right Angle	3
1388741007	10/9/2007	1235	WISCONSIN AVE	VAN NESS ST	NW	Prop. Damage		0	0		3
1538301107	11/8/2007	0830	WARREN ST	NEBRASKA AVE	NW	Prop. Damage		2	0	Parked Vehicle	3
1068350807	8/6/2007	1040	WINDOM PL	WISCONSIN AVE	NW	Prop. Damage		2	0	Backing Hit Parked Veh.	3
1492681007	10/29/2007	1300	WISCONSIN AVE	40TH ST	NW	Hit and Run		2	0	Backing Hit Parked Veh.	3
65240107	1/14/2007	1645	WISCONSIN AVE	ALBEMARLE ST	NW	Injury		2	1	Rear End	3
169730207	2/6/2007	1650	WISCONSIN AVE	ALBEMARLE ST	NW	Prop. Damage		2	0	Rear End	3
291280307	3/6/2007	2040	WISCONSIN AVE	ALBEMARLE ST	NW	Hit and Run		2	0	Other	3
354790307	3/18/2007	1630	WISCONSIN AVE	ALBEMARLE ST	NW	Hit and Run		2	0	Side Swiped	3
579260507	5/4/2007	2030	WISCONSIN AVE	ALBEMARLE ST	NW	Hit and Run		2	0	Rear End	3
880230607	6/30/2007	1253	WISCONSIN AVE	ALBEMARLE ST	NW	Prop. Damage		2	0	Side Swiped	3
1604491107	11/21/2007	1543	WISCONSIN AVE	ALBEMARLE ST	NW	Injury		2	1	Rear End	3
1656441207	12/2/2007	2030	WISCONSIN AVE	ALBEMARLE ST	NW	Prop. Damage		2	0	Rear End	3
1736451207	12/19/2007	1600	WISCONSIN AVE	ALBEMARLE ST	NW	Injury		2	1	Rear End	3
779370107	1/17/2007	1840	WISCONSIN AVE	Tenley CIR	NW	Prop. Damage		2	0	Side Swiped	3
141160107	1/31/2007	0930	WISCONSIN AVE	TENLEY CIR	NW	Prop. Damage		2	0	Rear End	3
240410207	2/23/2007	1450	WISCONSIN AVE	TENLEY CIR	NW	Injury	DC Property	2	2	Other	3
1564701107	11/13/2007	1956	WISCONSIN AVE	TENLEY CIR	NW	Injury	Pedestrian	1	1	Left Turn Hit Ped.	3
364850307	3/22/2007	0910	WISCONSIN AVE	VAN NESS ST	NW	Prop. Damage	DC Property	2	0	Backing Hit Parked Veh.	3
434850407	4/5/2007	1445	WISCONSIN AVE	VAN NESS ST	NW	Hit and Run		2	0	Backing Hit Parked Veh.	3
998720707	7/23/2007	2151	WISCONSIN AVE	VAN NESS ST	NW	Hit and Run		2	0	Backing Hit Parked Veh.	3
954030707	7/15/2007	0005	WISCONSIN AVE	VAN NESS ST	NW	Prop. Damage		2	0	Left Turn Hit Veh.	3
359870307	3/21/2007	0845	WISCONSIN AVE	VAN NESS ST	NW	Injury		2	1	Other	3
1136750807	8/19/2007	1914	WISCONSIN AVE	VAN NESS ST	NW	Prop. Damage		2	0	Other	3
1358091007	10/3/2007	1540	VAN NESS ST	WISCONSIN AVE	NW	Hit and Run		2	0	Right Angle	3
893840707	7/3/2007	0845	WISCONSIN AVE	VAN NESS ST	NW	Prop. Damage		3	0	Right Angle	3
1552831007	10/11/2007	2315	WISCONSIN AVE	VAN NESS ST	NW	Injury		2	2	Right Angle	3
1659411207	12/3/2007	1420	WISCONSIN AVE	VAN NESS ST	NW	Injury		2	1	Right Angle	3
5820107	1/2/2007	0831	WISCONSIN AVE	VEAZEY ST	NW	Prop. Damage		2	0	Left Turn Hit Veh.	3
577660507	5/4/2007	1630	WISCONSIN AVE	VEAZEY ST	NW	Injury		2	1	Right Angle	3
950860707	7/14/2007	1035	WISCONSIN AVE	VEAZEY ST	NW	Injury		2	2	Left Turn Hit Veh.	3
196810207	2/11/2007	1740	WISCONSIN AVE	WARREN ST	NW	Hit and Run		1	1	Backing Hit Parked Veh.	3

26730107	1/6/2007	1450	WISCONSIN AVE	WARREN ST	NW	Injury	Pedestrian	1	1	Left Turn Hit Ped.	3
336530307	3/16/2007	1130	WISCONSIN AVE	WARREN ST	NW	Prop. Damage		2	0	Left Turn Hit Veh.	3
1572221107	11/15/2007	0835	WISCONSIN AVE	WARREN ST	NW	Prop. Damage	DC Property	2	0	Left Turn Hit Veh.	3
1104300807	8/13/2007	1222	WISCONSIN AVE	WARREN ST	NW	DC Property		2	0	Other	3
1185530807	8/29/2007	2200	WISCONSIN AVE	WARREN ST	NW	Prop. Damage		2	0	Rear End	3
1304770907	9/22/2007	1630	WISCONSIN AVE	WARREN ST	NW	Hit and Run		2	0	Rear End	3
1505111107	11/1/2007	1645	WISCONSIN AVE	WARREN ST	NW	Injury		2	1	Side Swiped	3
1769321207	12/27/2007	1430	WISCONSIN AVE	WARREN ST	NW	Prop. Damage		2	0	Side Swiped	3
687800507	5/21/2007	1208	WISCONSIN AVE	WARREN ST	NW	Hit and Run		1	1	Straight Hit Ped.	3
1384021007	10/8/2007	1259	WISCONSIN AVE	WINDOM PL	NW	Prop. Damage		2	0	Left Turn Hit Veh.	3
449910407	4/9/2007	1135	40TH ST	WARREN ST	NW	DC Property		2	0	Left Turn Hit Veh.	3

2008 Crash Data

Complaint Number	Date of Accident	Time Show	Accident Occured on	Enter obj name	City Quadrant	Type of Accident	Type Of Accident1	# of vehicles	# of injured	Type of Collision	WARD
5359	1/12/2008	1355	ALBEMARLE ST	NEBRASKA AVE	NW	Injury	Prop. Damage	2	2	Rear End	3
29957	3/6/2008	1950	ALBEMARLE ST	WISCONSIN AVE	NW	Injury	Pedestrian	1	1	Straight Hit Ped.	3
711	11/25/2008	2200	ALBEMARLE ST	WISCONSIN AVE	NW	Prop. Damage	Hit and Run	2	0	Parked Vehicle	3
3757	1/9/2008	0830	FORTIETH ST	ALBEMARLE ST	NW	Prop. Damage		2	0	Parked Vehicle	3
8138596	9/29/2008	0815	FORTIETH ST	ALBEMARLE ST	NW	Prop. Damage	Hit and Run	2	0	Unknown	3
8154030	10/29/2008	1040	FORTY SECOND ST	ALBEMARLE ST		Hit and Run	Prop. Damage	2	0	Backing Hit Moving Veh.	3
8175089	12/11/2008	1815	FORTY SECOND ST	ALBEMARLE ST	NW	Prop. Damage	Hit and Run	3	0	Parked Vehicle	3
8129020	9/11/2008	1200	FORTY SECOND ST	NEBRASKA AVE	NW	Injury		2	1	Rear End	3
8085793	6/22/2008	1446	FORTY SECOND ST	VAN NESS ST	NW	Prop. Damage		3	0	Parked Vehicle	3
8155164	10/31/2008	1554	FORTY SECOND ST	VAN NESS ST	NW	Injury	Prop. Damage	3	1	Head On	3
8174411	12/10/2008	1330	NEBRASKA AVE	ALBEMARLE ST	NW	Injury	Pedestrian	1	1	Left Turn hit Ped.	3
51348	4/18/2008	1630	NEBRASKA AVE	FORTY SECOND ST	NW	Prop. Damage		2	0	Left Turn Hit Veh.	3
8134838	9/22/2008	1524	NEBRASKA AVE	FORTY SECOND ST	NW	Prop. Damage		2	0	Rear End	3
34142	3/14/2008	1500	NEBRASKA AVE	TENLEY CIR	NW	Injury		5	2	Rear End	3
69651	5/23/2008	1550	NEBRASKA AVE	TENLEY CIR	NW	Prop. Damage		2	0	Right Angle	3
8098215	7/15/2008	1100	NEBRASKA AVE	TENLEY CIR	NW	Injury		2	1	Rear End	3
8099031	7/16/2008	2055	NEBRASKA AVE	VAN NESS ST		Injury		2	2	Right Angle	3
8143614	10/9/2008	1200	NEBRASKA AVE	VAN NESS ST	NW	Injury		1	1	Straight Hit Ped.	3
8166179	11/22/2008	1315	NEBRASKA AVE	VAN NESS ST	NW	Prop. Damage		2	0	Right Angle	3
8177545	12/16/2008	1918	NEBRASKA AVE	VAN NESS ST	NW	Injury	Pedestrian	1	1	Left Turn hit Ped.	3
32180	3/10/2008	1630	NEBRASKA AVE	WARREN ST	NW	DC Property	Prop. Damage	2	0	Side Swiped	3
8098207	7/15/2008	1130	NEBRASKA AVE	WARREN ST	NW	Hit and Run	Prop. Damage	2	0		3
8139655	10/1/2008	1645	NEBRASKA AVE	WARREN ST	NW	Prop. Damage		2	0	Rear End	3
13629	1/30/2008	1845	VAN NESS ST	FORTY SECOND ST		Prop. Damage		2	0	Right Angle	3
8171783	12/4/2008	0000	VAN NESS ST	NEBRASKA AVE		Injury		1	1	Fixed Object	3
25358	2/25/2008	0755	WISCONSIN AVE	VAN NESS ST	NW	Injury		2	1	Left Turn Hit Veh.	3
8157899	11/5/2008	1749	VAN NESS ST	WISCONSIN AVE	NW	Prop. Damage		2	0	Rear End	3
8101967	7/1/2008	0640	WISCONSIN AVE	VAN NESS ST	NW	Hit and Run	Prop. Damage	1	1	Rear End	3
40921	3/28/2008	1520	WARREN ST	WISCONSIN AVE	SW	Prop. Damage		2	0	Right Turn Hit Veh.	3
8081931	6/15/2008	1110	WARREN ST	WISCONSIN AVE	NW	Prop. Damage		2	0	Parked Vehicle	3
8116750	8/18/2008	1630	WARREN ST	WISCONSIN AVE	NW	Hit and Run	Prop. Damage	2	0	Backing Hit Parked Veh.	3
8155811	11/1/2008	1635	WARREN ST	WISCONSIN AVE	NW	Prop. Damage		2	0	Parked Vehicle	3
20503	2/14/2008	1310	WISCONSIN AVE	ALBEMARLE ST	NW	Prop. Damage		2	0	Left Turn Hit Veh.	3
23174	2/20/2008	1018	WISCONSIN AVE	ALBEMARLE ST	NW	Prop. Damage		2	0	Rear End	3
49787	4/15/2008	1154	WISCONSIN AVE	ALBEMARLE ST	NW	Prop. Damage	DC Property	2	0	Rear End	3
8094864	7/9/2008	0930	WISCONSIN AVE	ALBEMARLE ST	NW	Injury		2	0	Other	3
8108103	8/2/2008	0005	WISCONSIN AVE	ALBEMARLE ST	NW	Prop. Damage		2	0	Left Turn Hit Veh.	3
8131773	9/16/2008	2005	WISCONSIN AVE	ALBEMARLE ST	NW	Prop. Damage		2	0	Head On	3
8135936	9/24/2008	1835	WISCONSIN AVE	ALBEMARLE ST	NW	Hit and Run	Injury	2	1	Side Swiped	3
8089692	6/29/2008	1100	WISCONSIN AVE	TENLEY CIR	NW	Prop. Damage	Hit and Run	2	0	Side Swiped	3
8175113	12/11/2008	2118	WISCONSIN AVE	TENLEY CIR	NW	Prop. Damage		2	0	Right Angle	3
8170151	10/2/2008	1615	VAN NESS ST	WISCONSIN AVE	NW	Injury		2	1	Right Angle	3
8154032	10/29/2008	1155	VAN NESS ST	WISCONSIN AVE	NW	Prop. Damage	DC Property	2	0	Side Swiped	3
8163023	11/15/2008	2317	WISCONSIN AVE	VAN NESS ST	NW	Prop. Damage		2	0	Side Swiped	3
8177077	12/15/2008	2015	WISCONSIN AVE	VAN NESS ST	NW	Prop. Damage		2	0	Side Swiped	3
44313	4/4/2008	1337	WISCONSIN AVE	WARREN ST	NW	Prop. Damage	Hit and Run	2	0	Right Angle	3
52830	4/21/2008	1730	WISCONSIN AVE	WARREN ST	NW	Injury		2	1	Left Turn Hit Veh.	3
18371	2/9/2008	1445	FORTIETH ST	WISCONSIN AVE	NW	Prop. Damage		2	0	Parked Vehicle	3
8137358	9/27/2008	0920	FORTY SECOND ST	WISCONSIN AVE	NE	Comm. Veh.	Prop. Damage	0	0	Right Turn Hit Veh.	3
8152441	10/25/2008	2227	NEBRASKA AVE	FORT DR	NW	Injury		3	0	Other	3
16100	2/5/2008	0750	NEBRASKA AVE	FORTY FIFTH ST	NW	Injury		2	1	Rear End	3
54370	4/24/2008	1550	NEBRASKA AVE	FORTY FIFTH ST	NW	Prop. Damage	Hit and Run	2	0	Side Swiped	3

2009 Crash Data

Complaint Number	Date of Accident	Time Show	Accident Occured on	Enter obj name	City Quadra	Type of Accident	Type Of Accident1	# of vehicles i	# of injured	Type of Collision	WARD
9005450	1/12/2009	1516	NEBRASKA AVE	TENLEY CIR	NW		Hit and Run	2	0	Side Swiped	3
9017173	2/6/2009	1205	NEBRASKA AVE	TENLEY CIR	NW	Prop. Damage		2	0	Side Swiped	3
9047524	4/10/2009	0930	WISCONSIN AVE	TENLEY CIR	NW			2	1	Rear End	3
9067809	5/19/2009	1424	WISCONSIN AVE	TENLEY CIR	NW	Injury		2	1	Side Swiped	3
9085222	6/20/2009	0551	WISCONSIN AVE	TENLEY CIR	NW	Injury		3	1	Head On	3
9144089	10/7/2009	1515	WISCONSIN AVE	TENLEY CIR	NW	Prop. Damage		0	0	Left Turn Hit Veh.	3
9147295	10/13/2009	1712	TENLEY CIR	WISCONSIN AVE	NW	Injury		2	1	Side Swiped	3
9171616	12/1/2009	1909	WISCONSIN AVE	TENLEY CIR	NW	Prop. Damage		2	0	Side Swiped	3
9001923	1/5/2009	0745	WISCONSIN AVE	ALBEMARLE ST	NW		Hit and Run	2	0	Side Swiped	3
9020740	2/13/2009	1748	ALBEMARLE ST	WISCONSIN AVE	NW		Hit and Run	2	0	Side Swiped	3
9000001	3/4/2009	1000	WISCONSIN AVE	ALBEMARLE ST	NW			2	1	Right Angle	3
9111078	3/6/2009	0010	WISCONSIN AVE	ALBEMARLE ST	NW	Prop. Damage		2	0	Head On	3
9048622	4/12/2009	1530	WISCONSIN AVE	ALBEMARLE ST	NW		Hit and Run	2	0	Side Swiped	3
9059229	5/2/2009	2100	WISCONSIN AVE	ALBEMARLE ST	NW			2	0	Parked Vehicle	3
9066627	5/17/2009	0305	WISCONSIN AVE	ALBEMARLE ST	NW	Prop. Damage		2	0	Rear End	3
9099131	7/14/2009	1810	ALBEMARLE ST	WISCONSIN AVE	NW	Prop. Damage	Hit and Run	2	0	Parked Vehicle	3
9140045	9/29/2009	2012	ALBEMARLE ST	WISCONSIN AVE	NW	Prop. Damage		2	0	Left Turn Hit Veh.	3
9145878	10/10/2009	1818	WISCONSIN AVE	ALBEMARLE ST	NW	Injury		2	1	Right Turn Hit Veh.	3
9170302	11/28/2009	2130	ALBEMARLE ST	WISCONSIN AVE	NW		Hit and Run	0	0	Backing Hit Parked Veh.	3
9012044	1/26/2009	1054	NEBRASKA AVE	VAN NESS ST	NW			2	0	Side Swiped	3
9066682	5/17/2009	0655	NEBRASKA AVE	VAN NESS ST	NW	Injury		2	2	Right Angle	3
9070989	5/25/2009	1240	NEBRASKA AVE	VAN NESS ST	NW	Injury		2	1	Rear End	3
9160853	11/9/2009	1316	NEBRASKA AVE	VAN NESS ST	NW			2	0	Rear End	3
9054212	4/23/2009	1850	WARREN ST	WISCONSIN AVE	NW			2	1	Side Swiped	3
9020073	2/11/2009	0800	WARREN ST	FORTIETH ST	NW			2	0	Side Swiped	3
9181873	12/23/2009	2100	WISCONSIN AVE	ALBERMARLIE ST	NW			2	0	Rear End	3
9165706	11/19/2009	0905	NEBRASKA AVE	VAN NESS ST	NW			2	0	Side Swiped	3
9168829	11/25/2009	1048	NEBRASKA AVE	VAN NESS ST	NW			1	1	Ran Off Roadway	3
9015866	2/3/2009	1615	WISCONSIN AVE	VAN NESS ST	NW			1	1	Left Turn Hit Ped.	3
9051593	4/18/2009	1430	WISCONSIN AVE	VAN NESS ST	NW	Injury		2	1	Right Angle	3
9125656	9/1/2009	1555	WISCONSIN AVE	VAN NESS ST	NW		Hit and Run	2	0	Backing Hit Parked Veh.	3
9164867	11/17/2009	1745	WISCONSIN AVE	VAN NESS ST	NW			2	1	Side Swiped	3
9179918	12/18/2009	1539	WISCONSIN AVE	VAN NESS ST	NW		Hit and Run	2	0	Side Swiped	3
9043966	4/3/2009	1650	WISCONSIN AVE	VAN NESS ST	NW	Prop. Damage		2	0	Rear End	3
9047014	4/9/2009	1216	FORTIETH ST	ALBEMARLE ST	NW		Hit and Run	2	1	Rear End	3
9057774	4/30/2009	1100	VAN NESS ST	WISCONSIN AVE	NW	Prop. Damage		2	0	Rear End	3
9068690	5/21/2009	0730	WISCONSIN AVE	WARREN ST	NW	Injury		2	1	Rear End	3
9087459	6/24/2009	1301	NEBRASKA AVE	WISCONSIN AVE	NW	Prop. Damage		2	0	Side Swiped	3
9149182	10/17/2009	2120	ALBEMARLE ST	FORTY SECOND ST	NW	Injury		3	2	Right Angle	3
9092290	7/2/2009	1620	WISCONSIN AVE	VAN NESS ST	NW	Injury		2	1	Head On	3
9088998	6/26/2009	2100	WISCONSIN AVE	VAN NESS ST	NW			3	0	Rear End	3
9121422	8/25/2009	1700	WISCONSIN AVE	VAN NESS ST	NW	Prop. Damage		2	0	Rear End	3
9124062	8/30/2009	1212	WISCONSIN AVE	VAN NESS ST	NW	Injury		2	1	Parked Vehicle	3
9106019	7/27/2009	1330	FORTIETH ST	ALBEMARLE ST	NW		Hit and Run	2	0	Backing Hit Parked Veh.	3
9054568	4/24/2009	1220	FORTIETH ST	WARREN ST	NW			2	0	Side Swiped	3
9181220	12/22/2009	1020	FORTY SECOND ST	ALBEMARLE ST	NW	Prop. Damage		2	0	Rear End	3
9126663	9/4/2009	1428	FORTIETH ST	WARREN ST	NW		Hit and Run	2	0	Backing Hit Moving Veh.	3
9168289	11/24/2009	1105	FORTIETH ST	ALBEMARLE ST	NW	Prop. Damage		2	0	Right Angle	3
9118835	8/20/2009	1700	FORTIETH ST	ALBEMARLE ST	NW		Hit and Run	2	0	Side Swiped	3
9141322	10/2/2009	0915	WISCONSIN AVE	VAN NESS ST	NW	Prop. Damage		2	0	Rear End	3
9129215	9/9/2009	1600	WISCONSIN AVE	WARREN ST	NW	Prop. Damage		2	0	Side Swiped	3
9106025	7/27/2009	1500	WISCONSIN AVE	VAN NESS ST	NW	Prop. Damage		3	0	Rear End	3

9128746	9/8/2009	1600	WISCONSIN AVE	VAN NESS ST	NW	Prop. Damage		2	0	Side Swiped	3
9004033	1/9/2009	1605	VAN NESS ST	FORTY SECOND ST	NW			2	0	Head On	3
9134457	9/19/2009	0457	ALBEMARLE ST	ALBEMARLE ST	NW	Injury		2	1	Parked Vehicle	3
9040474	3/27/2009	1640	VAN NESS ST	VAN NESS ST	NW			2	0	Side Swiped	3
9163399	11/14/2009	1730	WISCONSIN AVE	FORTY SECOND ST	NW	Prop. Damage		2	0	Left Turn Hit Veh.	3
9040515	3/27/2009	1945	WISCONSIN AVE	WARREN ST	NW			2	0	Backing Hit Parked Veh.	3
9138993	9/27/2009	2048	WISCONSIN AVE	WARREN ST	NW	Prop. Damage		2	0	Side Swiped	3

APPENDIX G –

EXISTING SIGNAL TIMING SHEETS

(Source: DDOT)

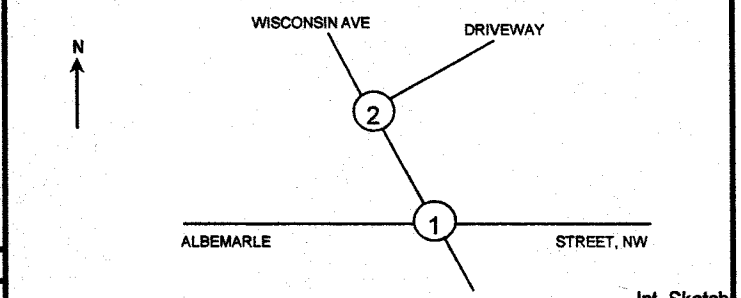
TIMING PLAN SCHEDULE			TS- 751-B	WISCONSIN AVENUE AND VAN NESS STREET, NW
PLAN	PERIOD	DATE		LOCATION
1	Off Peak - 80		DEPARTMENT OF PUBLIC WORKS	S-DRAWING NO: / SHEET 1
2	AM Peak - 90		WASHINGTON, D.C.	
3	PM Peak - 90		BUREAU OF TRAFFIC SERVICES	
4	Off Peak - 100			
5	AM Peak - 100			
6	PM Peak - 100			
7	AM Peak - 120			
8	PM Peak - 120			
9	Evacuation			

CONTROLLER	ISNUM	ACISA
170	1277	6152

DESCRIPTION (INTERSECTION / STREET / DIRECTION)	INTERVAL TYPE	INTERVAL NUMBER	TIMING PLAN NUMBER 1 S	1 C	2 S	2 C	3 S	3 C	4 S	4 C	5 S	5 C	6 S	6 C	7 S	7 C	8 S	8 C	9 S	9 C
WISCONSIN AVENUE GREEN + FW (ES, WS)	F	1	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
WISCONSIN AVENUE GREEN + FW (ES, WS)	V	2	27	(37)	37	(47)	35	(45)	47	(57)	47	(57)	45	(55)	67	(77)	65	(75)	155	(165)
WISCONSIN AVENUE GREEN + FDW (ES,WS)	F	3	7	44	7	54	7	52	7	64	7	64	7	62	7	84	7	82	7	172
WISCONSIN AVENUE YELLOW + DW (ES,WS)	F	4	4	48	4	58	4	56	4	68	4	68	4	66	4	88	4	86	4	176
ALL RED +DW	F	5	1	49	1	59	1	57	1	69	1	69	1	67	1	89	1	87	1	177
VAN NESS STREET GREEN + FW (NS, SS)	F	6	10	59	10	69	10	67	10	79	10	79	10	77	10	99	10	97	10	187
VAN NESS STREET GREEN + FW (NS, SS)	V	7	1	(60)	1	(70)	3	(70)	1	(80)	1	(80)	3	(80)	1	(100)	3	(100)	33	(220)
VAN NESS STREET GREEN + FDW (NS, SS)	F	8	14	74	14	84	14	84	14	94	14	94	14	94	14	114	14	114	14	234
VAN NESS STREET YELLOW + DW (NS, SS)	F	9	5	79	5	89	5	89	5	99	5	99	5	99	5	119	5	119	5	239
ALL RED +DW	F	10	1	80	1	90	1	90	1	100	1	100	1	100	1	120	1	120	1	240
CYCLE LENGTH			80		90		90		100		100		100		120		120		240	
OFFSET			53		70		62		24		90		41		66		20		219	
PREPARED BY			WWM		WWM		WWM		B.Y.		B.Y.		B.Y.		B.Y.		B.Y.		DAW	
DATE TO SHOP			2/10/88		2/10/88		2/10/88		10/31/03		10/31/03		10/31/03		10/31/03		10/31/03		4/4/02	
WORK OR SHOP ORDER NO									S10-03-16		S10-03-16		S10-03-16		S10-03-16		S10-03-16		S04-02-6	
APPROVED BY									WWM		WWM		WWM		WWM		WWM		WWM	
DATE INSTALLED									11/1/03		11/1/03		11/1/03		11/1/03		11/1/03			
INSTALLED BY									BY		BY		BY		BY		BY			

S=Seconds C=Cummulative secs F=Fixed interval V=Variable Interval ( ) = Force Off (circle the interval)

TIMING PLAN SCHEDULE			TS- 393-N	WISCONSIN AVENUE, ALBEMARLE STREET, AND COMMERCIAL DRIVEWAY, NW LOCATION
PLAN	PERIOD	DATE	DEPARTMENT OF PUBLIC WORKS WASHINGTON, D.C. BUREAU OF TRAFFIC SERVICES	S-DRAWING NO: S - 256 -C SHEET 1
1	Off Peak - 100			
2	AM Peak - 100			
3	PM Peak - 100			
4	Off Peak - 100			
5	AM Peak - 100			
6	PM Peak - 100			
7	AM Peak - 120			
8	PM Peak - 120			
9	Evacuation		CONTROLLER: 170	ISNUM: 1255 ACISA: 6130



Int. Sketch

DESCRIPTION (INTERSECTION / STREET / DIRECTION)		INTERVAL		TIMING PLAN NUMBER																	
		TYPE	NUMBER	1		2		3		4		5		6		7		8		9	
1	2			S	C	S	C	S	C	S	C	S	C	S	C	S	C	S	C	S	C
WISCONSIN NBG, SBG + W(ES,WS)	WISCONSIN NBG, SBG	F	1	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
WISCONSIN NBG, SBG + W(ES,WS)	WISCONSIN NBG, SBG	V	2	31	(41)	33	(43)	34	(44)	31	(41)	33	(43)	34	(44)	48	(58)	49	(59)	154	(164)
WISCONSIN NBG, SBG + FDW(ES,WS)	WISCONSIN NBG, SBG	F	3	8	49	8	51	8	52	8	49	8	51	8	52	8	66	8	67	8	172
WISCONSIN NBY, SBY + DW(ES,WS)	WISCONSIN NBG, SBG	F	4	4	53	4	55	4	56	4	53	4	55	4	56	4	70	4	71	4	176
ALL RED + DW(ES, WS)	WISCONSIN NBG, SBG	F	5	1	54	1	56	1	57	1	54	1	56	1	57	1	71	1	72	1	177
ALBEMARLE EBG, EBLG, WBR + W(SS)	WISCONSIN NBG, SBG	F	6	1	55	1	57	1	58	1	55	1	57	1	58	1	72	1	73	1	178
ALBEMARLE EBG, EBLG, WBR + W(SS)	WISCONSIN NBY, SBY	F	7	4	59	4	61	4	62	4	59	4	61	4	62	4	76	4	77	4	182
ALBEMARLE EBG, EBLG, WBR + W(SS)	ALL RED	F	8	1	60	1	62	1	63	1	60	1	62	1	63	1	77	1	78	1	183
ALBEMARLE EBG, EBLG, WBR + W(SS)	WISC SBR, SBLG, DWYGR, + W(SS)	F	9	4	64	4	66	4	67	4	64	4	66	4	67	4	81	4	82	4	187
ALBEMARLE EBG, EBLG, WBR + W(SS)	WISC SBR, SBLG, DWYGR, + W(SS)	V	10	1	(65)	1	(67)	1	(68)	1	(65)	1	(67)	1	(68)	1	(82)	1	(83)	11	(198)
ALBEMARLE EBG, EBLY, WBR + W(SS)	WISC SBR, SBLG, DWYGR, + W(SS)	F	11	4	69	4	71	4	72	4	69	4	71	4	72	4	86	4	87	4	202
ALBEMARLE EBG, WBG + W(NS,SS)	WISC SBR,SBLG,DWYGR + FDW(SS)	F	12	4	73	4	75	4	76	4	73	4	75	4	76	4	90	4	91	4	206
ALBEMARLE EBG, WBG + W(NS,SS)	WISC SBR,SBLG,DWYGR + FDW(SS)	V	13	4	(77)	2	(77)	1	(77)	4	(77)	2	(77)	1	(77)	7	(97)	6	(97)	11	(217)
ALBEMARLE EBG, WBG + FDW(NS,SS)	WISC SBR,SBLG,DWYGR + FDW(SS)	F	14	11	88	11	88	11	88	11	88	11	88	11	88	11	108	11	108	11	228
ALBEMARLE EBG, WBG + FDW(NS,SS)	WISC SBR,SBLY,DWYY+ DW(SS)	F	15	4	92	4	92	4	92	4	92	4	92	4	92	4	112	4	112	4	232
ALBEMARLE EBG, WBG + FDW(NS,SS)	ALL RED + DW(SS)	F	16	1	93	1	93	1	93	1	93	1	93	1	93	1	113	1	113	1	233
ALBEMARLE EBY, WBY + DW(NS,SS)	WISCONSIN NBG, SBR	F	17	4	97	4	97	4	97	4	97	4	97	4	97	4	117	4	117	4	237
ALL RED + DW(NS, SS)	WISCONSIN NBG, SBG	F	18	3	100	3	100	3	100	3	100	3	100	3	100	3	120	3	120	3	240
	CYCLE LENGTH			100		100		100		100		100		100		120		120		240	
	OFFSET			5		96		84		5		96		84		23		61		41	
PREPARED BY				ANTHONY DINKINS																	
DATE TO SHOP																					
WORK OR SHOP ORDER NO				~~~ 5 - 10 - 10 - 15 ~~~																	
APPROVED BY				WWM		WWM		WWM		WWM		WWM		WWM		WWM		WWM		WWM	
DATE INSTALLED																					
INSTALLED BY																					

S=Seconds C=Cummulative secs F=Fixed interval V=Variable Interval ( ) = Force Off (circle the interval)

TIMING PLAN SCHEDULE

PLAN	PERIOD	DATE
1	OffPeak - 100	
2	AM Peak - 100	
3	PM Peak - 100	
4	OffPeak - 100	
5	AM Peak - 100	
6	PM Peak - 100	
7	AM Peak - 120	
8	PM Peak - 120	
9	EVACUATION	

TS- 749-H.2

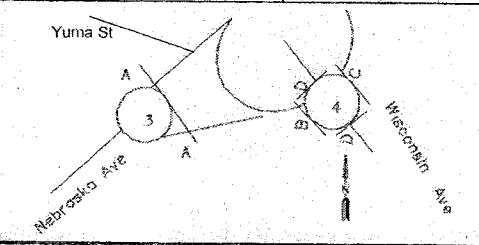
LOCATION: WISCONSIN AVENUE AND TENLEY CIRCLE, NW

S-DRAWING NO: S-1071-E | SHEET 2

DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C.

TRAFFIC SERVICES ADMINISTRATION



CONTROLLER	ISNUM	ACISA
170	1281	6156

DESCRIPTION									INTERVAL		TIMING PLAN NUMBER																	
3		4		PEDESTRIAN					TYPE	NUMBER	1		2		3		4		5		6		7		8		9	
N	S	NWB	SEB	N	A	B	C	D			S	C	S	C	S	C	S	C	S	C	S	C	S	C	S	C	S	C
R	G	G	G	R	DW	W	FDW	DW	F	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
R	G	G	G	R	DW	W	FDW	DW	V	2	11	16	17	22	7	12	11	16	17	22	7	12	32	37	17	22	77	82
R	G	Y	G	R	DW	FDW	DW	DW	F	3	4	20	4	26	4	16	4	20	4	26	4	16	4	41	4	26	4	86
G	G	R	G	R	DW	FDW	DW	DW	F	4	3	23	3	29	3	19	3	23	3	29	3	19	3	44	3	29	3	89
G	G	R	Y	R	DW	DW	DW	DW	F	5	4	27	4	33	4	23	4	27	4	33	4	23	4	48	4	33	4	93
G	G	R	R	R	DW	DW	DW	DW	F	6	1	28	1	34	1	24	1	28	1	34	1	24	1	49	1	34	1	94
G	G	R	R	G	DW	DW	DW	W	F	7	10	38	10	44	10	34	10	38	10	44	10	34	10	59	10	44	10	104
G	G	R	R	G	DW	DW	DW	W	V	8	11	49	5	49	15	49	11	49	5	49	15	49	10	69	25	69	15	119
G	G	R	R	G	DW	DW	DW	FDW	F	9	4	53	4	53	4	53	4	53	4	53	4	53	4	73	4	73	4	123
Y	G	R	R	G	DW	DW	DW	FDW	F	10	4	57	4	57	4	57	4	57	4	57	4	57	4	77	4	77	4	127
R	G	R	R	G	DW	DW	DW	FDW	F	11	5	62	5	62	5	62	5	62	5	62	5	62	5	82	5	82	5	132
R	G	R	R	Y	DW	DW	DW	DW	F	12	4	66	4	66	4	66	4	66	4	66	4	66	4	86	4	86	4	136
R	G	R	R	R	DW	DW	DW	DW	F	13	1	67	1	67	1	67	1	67	1	67	1	67	1	87	1	87	1	137
R	Y	G	G	R	DW	W	W	DW	F	14	5	72	5	72	5	72	5	72	5	72	5	72	5	92	5	92	5	142
R	R	G	G	R	DW	W	W	DW	V	15	5	77	5	77	5	77	5	77	5	77	5	77	5	97	5	97	75	217
R	R	G	G	R	DW	W	W	DW	F	16	4	81	4	81	4	81	4	81	4	81	4	81	4	101	4	101	4	221
R	R	G	G	R	DW	W	W	DW	F	17	6	87	6	87	6	87	6	87	6	87	6	87	6	107	6	107	6	227
R	R	G	G	R	W	W	W	DW	F	18	6	93	6	93	6	93	6	93	6	93	6	93	6	113	6	113	6	233
R	R	G	G	R	W	W	W	DW	V	19	1	94	1	94	1	94	1	94	1	94	1	94	1	114	1	114	1	234
R	R	G	G	R	FDW	W	W	DW	F	20	5	99	5	99	5	99	5	99	5	99	5	99	5	119	5	119	5	239
R	R	G	G	R	DW	W	W	DW	F	21	1	100	1	100	1	100	1	100	1	100	1	100	1	120	1	120	1	240
									CYCLE LENGTH		100		100		100		100		100		100		120		120		240	
									OFFSET		22		33		1		22		33		1		72		77		8	
PREPARED BY:											AN		AN		AN		AN		AN		AN		AN		AN		AN	
DATE TO SHOP:																												
WORK OR SHOP ORDER NO.											S-04-08-06																	
APPROVED BY:											WWM		WWM		WWM		WWM		WWM		WWM		WWM		WWM		WWM	
DATE INSTALLED:																												
INSTALLED BY:																												

S=Seconds C=Cummulative secs F=Fixed interval V=Variable Interval ( ) = Force Off (circle the interval)

TIMING PLAN SCHEDULE		
PLAN	PERIOD	DATE
1	OffPeak - 100	
2	AM Peak - 100	
3	PM Peak - 100	
4	OffPeak - 100	
5	AM Peak - 100	
6	PM Peak - 100	
7	AM Peak - 120	
8	PM Peak - 120	
9	EVACUATION	

TS- 749-H.1

WISCONSIN AVENUE AND TENLEY CIRCLE, NW

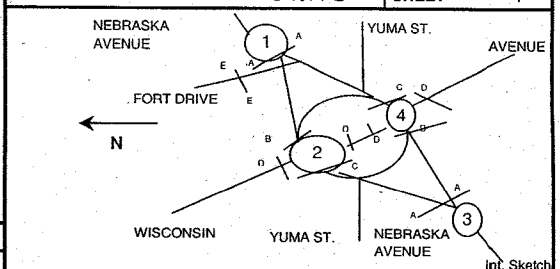
LOCATION

S-DRAWING NO: S-1071-E SHEET 1

DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C.

TRAFFIC SERVICES ADMINSTRATION



CONTROLLER	ISNUM	ACISA
170	1281	6156

DESCRIPTION																INTERVAL		TIMING PLAN NUMBER																	
1			2			3		4			PEDESTRIAN							1		2		3		4		5		6		7		8		9	
NWB	N	S	NWB	SEB	S	N	S	NWB	SEB	N	A	B	C	D	E	TYPE	NUMBER	S	C	S	C	S	C	S	C	S	C	S	C	S	C	S	C	S	C
G	G	R	G	G	R	R	G	G	G	R	DW	W	FDW	DW	DW	F	1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
G	G	R	G	G	R	R	G	G	G	R	DW	W	FDW	DW	DW	V	2	11	16	17	22	7	12	11	16	17	22	7	12	32	37	17	22	77	82
G	G	R	G	Y	R	R	G	Y	G	R	DW	FDW	DW	DW	DW	F	3	4	20	4	26	4	16	4	20	4	26	4	16	4	41	4	26	4	86
R	G	R	G	R	R	G	G	R	G	R	DW	FDW	DW	DW	DW	F	4	3	23	3	29	3	19	3	23	3	29	3	19	3	44	3	29	3	89
R	G	G	Y	R	R	G	G	R	Y	R	DW	DW	DW	DW	W	F	5	4	27	4	33	4	23	4	27	4	33	4	23	4	48	4	33	4	93
R	G	G	R	R	R	G	G	R	R	R	DW	DW	DW	DW	W	F	6	1	28	1	34	1	24	1	28	1	34	1	24	1	49	1	34	1	94
R	G	G	R	R	G	G	G	R	R	G	DW	DW	DW	W	W	F	7	10	38	10	44	10	34	10	38	10	44	10	34	10	59	10	44	10	104
R	G	G	R	R	G	G	G	R	R	G	DW	DW	DW	W	W	V	8	11	49	5	49	15	49	11	49	5	49	15	49	10	69	25	69	15	119
R	G	G	R	R	G	G	G	R	R	G	DW	DW	DW	FDW	FDW	F	9	4	53	4	53	4	53	4	53	4	53	4	53	4	73	4	73	4	123
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R	G	R	R	R	G	R	G	R	R	G	DW	DW	DW	FDW	DW	F	11	5	62	5	62	5	62	5	62	5	62	5	62	5	82	5	82	5	132
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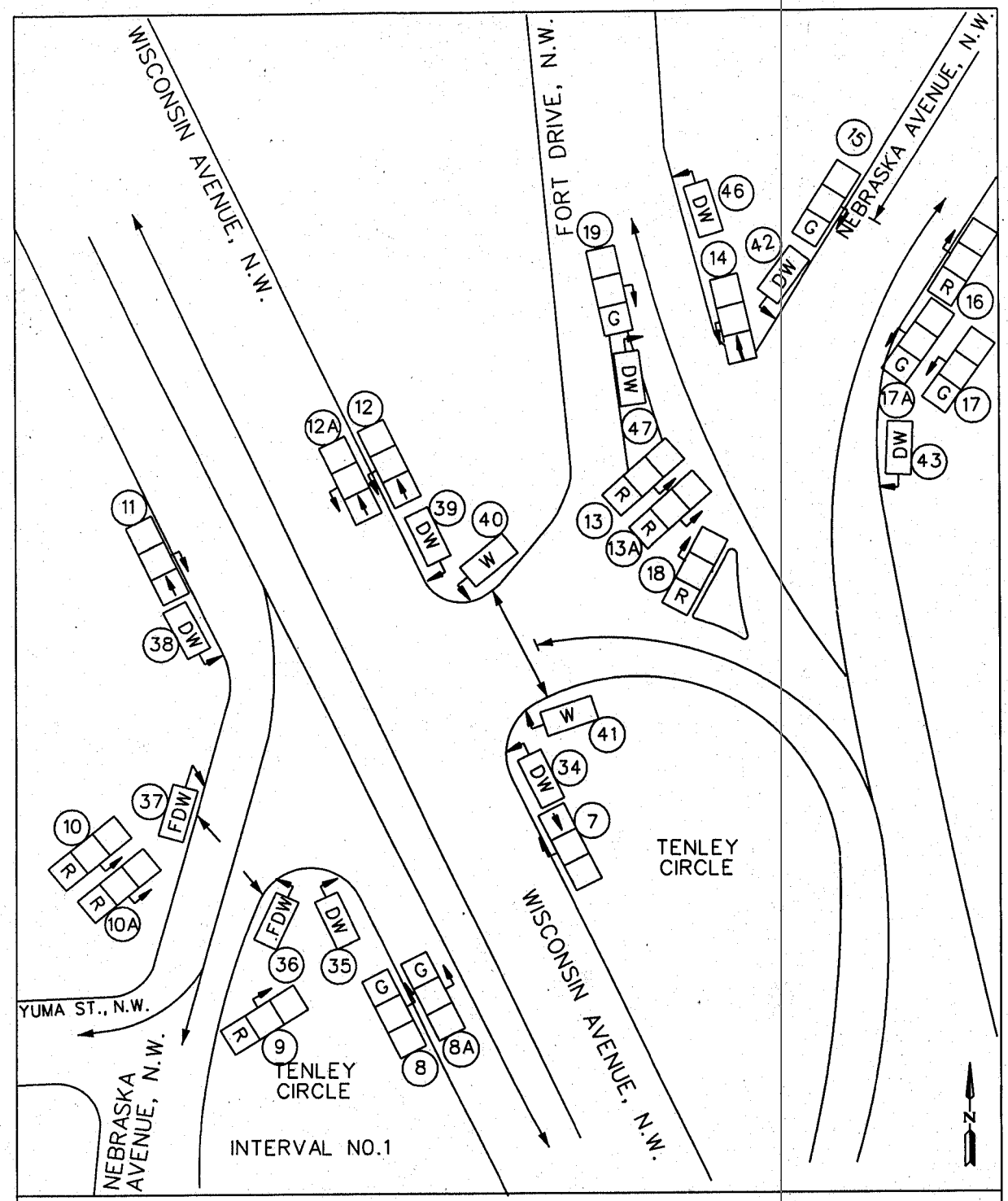
																		CYCLE LENGTH		100		100		100		100		100		120		120		240	
																		OFFSET		22		33		1		22		33		72		77		8	
PREPARED BY:																				AN		AN		AN		AN		AN		AN		AN		AN	
DATE TO SHOP:																																			
WORK OR SHOP ORDER NO.																				Q-3476-E														
APPROVED BY:																				WUM		WUM		WUM		WUM		WUM		WUM		WUM		WUM	
DATE INSTALLED:																																			
INSTALLED BY:																																			

S=Seconds C=Cummulative secs F=Fixed interval V=Variable Interval ◯ = Force Off (circle the interval)

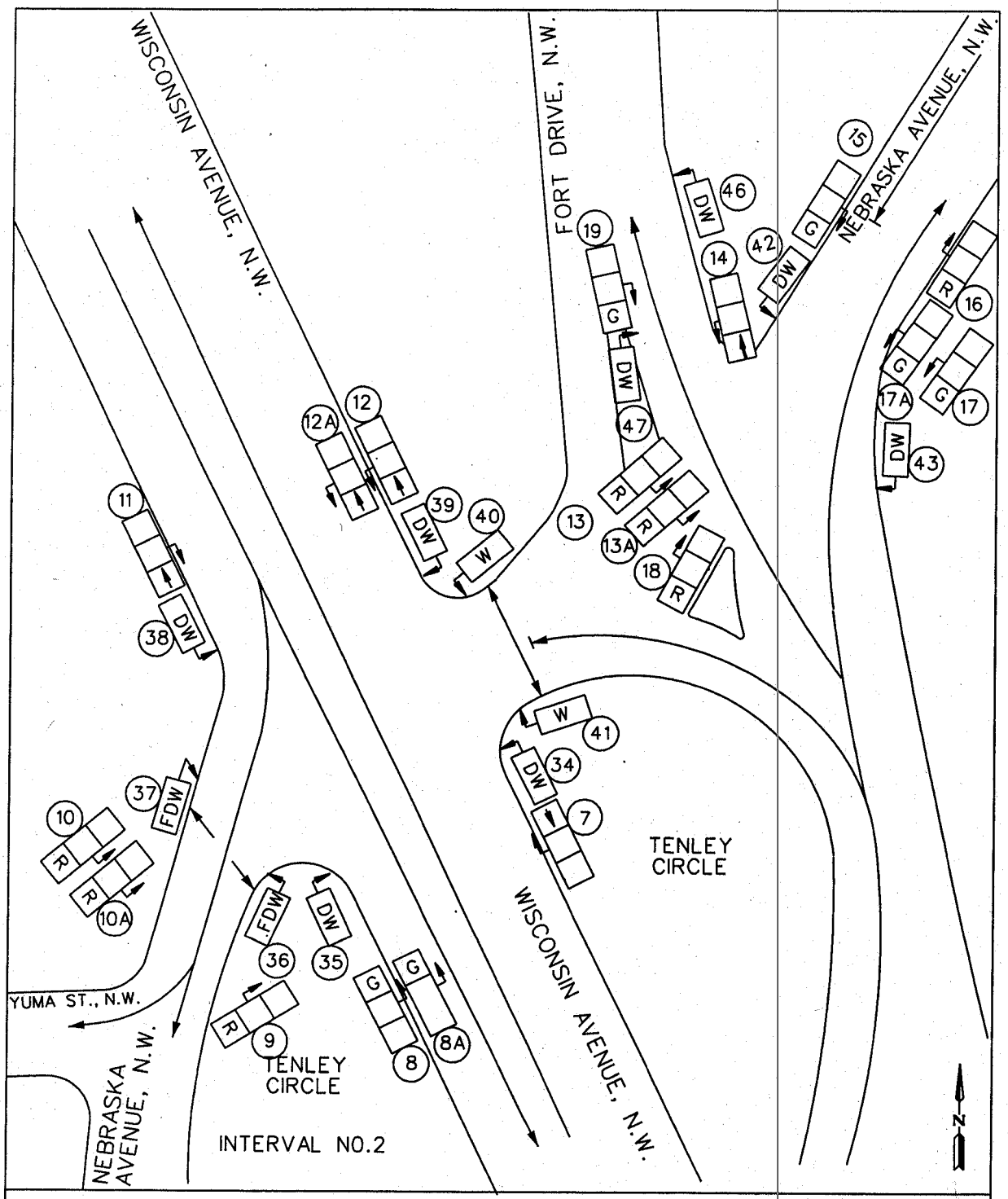


TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE). N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION	DESIGNED BY: Asmalz Negussie SUBMITTED BY: _____ CHIEF, SIGNAL DESIGN BRANCH APPROVED BY: William W. McDuck 5/15/06 DIVISION CHIEF	T.S. 749-H 1 SHEET 1 OF 21
CHECKED BY: DATE:		
DRAWN BY: AN DATE:		
IN SERVICE: SCALE: NONE		

SDGNS

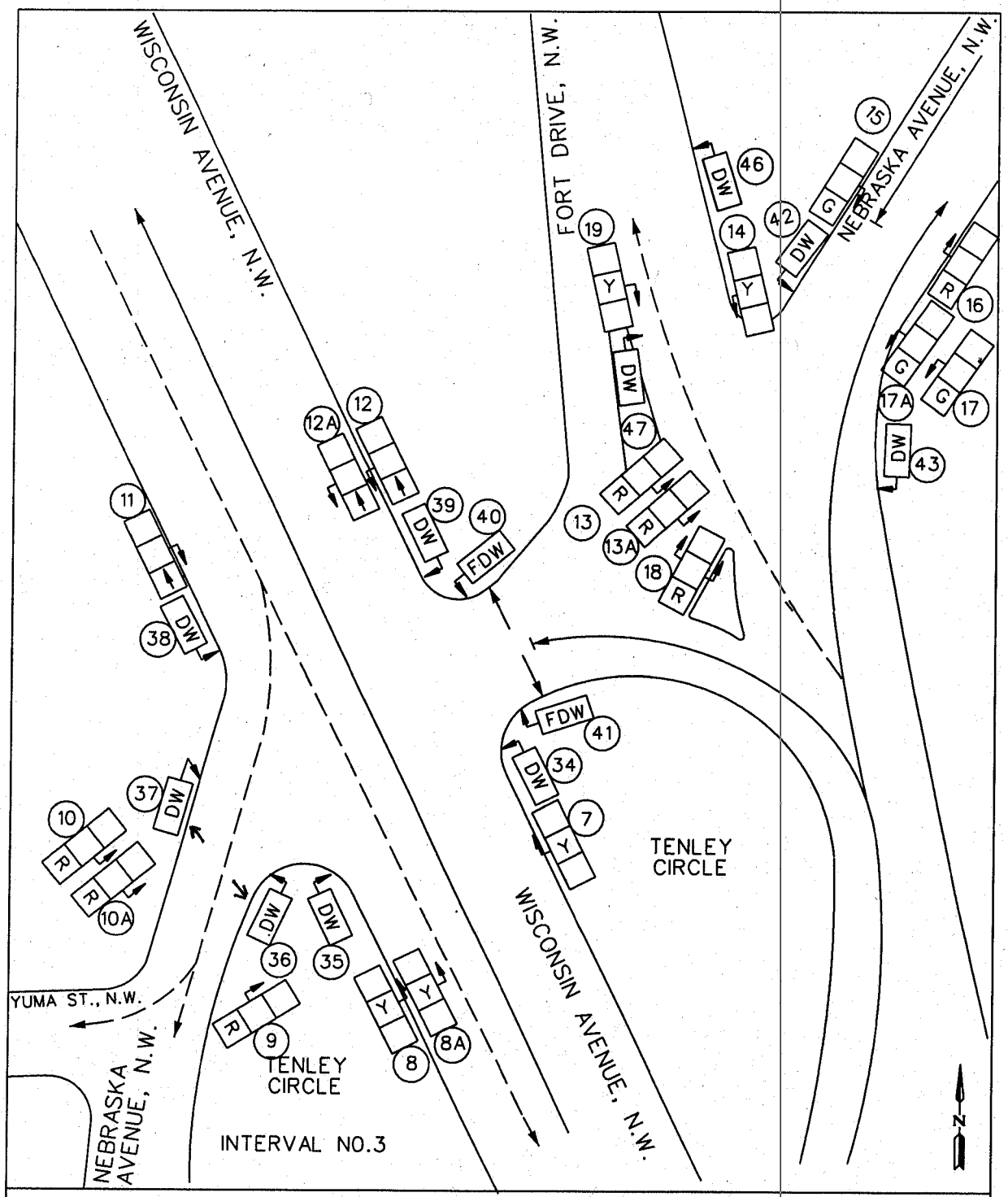


TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION	DESIGNED BY:		T.S. 749-H 1
CHECKED BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: AN	DATE:	APPROVED BY: DIVISION CHIEF	2 OF 21
IN SERVICE:	SCALE: NONE		

DGN

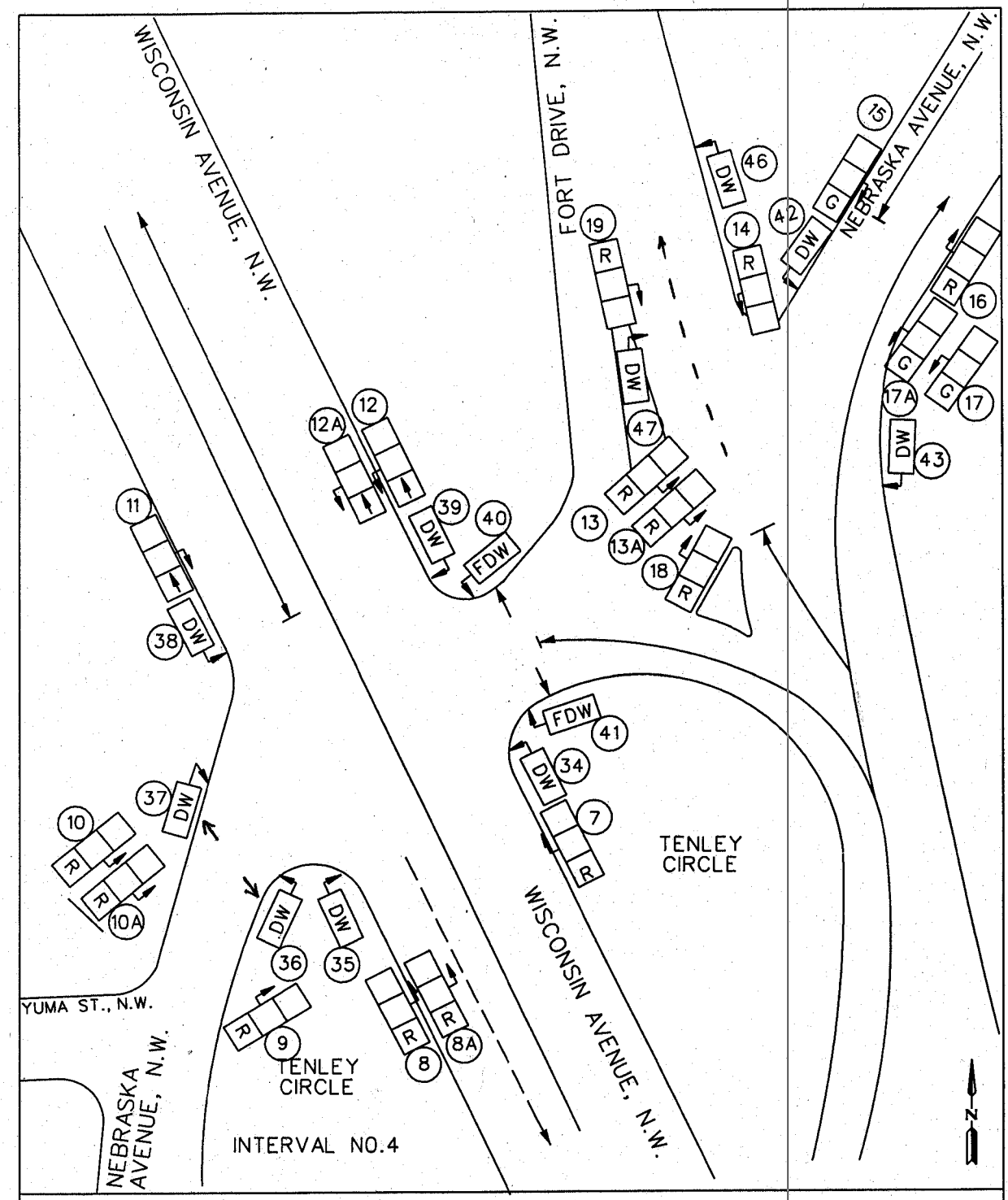


TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION	DESIGNED BY:		T.S. 749-H 1
CHECKED BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: AN	DATE:	APPROVED BY: DIVISION CHIEF	3 OF 21
IN SERVICE:	SCALE: NONE		

SDGNS

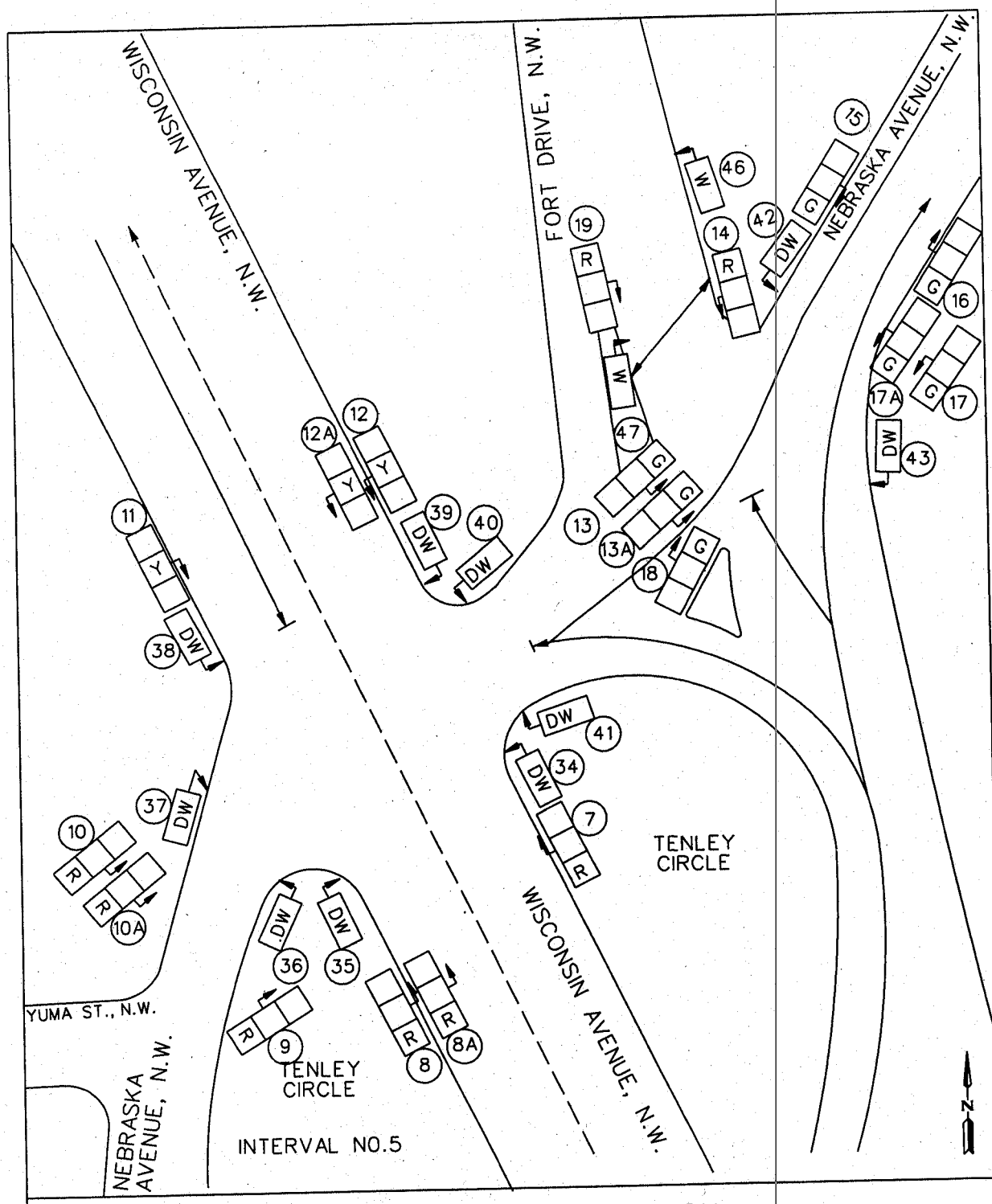


TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION	DESIGNED BY:	T.S. 749-H 1
CHECKED BY: DATE:	SUBMITTED BY: CHIEF. SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: AN DATE:	APPROVED BY: DIVISION CHIEF	4 OF 21
IN SERVICE: SCALE: NONE		

DGN

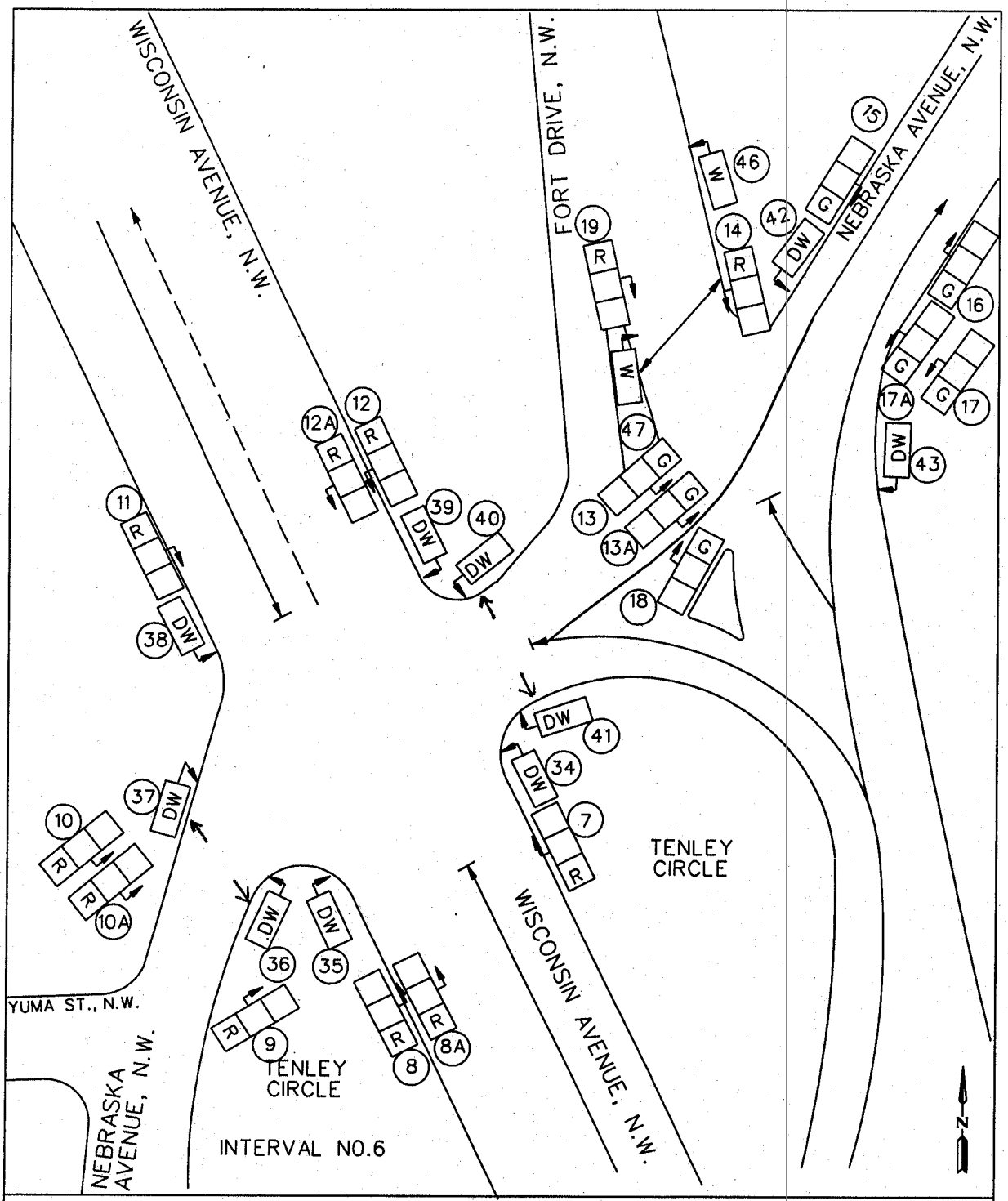


TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION	DESIGNED BY:		T.S. 749-H 1
CHECKED BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: AN	DATE:	APPROVED BY: DIVISION CHIEF	5 OF 21
IN SERVICE:	SCALE: NONE		

DGN

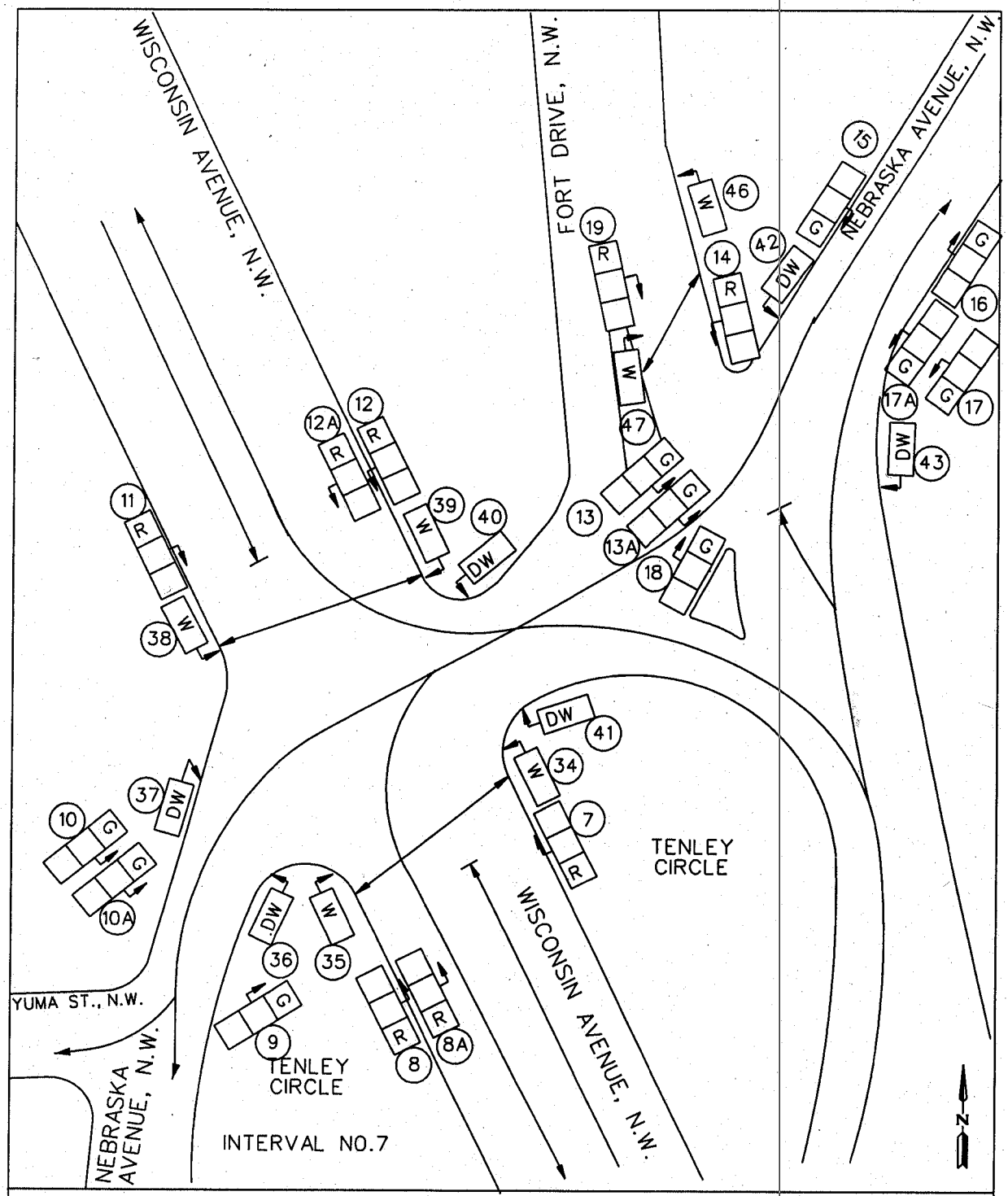


TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY:	T.S. 749-H 1
CHECKED BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: AN	DATE:	APPROVED BY: DIVISION CHIEF	6 OF 21
IN SERVICE:	SCALE: NONE		

DGN

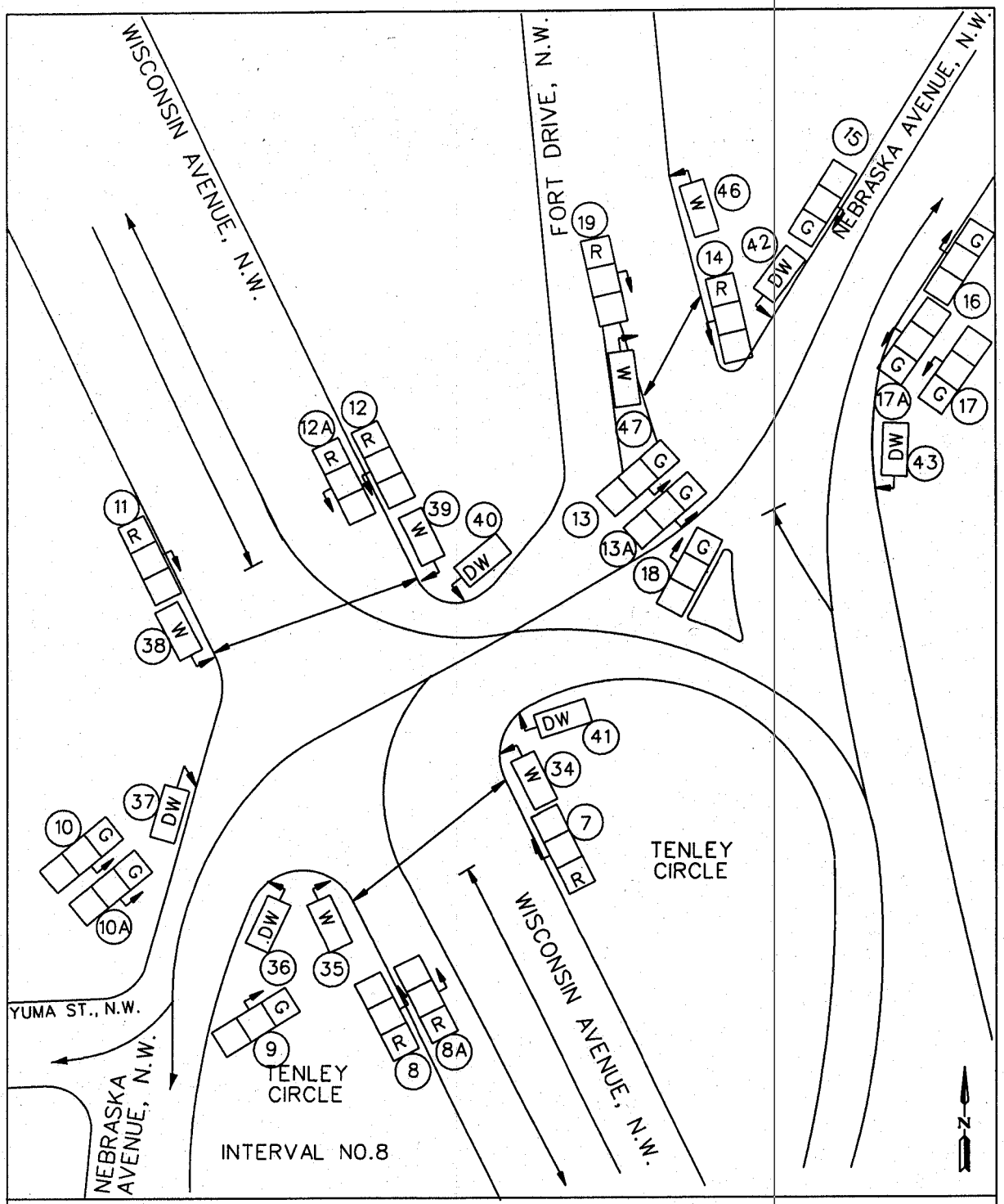


TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION	DESIGNED BY:		T.S. 749-H 1
CHECKED BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: AN	DATE:	APPROVED BY: DIVISION CHIEF	7 OF 21
IN SERVICE:	SCALE: NONE		

SIGNS

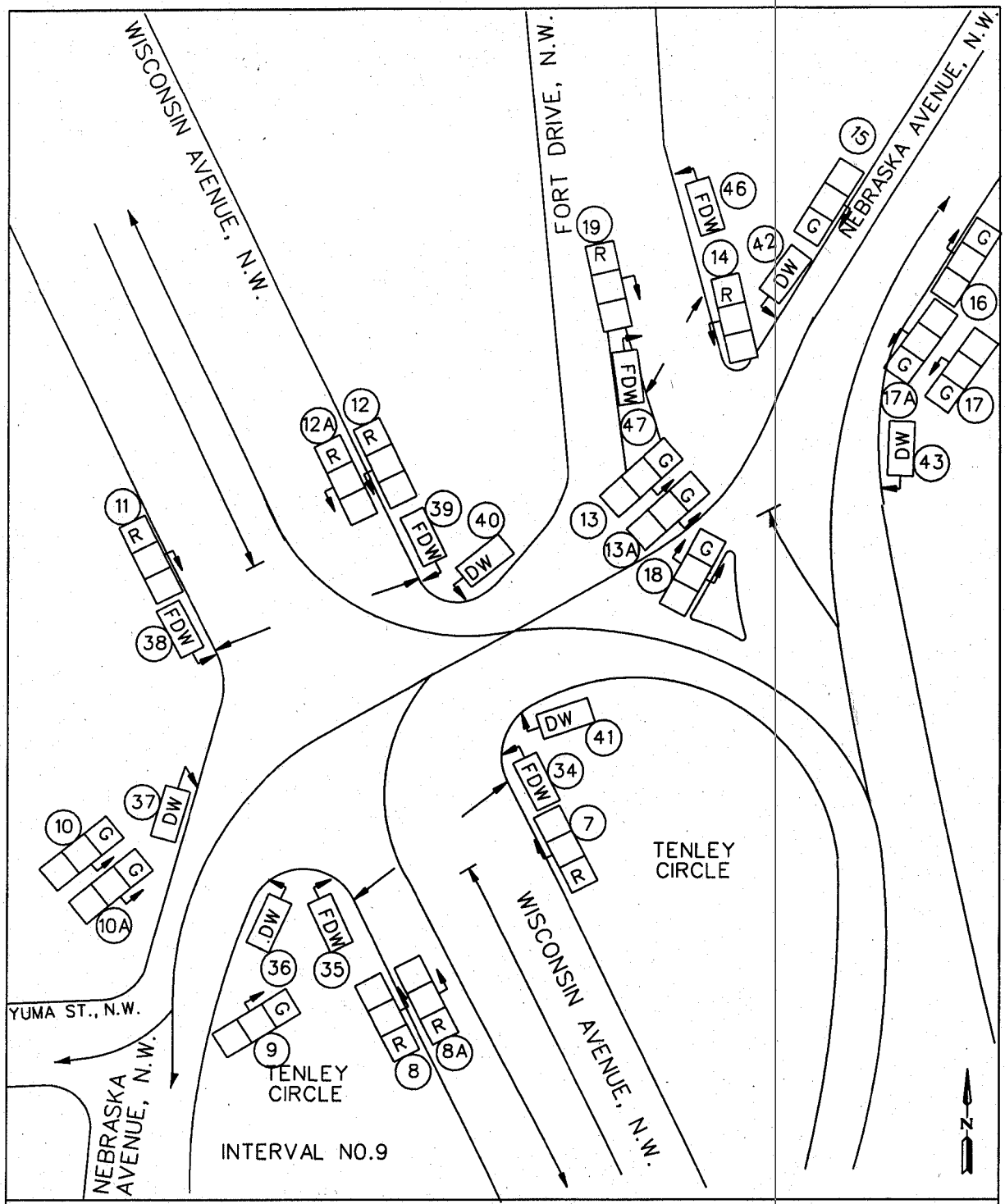


TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION	DESIGNED BY:		T.S. 749-H 1
CHECKED BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: AN	DATE:	APPROVED BY: DIVISION CHIEF	8 OF 21
IN SERVICE:	SCALE: NONE		

DGN

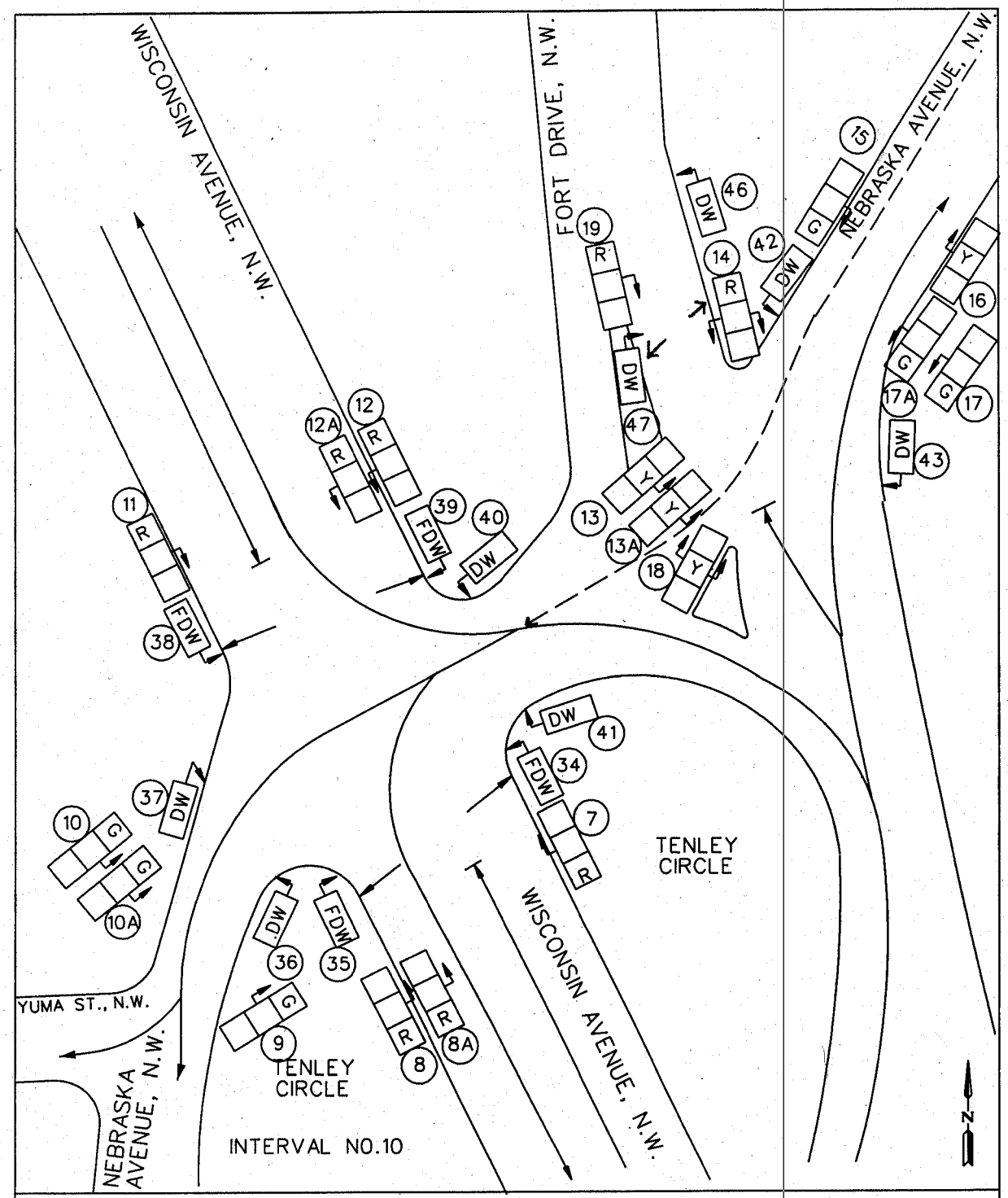


TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION	DESIGNED BY:		T.S. 749-H 1
CHECKED BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: AN	DATE:	APPROVED BY: DIVISION CHIEF	9 OF 21
IN SERVICE:	SCALE: NONE		

DGN

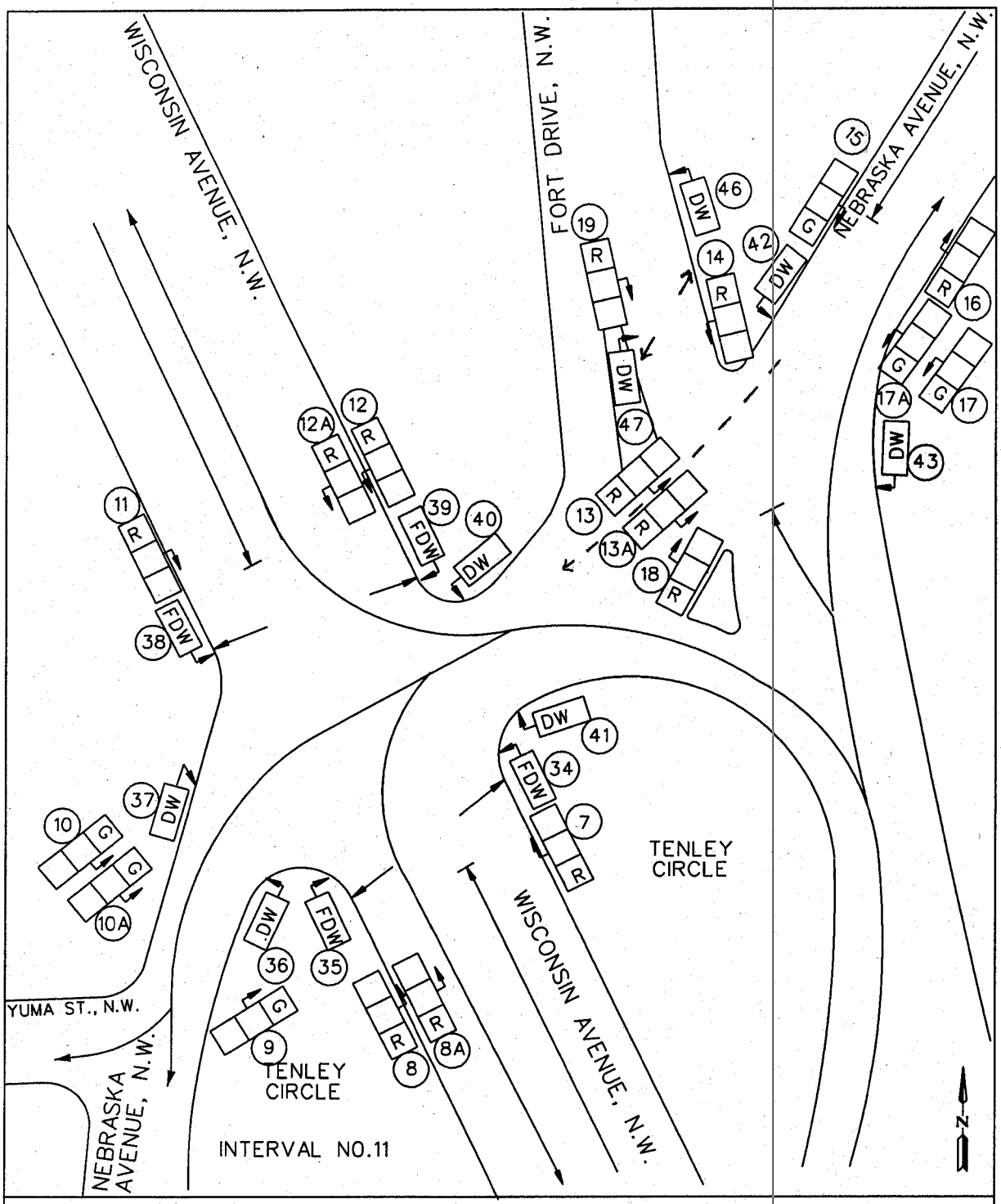


TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION	DESIGNED BY:		T.S. 749-H 1
CHECKED BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: AN	DATE:	APPROVED BY: DIVISION CHIEF	10 OF 21
IN SERVICE:	SCALE: NONE		

DGN

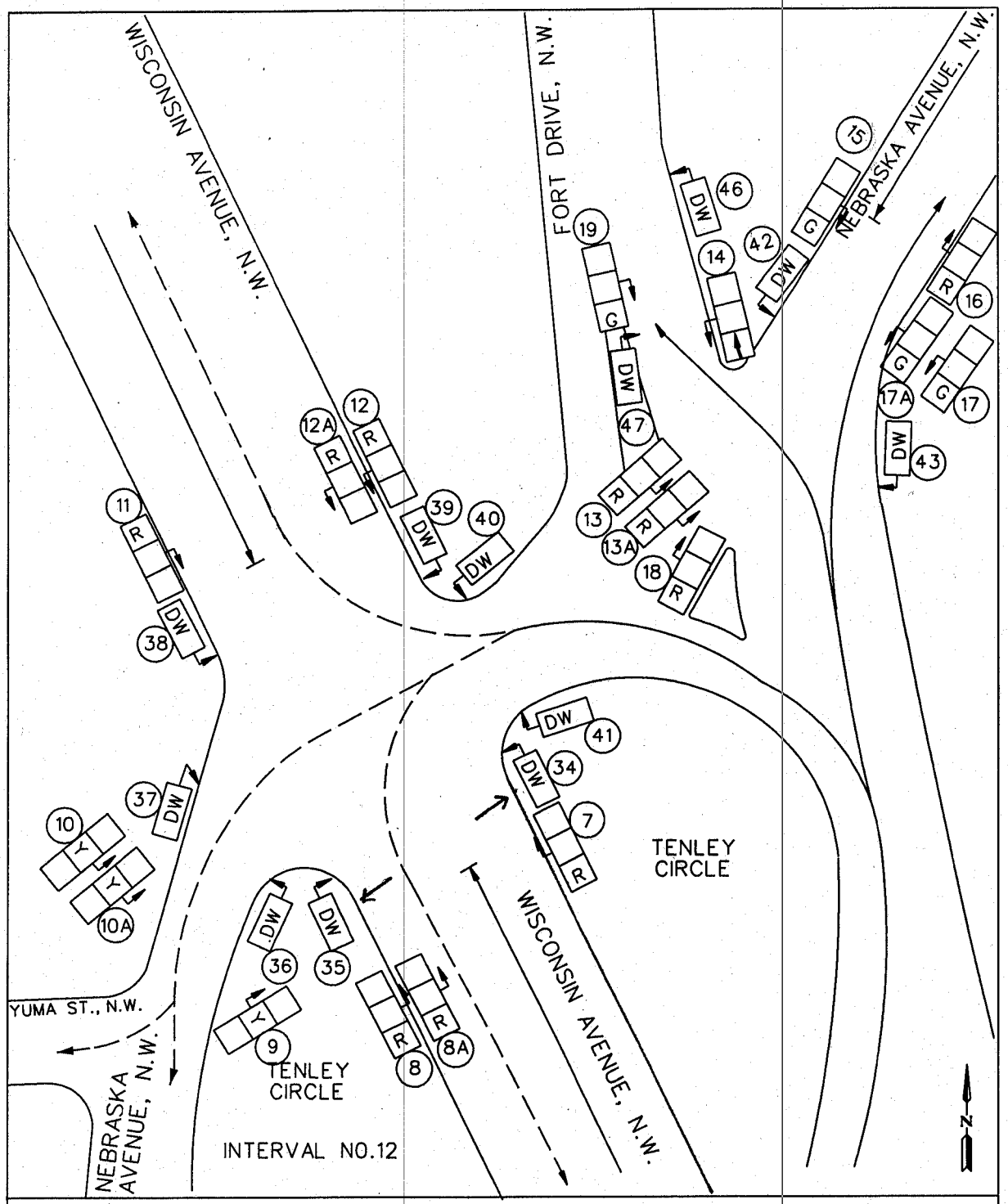


TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION	DESIGNED BY:		T.S. 749-H 1
CHECKED BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: AN	DATE:	APPROVED BY: DIVISION CHIEF	11 OF 21
IN SERVICE:	SCALE: NONE		

SDGNS

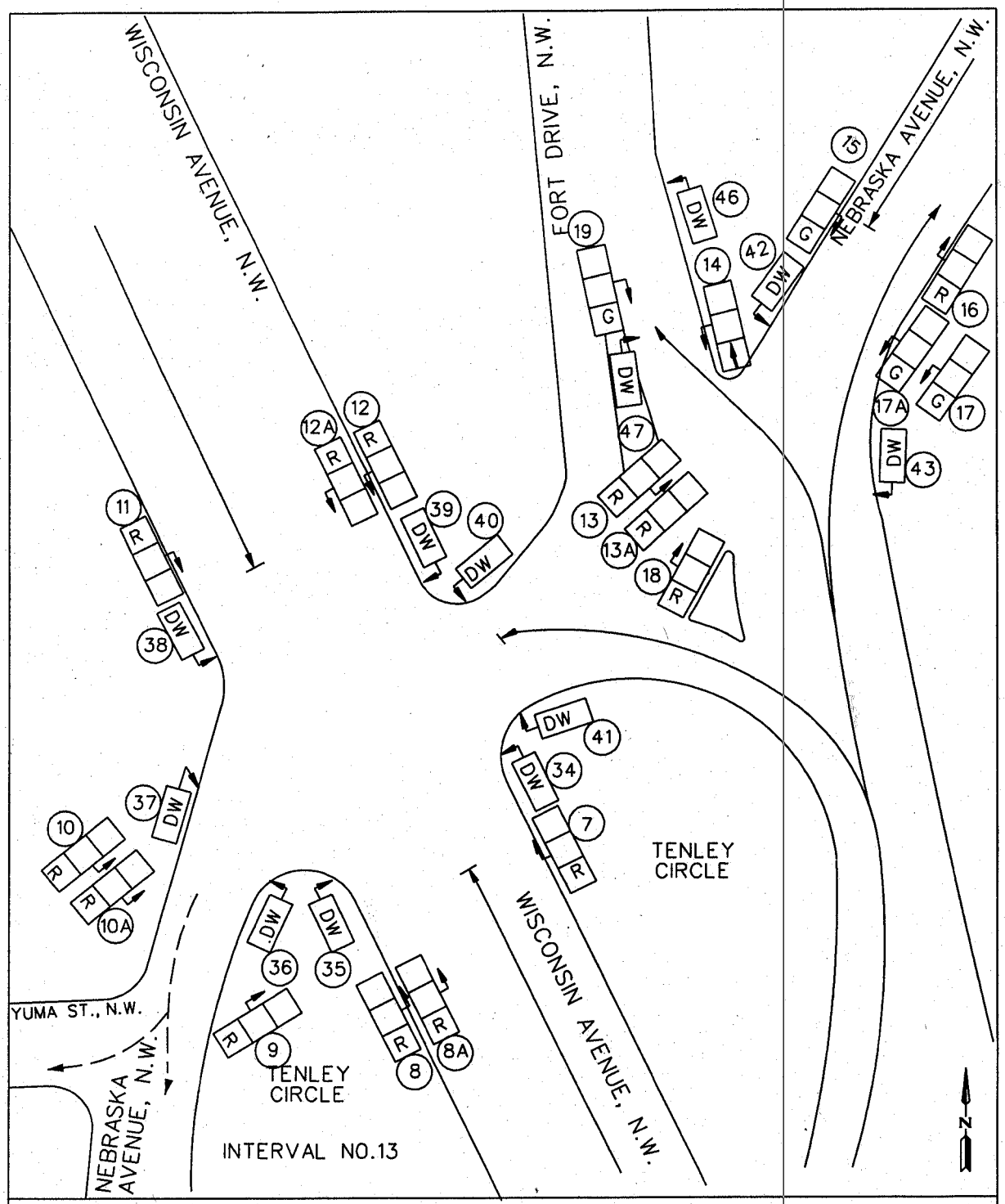


TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION	DESIGNED BY:		T.S. 749-H 1
CHECKED BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: AN	DATE:	APPROVED BY: DIVISION CHIEF	12 OF 21
IN SERVICE:	SCALE: NONE		

DGN

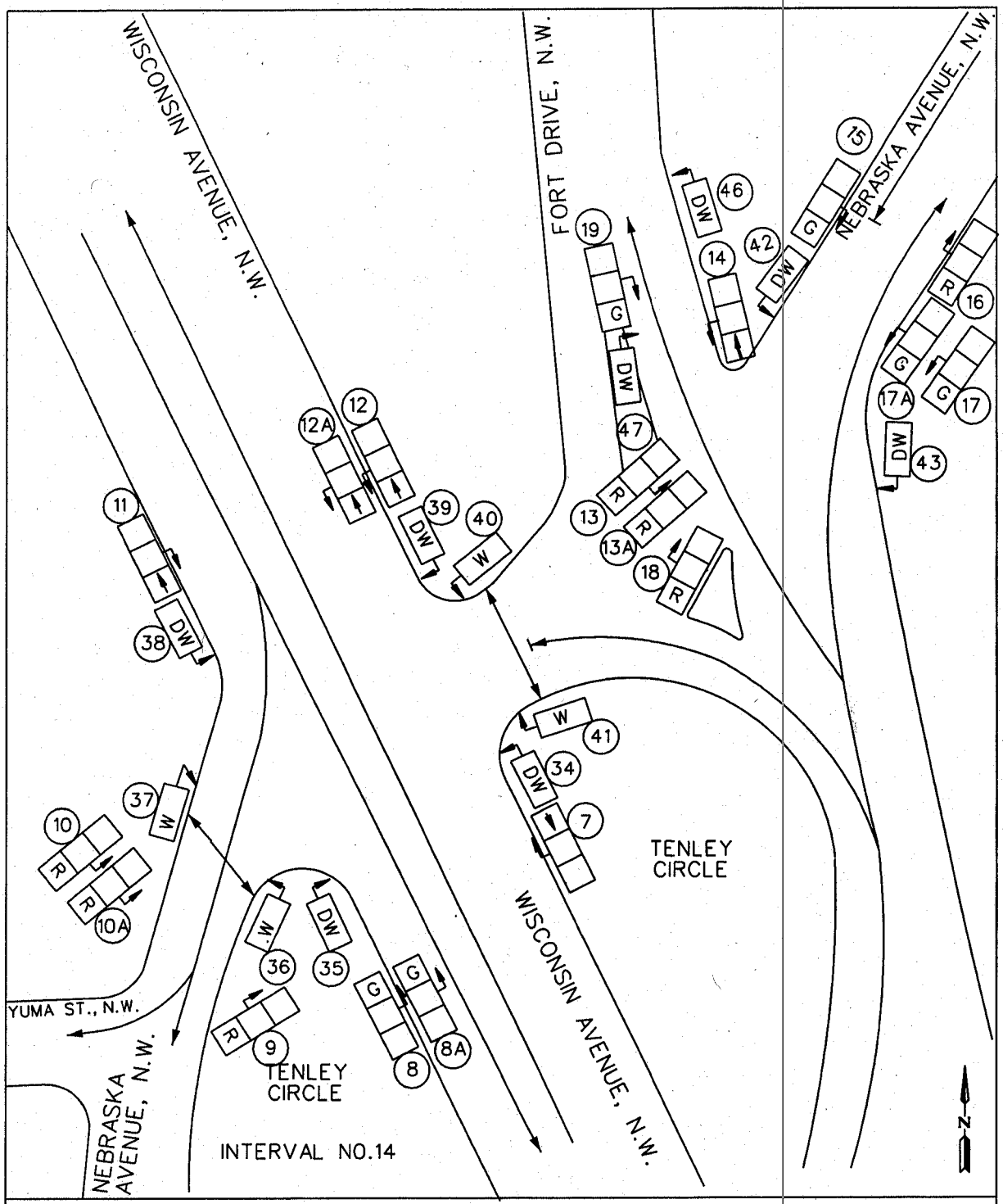


TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION	DESIGNED BY:		T.S. 749-H 1
CHECKED BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: AN	DATE:	APPROVED BY: DIVISION CHIEF	13 OF 21
IN SERVICE:	SCALE: NONE		

SDGN$

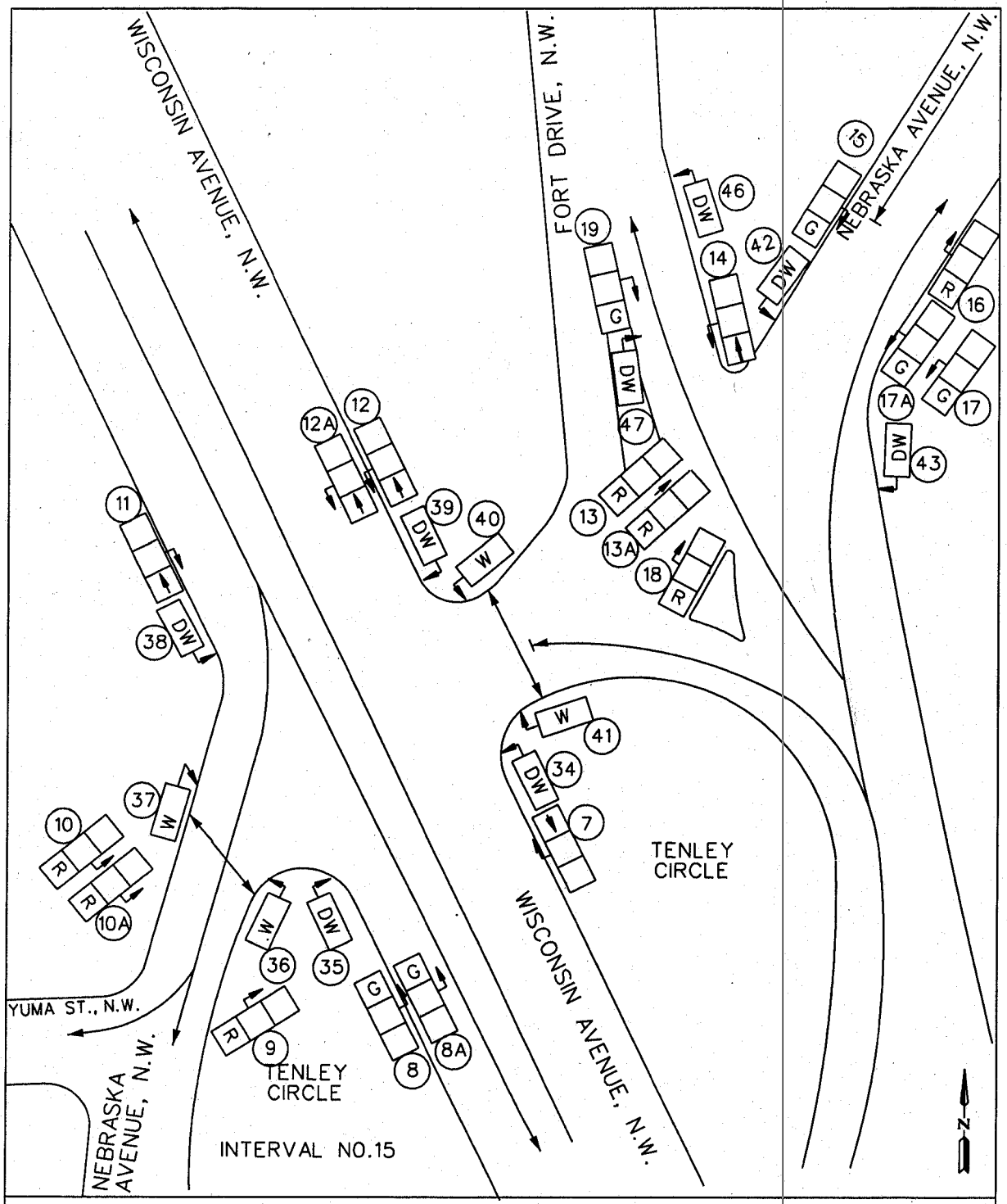


TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION	DESIGNED BY:		T.S. 749-H 1
CHECKED BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: AN	DATE:	APPROVED BY: DIVISION CHIEF	14 OF 21
IN SERVICE:	SCALE: NONE		

DGN

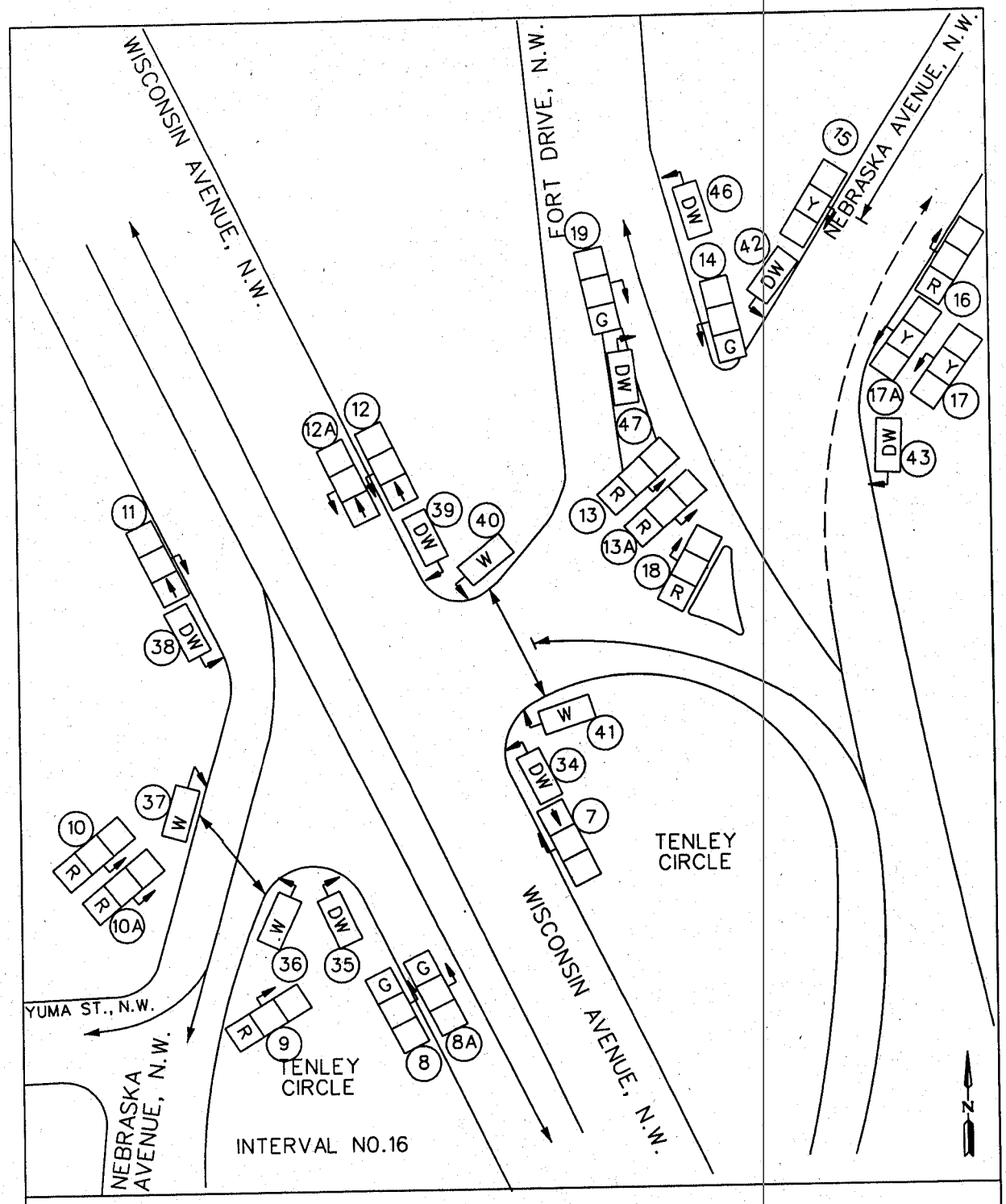


TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION	DESIGNED BY:		T.S. 749-H 1
CHECKED BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: AN	DATE:	APPROVED BY: DIVISION CHIEF	15 OF 21
IN SERVICE:	SCALE: NONE		

DGN

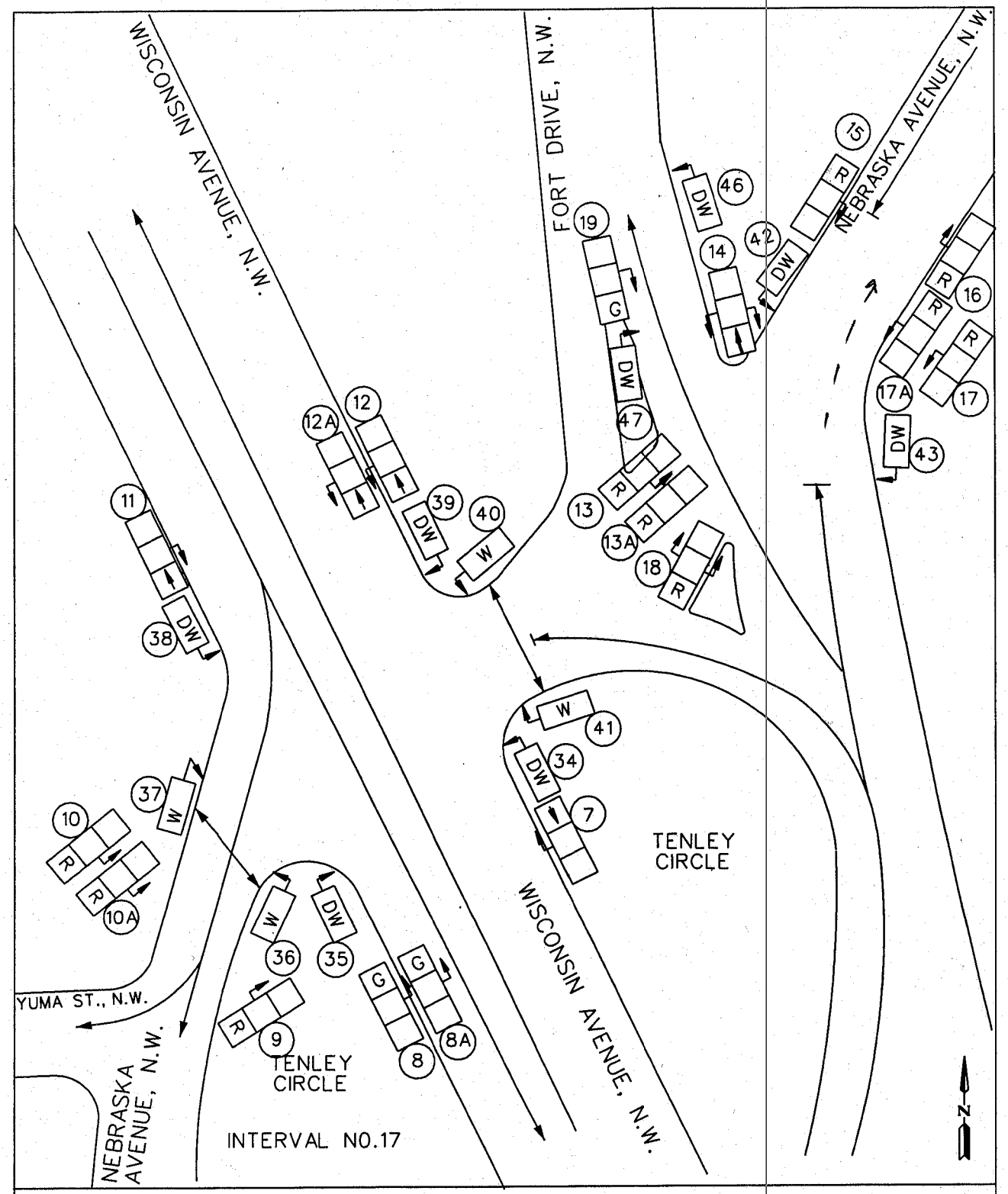


TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION	DESIGNED BY:	T.S. 749-H 1
CHECKED BY: DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: AN DATE:	APPROVED BY: DIVISION CHIEF	16 OF 21
IN SERVICE: SCALE: NONE		

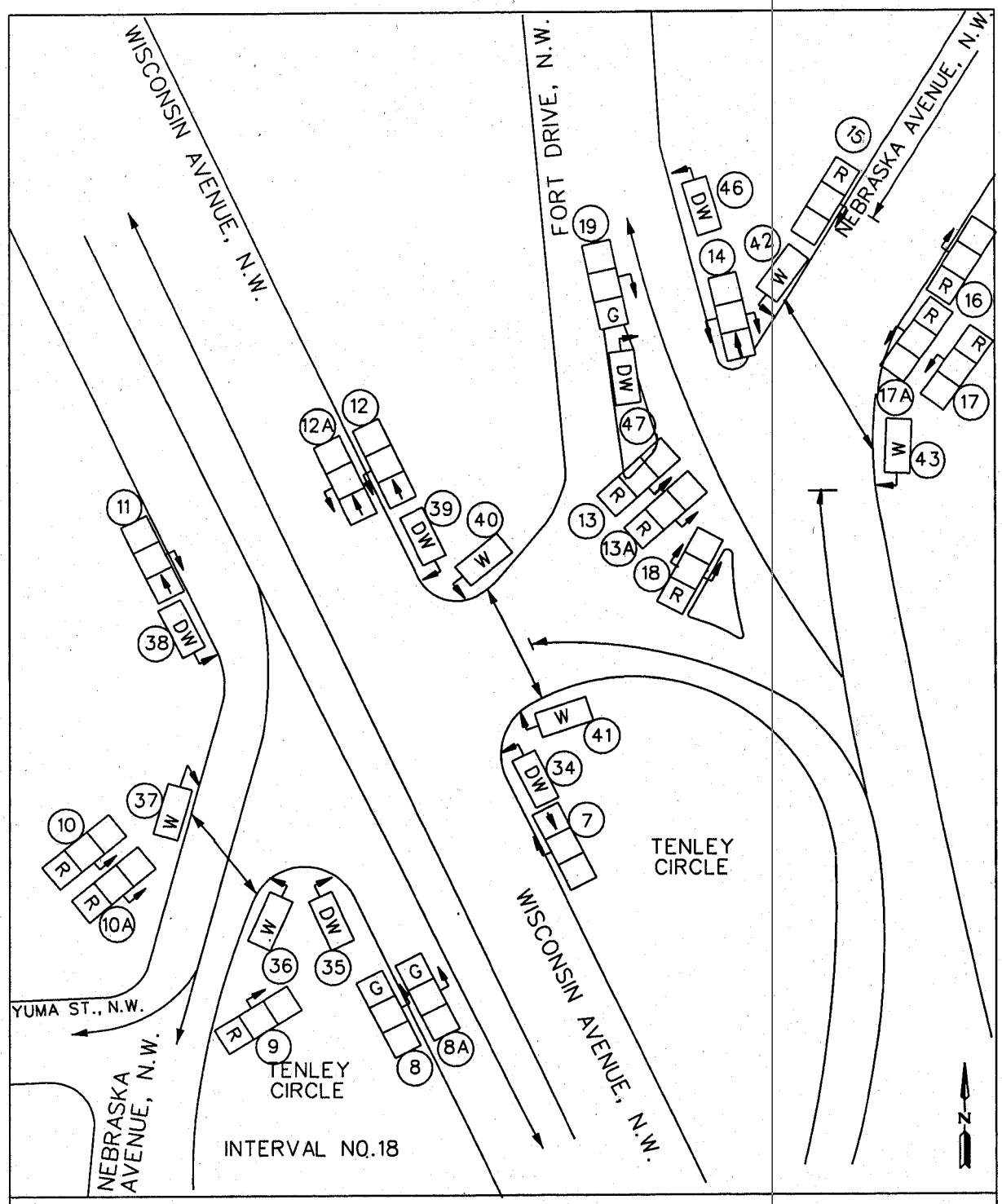
DGN



TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY:	T.S. 749-H 1
CHECKED BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: AN	DATE:	APPROVED BY: DIVISION CHIEF	17 OF 21
IN SERVICE:	SCALE: NONE		

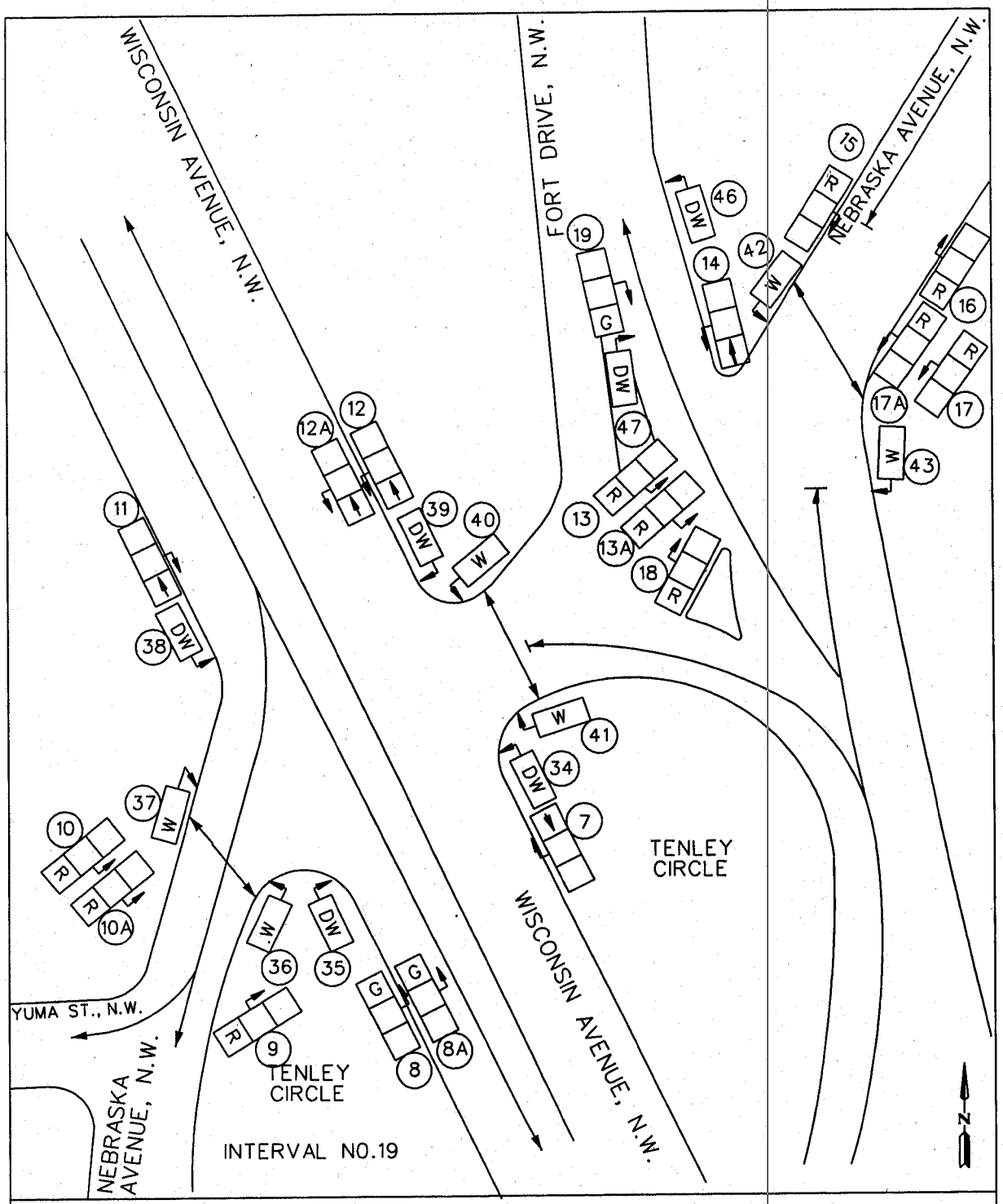


TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION	DESIGNED BY:		T.S. 749-H 1
CHECKED BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: AN	DATE:	APPROVED BY: DIVISION CHIEF	18 OF 21
IN SERVICE:	SCALE: NONE		

SIGNS

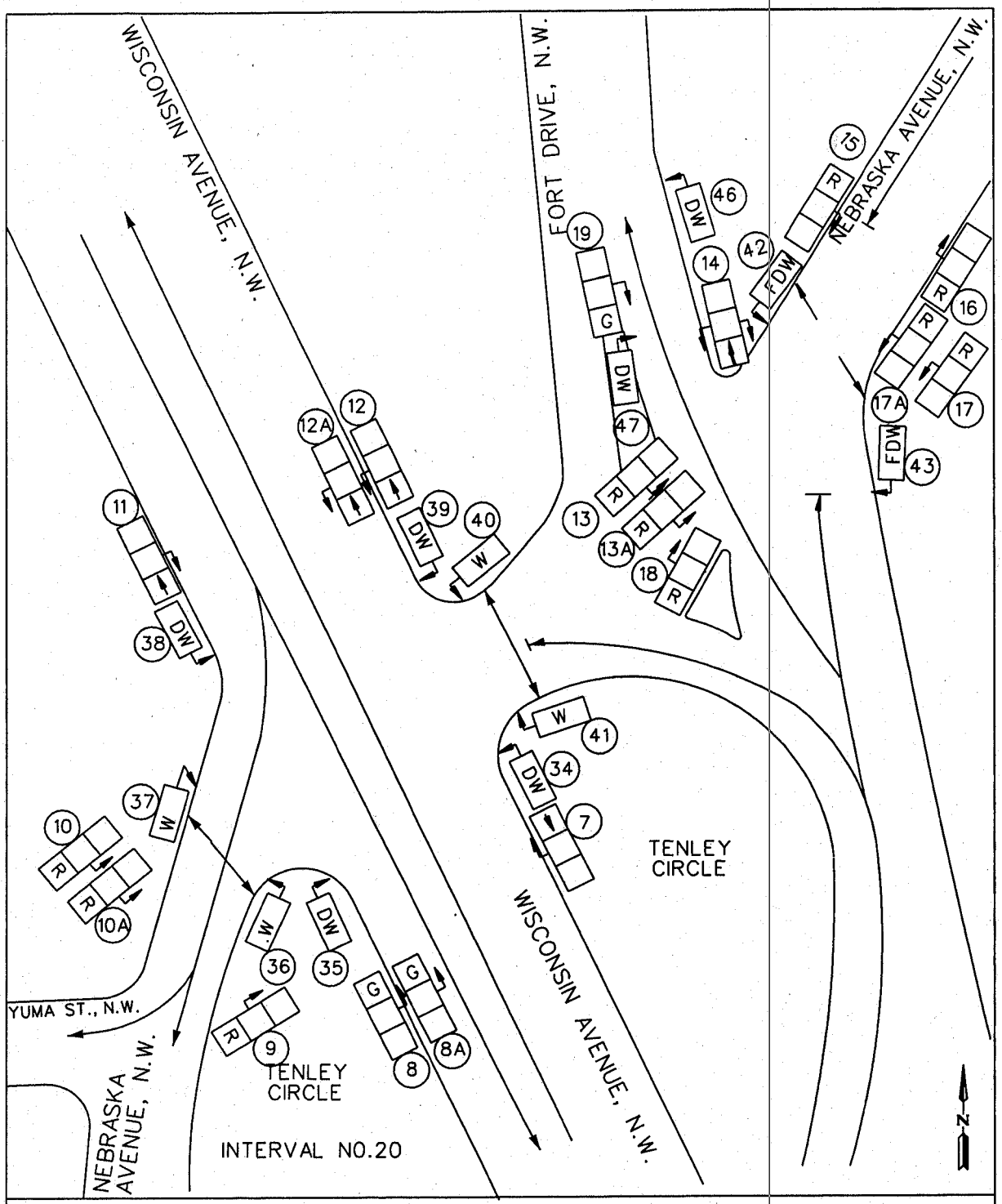


TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION	DESIGNED BY:		T.S. 749-H 1
CHECKED BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: AN	DATE:	APPROVED BY: DIVISION CHIEF	19 OF 21
IN SERVICE:	SCALE: NONE		

DGN

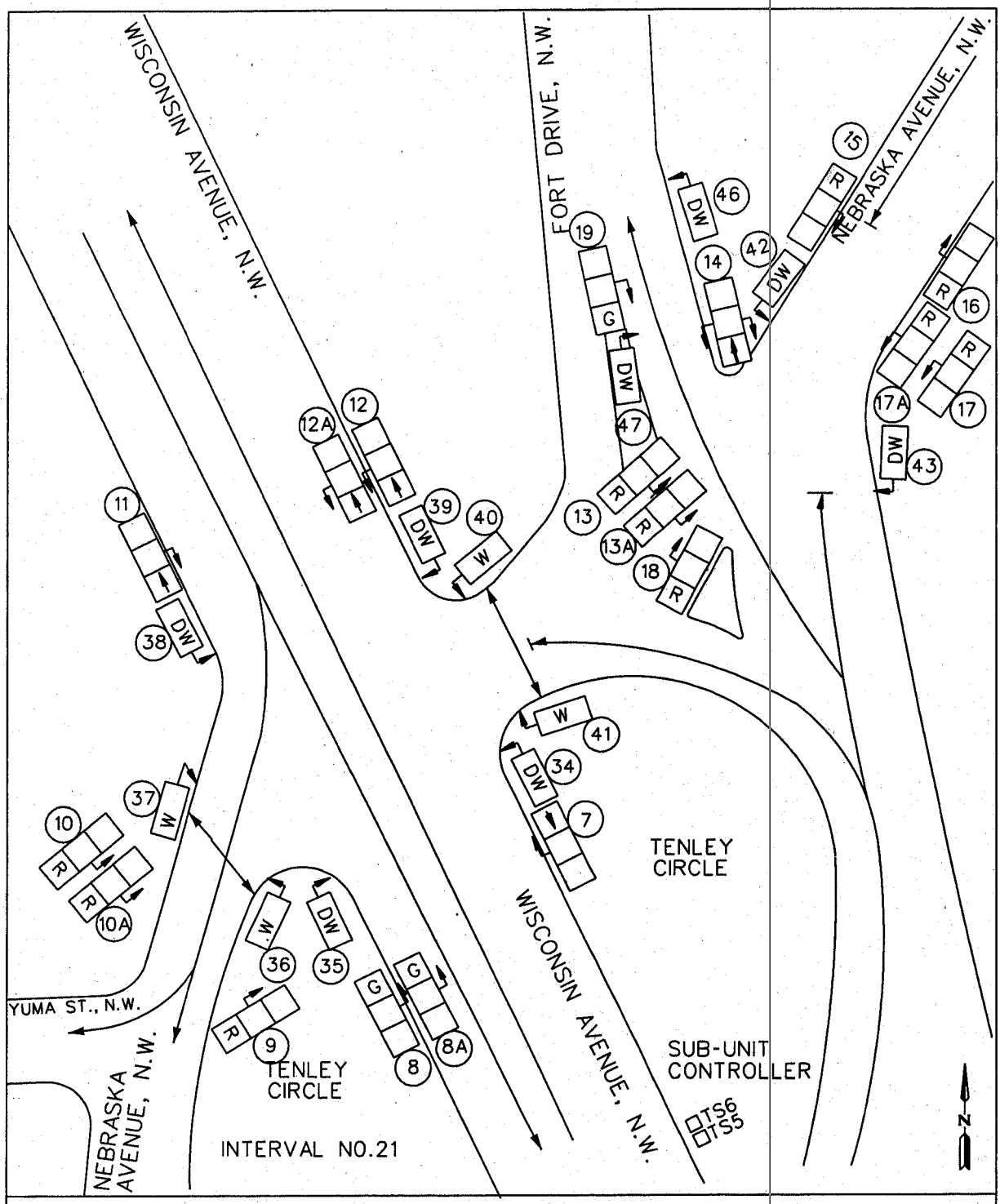


TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY:	T.S. 749-H 1
CHECKED BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: AN	DATE:	APPROVED BY: DIVISION CHIEF	20 OF 21
IN SERVICE:	SCALE: NONE		

DGN

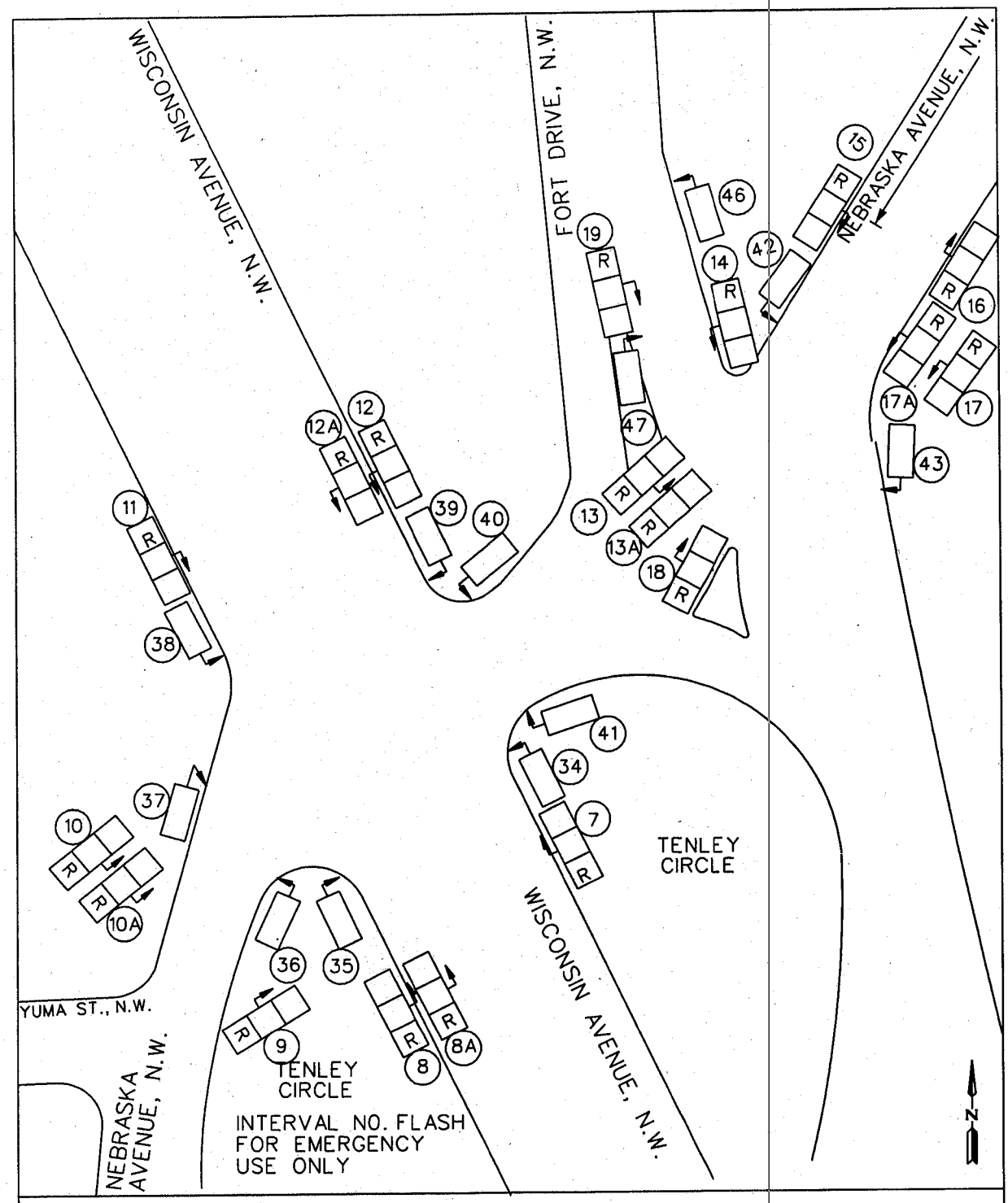


TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION	DESIGNED BY:		T.S. 749-H 1
CHECKED BY:	DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: AN	DATE:	APPROVED BY: DIVISION CHIEF	21 OF 21
IN SERVICE:	SCALE: NONE		

SDGNS

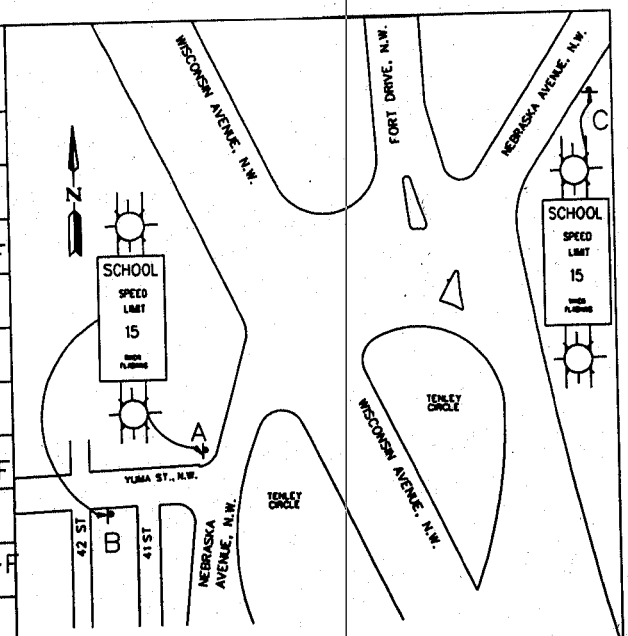


TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION	DESIGNED BY:	T.S. 749-H 1
CHECKED BY: DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: AN DATE:	APPROVED BY: DIVISION CHIEF	FLASH
IN SERVICE: SCALE: NONE		

SIGN	IN SERVICE	TIME
A		8:15AM-9:15AM M-F
		11:15AM-1:15 PM M-F
		2:45PM-3:45PM M-F
B		8:15AM-9:15AM M-F
		11:15AM-1:15 PM M-F
		2:45PM-3:45PM M-F
C		8:00AM-10:00AM M-F



SIGN		DESCRIPTION
A	SCHOOL	FLASHER BEACON
B	SCHOOL	FLASHER BEACON
C	SCHOOL	FLASHER BEACON

TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE AND NEBRASKA AVENUE (TENLEY CIRCLE), N.W. EAST SIDE

D.C. DEPARTMENT OF TRANSPORTATION
TRAFFIC SERVICES ADMINISTRATION
TRAFFIC SIGNAL SYSTEM DIVISION

DESIGNED BY: Asmelash Negussie

SUBMITTED BY: _____
CHIEF, SIGNAL DESIGN BRANCH

APPROVED BY: William W. McGinnis 5/15/06
DIVISION CHIEF

CHECKED BY: DATE:

DRAWN BY: AN DATE:

IN SERVICE: SCALE: NONE

T.S. 749-H 1

SHEET FLASH

TIMING PLAN SCHEDULE		
PLAN	PERIOD	DATE
1	Off Peak - 80	
2	AM Peak - 90	
3	PM Peak - 90	
4	Off Peak - 100	
5	AM Peak - 100	
6	PM Peak - 100	
7	AM Peak - 120	
8	PM Peak - 120	

TS- 1103-A

NEBRASKA AVENUE AND VAN NESS STREET, N.W.

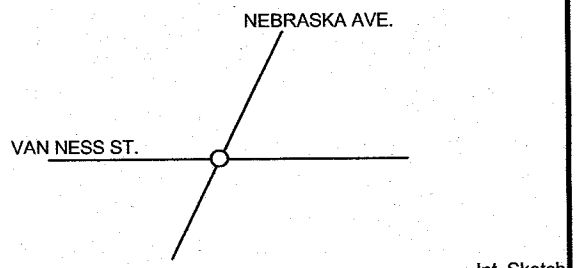
LOCATION

DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C.

TRAFFIC SERVICES ADMINISTRATION

S-DRAWING NO: | SHEET: 1



Int. Sketch

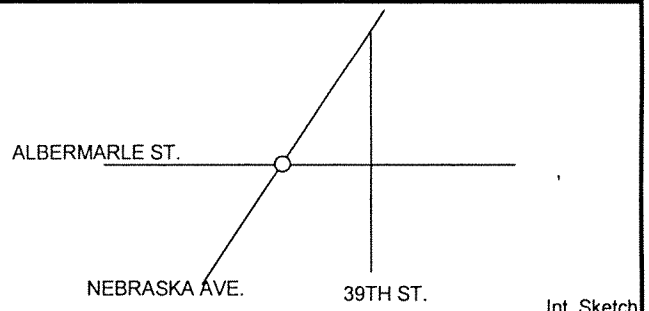
CONTROLLER	ISNUM	ACISA
170	1241	6119

DESCRIPTION (INTERSECTION / STREET / DIRECTION)	INTERVAL TYPE	INTERVAL NUMBER	TIMING PLAN NUMBER 1 S	1 C	2 S	2 C	3 S	3 C	4 S	4 C	5 S	5 C	6 S	6 C	7 S	7 C	8 S	8 C
NEBRASKA AVENUE GREEN + W (ES, WS)	F	1	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
NEBRASKA AVENUE GREEN + W (ES, WS)	V	2	22	(32)	33	(43)	31	(41)	32	(42)	43	(53)	41	(51)	53	(63)	51	(61)
NEBRASKA AVENUE GREEN + FDW (ES, WS)	F	3	6	38	6	49	6	47	6	48	6	59	6	57	6	69	6	67
NEBRASKA AVENUE YELLOW + DW (ES, WS)	F	4	4	42	4	53	4	51	4	52	4	63	4	61	4	73	4	71
ALL RED + DW (ES, WS)	F	5	2	44	2	55	2	53	2	54	2	65	2	63	2	75	2	73
VAN NESS STREET GREEN + W (NS, SS)	F	6	10	54	10	65	10	63	10	64	10	75	10	73	10	85	10	83
VAN NESS STREET GREEN + W (NS, SS)	V	7	14	(68)	13	(78)	15	(78)	24	(88)	13	(88)	15	(88)	23	(108)	25	(108)
VAN NESS STREET GREEN + FDW (NS, SS)	F	8	6	74	6	84	6	84	6	94	6	94	6	94	6	114	6	114
VAN NESS STREET YELLOW + DW (NS, SS)	F	9	4	78	4	88	4	88	4	98	4	98	4	98	4	118	4	118
ALL RED + DW (NS, SS)	F	10	2	80	2	90	2	90	2	100	2	100	2	100	2	120	2	120
CYCLE LENGTH			80		90		90		100		100		100		120		120	
OFFSET			12		44		6		74		65		72		95		43	
PREPARED BY:			PSI		PSI		PSI		PSI		PSI		PSI		PSI		PSI	
DATE TO SHOP:																		
WORK OR SHOP ORDER NO.			5		-		12		-		07		-		82		—	
APPROVED BY:			WWM		WWM		WWM		WWM		WWM		WWM		WWM		WWM	
DATE INSTALLED:																		
INSTALLED BY:																		

S=Seconds C=Cummulative secs F=Fixed interval V=Variable Interval (◯) = Force Off (circle the interval)

TIMING PLAN SCHEDULE			TS- 390-C	NEBRASKA AVENUE, ALBEMARLE STREET, AND 39TH STREET, NW LOCATION
PLAN	PERIOD	DATE	DEPARTMENT OF PUBLIC WORKS WASHINGTON, D.C. BUREAU OF TRAFFIC SERVICES	S-DRAWING NO: S-251-B SHEET: 1
1	OFF PEAK 80			
2	AM PEAK 90			
3	PM PEAK 90			
4	OFF PEAK 100			
5	AM PEAK 100			
6	PM PEAK 100			
7	AM PEAK 120			
8	PM PEAK 120			

CONTROLLER	ISNUM	ACISA
170	1158	6037



Int. Sketch

DESCRIPTION (INTERSECTION / STREET / DIRECTION)	INTERVAL TYPE	INTERVAL NUMBER	TIMING PLAN NUMBER 1 S	1 C	2 S	2 C	3 S	3 C	2 S	2 C	4 S	4 C	5 S	5 C	6 S	6 C	7 S	7 C	8 S	8 C
NEBRASKA AVENUE GREEN + FW (W.S.)	F	1	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
NEBRASKA AVENUE GREEN + FW (W.S.)	V	2	27	(37)	41	(51)	40	(50)	36	(46)	42	(52)	46	(56)	50	(60)	62	(72)	62	(72)
NEBRASKA AVENUE GREEN + FDW (W.S.)	F	3	8	45	8	59	8	58	8	54	8	60	8	64	8	68	8	80	8	80
NEBRASKA AVENUE YELLOW + DW (W.S.)	F	4	4	49	4	63	4	62	4	58	4	64	4	68	4	72	4	84	4	84
ALL RED + DW	F	5	1	50	1	64	1	63	1	59	1	65	1	69	1	73	1	85	1	85
ALBEMARLE STREET GREEN + FW (NS, SS)	F	6	10	60	10	74	10	73	10	69	10	75	10	79	10	83	10	95	10	95
ALBEMARLE STREET GREEN + FW (NS, SS)	V	7	5	(65)	1	(75)	2	(75)	6	(75)	10	(85)	6	(85)	2	(85)	10	(105)	10	(105)
ALBEMARLE STREET GREEN + FDW (NS, SS)	F	8	10	75	10	85	10	85	10	85	10	95	10	95	10	95	10	115	10	115
ALBERMARLE STREET YELLOW + DW (NS, SS)	F	9	4	79	4	89	4	89	4	89	4	99	4	99	4	99	4	119	4	119
ALL RED + DW	F	10	1	80	1	90	1	90	1	90	1	100	1	100	1	100	1	120	1	120
CYCLE LENGTH			80		90		90		90		100		100		100		120		120	
OFFSET			78		78		52		83		74		27		33		78		42	
PREPARED BY:			WWM		WWM		WWM		EBR		NJ		NJ		NJ		NJ		NJ	
DATE TO SHOP:											1/12/04		1/12/04		1/12/04		1/12/04		1/12/04	
WORK OR SHOP ORDER NO.			Q-3122						S-4-94-8		~~S01-04-05~~		S01-04-05		S01-04-05		S01-04-05		S01-04-05	
APPROVED BY:			WM		WM		WM		WM		WWM		WWM		WWM		WWM		WWM	
DATE INSTALLED:			3/15/1994						6/10/1994		1/12/04		1/12/04		1/12/04		1/12/04		1/12/04	
INSTALLED BY:			AB		AB		AB		RAY		NJ		NJ		NJ		NJ		NJ	

S=Seconds C=Cummulative secs F=Fixed interval V=Variable Interval ( ) = Force Off (circle the interval)

TIMING PLAN SCHEDULE		
PLAN	PERIOD	DATE
1	Off Peak - 40	
2	AM Peak - 45	
3	PM Peak - 45	
4	Off Peak - 50	
5	AM Peak - 50	
6	PM Peak - 50	
7	AM Peak - 60	
8	PM Peak - 60	

TS- 1231-B

42ND STREET AND ALBEMARLE STREET, NW

LOCATION

DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C.

TRANSPORTATION OPERATION DIVISION

S-DRAWING NO: | SHEET: 1

Int. Sketch

CONTROLLER	ISNUM	ACISA
170	1163	6042

DESCRIPTION (INTERSECTION / STREET / DIRECTION)	INTERVAL TYPE	INTERVAL NUMBER	TIMING PLAN NUMBER 1 S	1 C	2 S	2 C	3 S	3 C	4 S	4 C	5 S	5 C	6 S	6 C	7 S	7 C	8 S	8 C	S	C	S	C
42ND STREET GREEN + W (ES, WS)	F	1	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7				
42ND STREET GREEN + W (ES, WS)	V	2	0	(7)	3	(10)	3	(10)	6	(13)	6	(13)	6	(13)	11	(18)	11	(18)				
42ND STREET GREEN + FDW (ES, WS)	F	3	5	12	5	15	5	15	5	18	5	18	5	18	5	23	5	23				
42ND STREET YELLOW + DW (ES, WS)	F	4	4	16	4	19	4	19	4	22	4	22	4	22	4	27	4	27				
ALL RED + DW (ES, WS)	F	5	2	18	2	21	2	21	2	24	2	24	2	24	2	29	2	29				
ALL RED + W (NS,SS) LPI	F	6	3	21	3	24	3	24	3	27	3	27	3	27	3	32	3	32				
ALBEMARLE STREET GREEN + W (NS, SS)	F	7	6	27	6	30	6	30	6	33	6	33	6	33	6	38	6	38				
ALBEMARLE STREET GREEN + W (NS, SS)	V	8	0	(27)	2	(32)	2	(32)	4	(37)	4	(37)	4	(37)	9	(47)	9	(47)				
ALBEMARLE STREET GREEN + FDW (NS, SS)	F	9	4	31	4	36	4	36	4	41	4	41	4	41	4	51	4	51				
ALBEMARLE STREET YELLOW + DW (NS, SS)	F	10	4	35	4	40	4	40	4	45	4	45	4	45	4	55	4	55				
ALL RED + DW (NS, SS)	F	11	2	37	2	42	2	42	2	47	2	47	2	47	2	57	2	57				
ALL RED + W (ES,WS) LPI	F	12	3	40	3	45	3	45	3	50	3	50	3	50	3	60	3	60				
CYCLE LENGTH			40		45		45		50		50		50		60		60					
OFFSET			34		44		18		49		8		22		8		16					

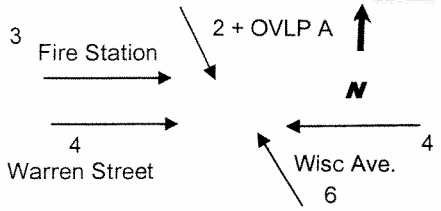
PREPARED BY:	ANTHONY DINKINS
DATE TO SHOP:	
WORK OR SHOP ORDER NO.	S-04-11-07
APPROVED BY:	WWM
DATE INSTALLED:	
INSTALLED BY:	

S=Seconds C=Cummulative secs F=Fixed interval V=Variable Interval (7) = Force Off (circle the interval)

233 WISCONSIN AVENUE, WARREN STREET AND FIRE ENGINE CO. NO. 20 N.W.

LOCATION

SHEET NO. 1



DEPARTMENT OF TRANSPORTATION

WASHINGTON, D.C.

TRAFFIC SERVICES ADMINISTRATION

TRAFFIC SIGNAL SYSTEM DIVISION

TS-	1745-A	DRAWING NO.	S-2279	ISNUM	1498	ACISA	6015

F + PHASE + <INTVL>		C + 0 + F = I							
INTERVAL		1	2	3	4	5	6	7	8
WALK	0		7	0	7		7		
FLASH D/W	1		12	0	14		12		
MIN. GREEN	2		7	7	7		7		
TYPE 3 LIMIT	3								
ADD/ VEH	4		0	0	0		0		
VEH EXTENTION	5		1.0	1.0	1.0		1.0		
MAX GAP	6		1.0	1.0	1.0		1.0		
MIN GAP	7		1.0	1.0	1.0		1.0		
MAXIMUM	8		30	25	28		30		
MAXIMUM 2	9		30	25	28		30		
ADVANCE / DELAY WALK	A								
MIN. PED. CLEARENCE	B								
CONDITIONAL SERVICE MINIMUM	C								
REDUCE EVERY	D		0.0	0.0	0.0		0.0		
YELLOW	E		4	4	4		4		
RED CLEAR	F		5	1	1		5		

PREEMPT		
	E	
RR1 DELAY		0
RR1 CLEAR		1
EVA DELAY	35	2
EVA CLEAR		3
EVB DELAY		4
EVB CLEAR		5
EVC DELAY		6
EVC CLEAR		7
EVD DELAY		8
EVD CLEAR		9
RR2 DELAY		A
RR2 CLEAR		B
EV CLR TMR		C
EV DLY TMR		D
RR CLR TMR		E
RR DLY TMR		F

C + <PLAN> + <PHASE> C+O+C+I		CYCLE	FORCEOFF								OFFSET
PLAN		0	1	2	3	4	5	6	7	8	A
OFF PEAK	1	80		0	45	33		0			33
AM PEAK	2	90		0	53	41		0			42
PM PEAK	3	90		0	43	31		0			72
OFF PEAK	4	100		0	45	33		0			33
AM PEAK	5	100		0	53	41		0			43
PM PEAK	6	100		0	43	31		0			49
AM PEAK	7	120		0	52	40		0			81
PM PEAK	8	120		0	41	29		0			26
EVACUATION	9	240		0	55	43		0			16

F/1+C+O
ALL RED TIME
2

C + 0 + F = 1
C + F + FUNCTION

FUNCTION		PHASE 1	2	3	4	5	6	7	8
LAG PHASE	0		X	X			X		X
COOR PED RECALL	9		X				X		
COOR MAX RECALL	A		X				X		
COORD LAG RECALL	B								
	C								

C + 0 + E = 125
E + E + FEATURE

FEATURE		PHASE 1	2	3	4	5	6	7	8
RR1 GRN CLR	1								
RR2 GRN CLR	2								
RR2 LTD	3								
OVERLAP FL YEL	9		X						
EM VEH A	A			X					
EM VEH B	B								
EM VEH C	C								
EM VEH D	D								
EXTRA I	E	X		X		X			
IC SELECT	F		X						

C + 0 + E = 125
E + F + FEATURE

FEATURE		PHASE 1	2	3	4	5	6	7	8
PED 2P	5		X						
PED 6P	6						X		
PED 4P	7			X					
PED 8P	8								
FLASH YELLOW	9		X				X		
	A								
	B								
	C								
	D								
RESTRICTED	E								
EXTRA 2	F								

C + 0 + F = 1
F + F + FEATURE

FEATURE		PHASE 1	2	3	4	5	6	7	8
PERMIT	0		X	X	X		X		
RED LOCK	1								
YELLOW LOCK	2			X					
VEH. RECALL	3								
PED. RECALL	4		X				X		
PEDESTRIAN	5								
REST IN WALK	6		X				X		
RED REST	7								
DOUBLE ENTRY	8		X				X		
MAX RECALL	9		X				X		
SOFT RECALL	A								
MAX. 2	B								
COND. SERVICE	C								
MAN. CONT. CALL	D		X	X			X		
YELLOW STARTUP	E								
FIRST PHASE GREEN	F		X				X		

PREPARED BY: RR

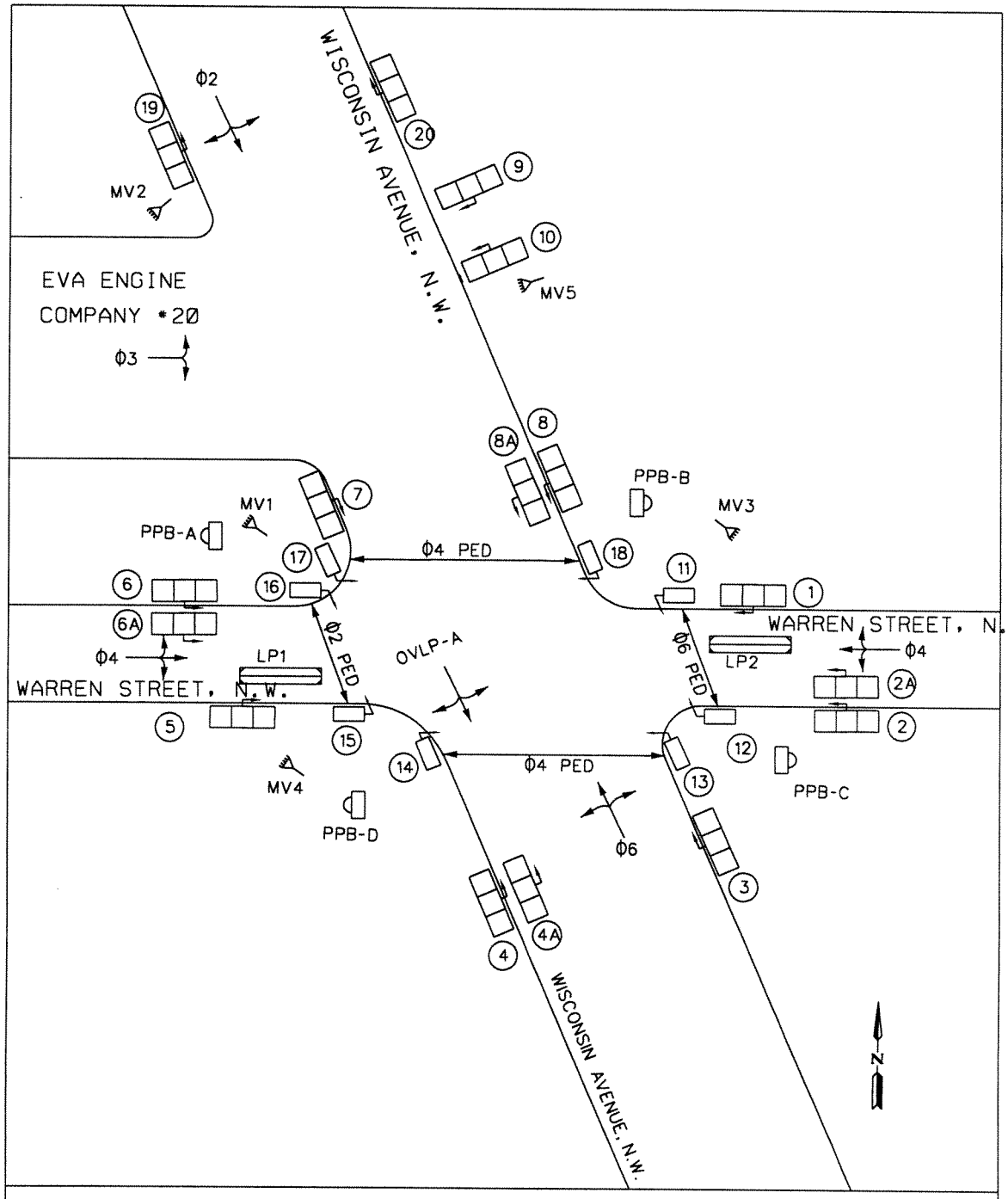
WORK/SHOP ORDER NO: S-03-08-12

APPROVED BY: William W. McSmith 3/14/08

DATE INSTALLED:

INSTALLED BY:

20010416



TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE, WARREN STREET AND FIRE ENGINE CO. NO. 20, N.W.

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION	DESIGNED BY: AYY	T.S. 1745-A
CHECKED BY: DATE:	SUBMITTED BY:	
DRAWN BY: RR DATE: 03/07/08	APPROVED BY: William W. McGuire 3/14/08 CHIEF, SIGNAL DESIGN BRANCH DIVISION CHIEF	SHEET 1 OF 4
IN SERVICE: SCALE: NONE		

SDGNS

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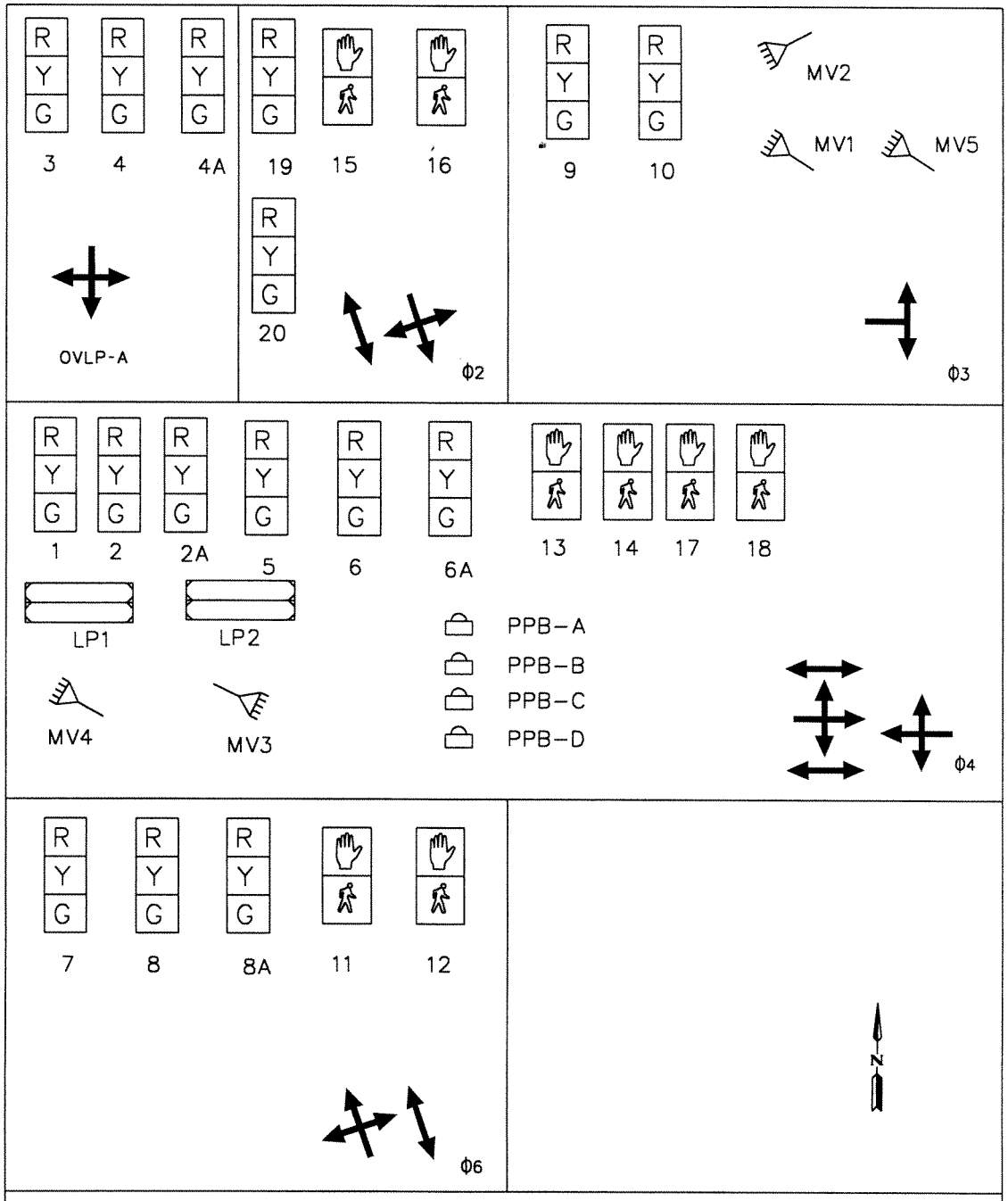

TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE, WARREN STREET AND FIRE ENGINE CO. NO. 20, N.W.

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION	DESIGNED BY: AYY	T.S. 1745-A
CHECKED BY: DATE:	SUBMITTED BY: CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: RR DATE: 03/07/08	APPROVED BY: DIVISION CHIEF	2 OF 4
IN SERVICE: SCALE: NONE		

DGN

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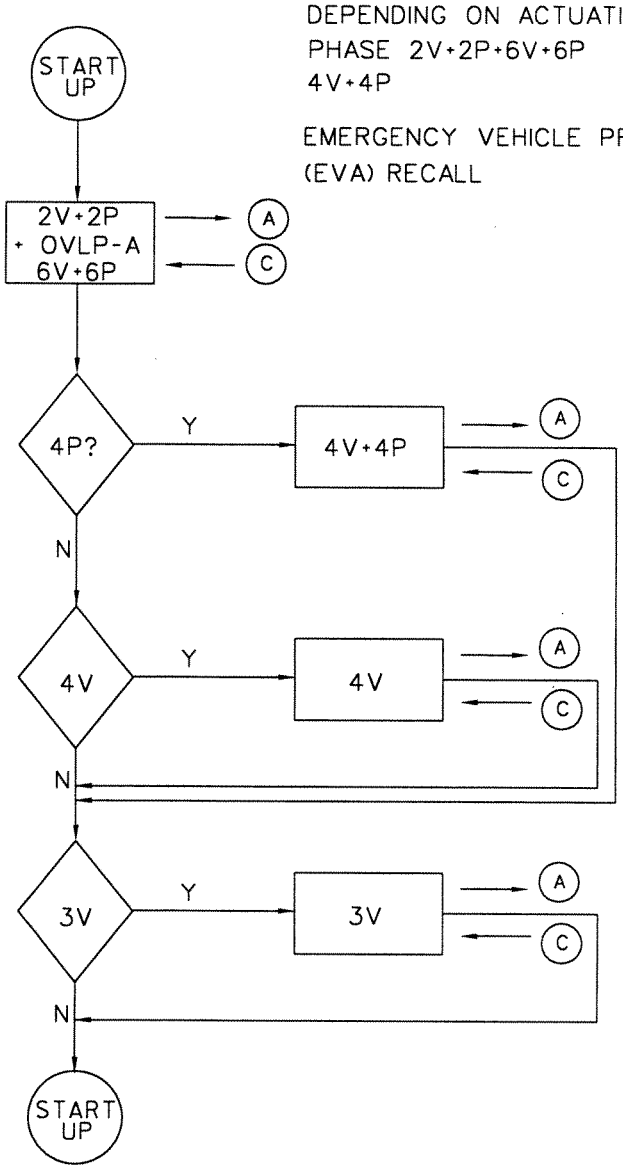
PHASE SEQUENCE
DEPENDING ON ACTUATION
PHASE 2V+2P+6V+6P
4V+4P

EMERGENCY VEHICLE PRE-EMPTION
(EVA) RECALL



TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE, WARREN STREET AND FIRE ENGINE CO. NO. 20, N.W.

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: AYY	T.S. 1745-A
CHECKED BY:	DATE:	SUBMITTED BY: _____ CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: RR	DATE: 03/07/08	APPROVED BY: _____ DIVISION CHIEF	3 OF 4
IN SERVICE:	SCALE: NONE		

SIGNS

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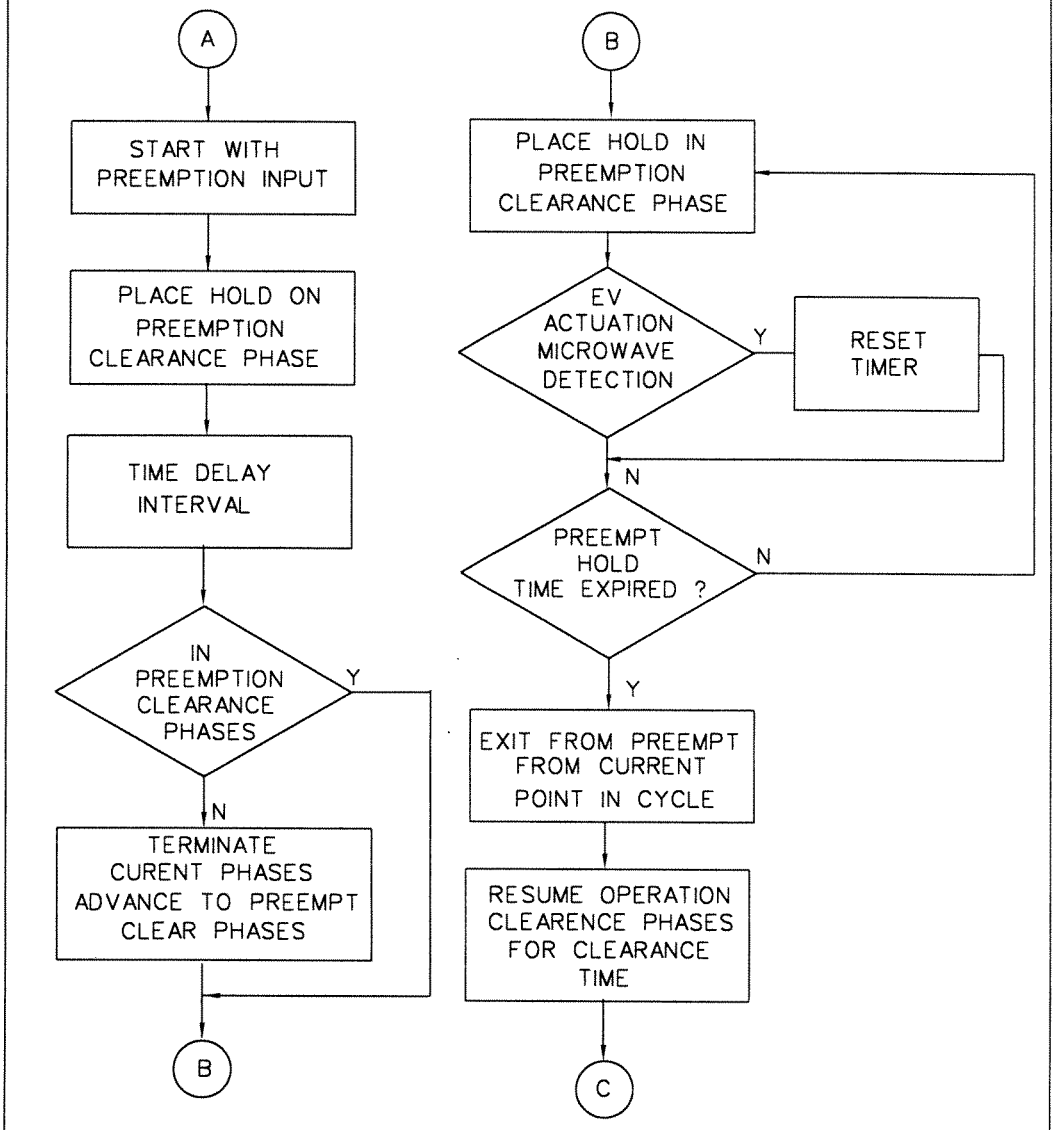

TRAFFIC SIGNAL OPERATION

WISCONSIN AVENUE, WARREN STREET AND FIRE ENGINE CO. NO. 20, N.W.

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: AYY	T.S. 1745-A
CHECKED BY:	DATE:	SUBMITTED BY: _____ CHIEF. SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: RR	DATE: 03/07/08	APPROVED BY: _____ DIVISION CHIEF	4 OF 4
IN SERVICE:	SCALE: NONE		

SDGNS

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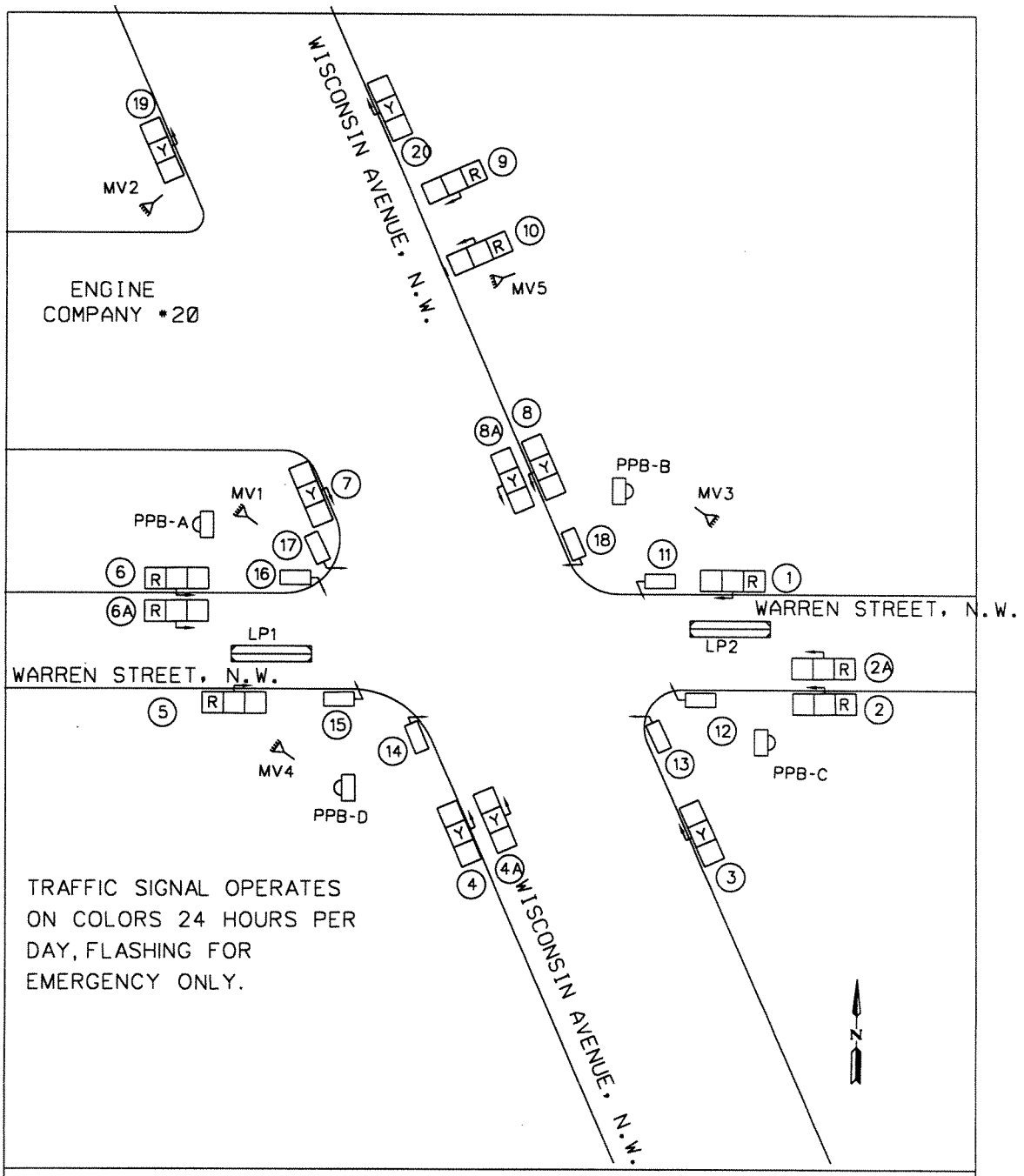

TRAFFIC SIGNAL OPERATION

D.C. DEPARTMENT OF TRANSPORTATION TRAFFIC SERVICES ADMINISTRATION TRAFFIC SIGNAL SYSTEM DIVISION		DESIGNED BY: AYY	T.S. 1745-A
CHECKED BY:	DATE:	SUBMITTED BY: _____ CHIEF, SIGNAL DESIGN BRANCH	SHEET
DRAWN BY: RR	DATE: 03/07/08	APPROVED BY: _____ DIVISION CHIEF	FLASH
IN SERVICE:	SCALE: NONE		

WISCONSIN AVENUE, WARREN STREET AND FIRE ENGINE CO. NO. 20, N.W.

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APPENDIX H –
TECHNIAL SCOPING DOCUMENT

Project Name:	American University – Tenley Campus
Purpose of Study (PUD, LTR, etc…):	Further Processing
Site Location:	Tenley Circle- intersection of Nebraska and Wisconsin Avenues. Primary entrance from Nebraska Avenue; existing access from Yuma Street will be retained
~~Estimated~~ **Date of Hearing:**	~~December 2011~~ **November 21, 2011**
~~Estimated~~ **Date of Study Submittal to DDOT:**	~~At least 45 days prior to hearing~~ **October 7, 2011**
Description of Project:	Relocation of the Washington College of Law ("WCL" or "Law School") to the Tenley Campus, which is currently used for AU's Washington Semester Program, office/administration space, and student residences. All of the current undergraduate uses on the Tenley Campus (including the 497 residential beds which currently exist in Congressional Hall) will be relocated to AU's Main Campus. The Further Processing application seeks approval of a fully integrated 300,000 square foot law school facility, with underground parking for approximately 400 to 500 cars, which will be the new home for the 2,000 law students and 500 law school faculty and staff that are proposed for the WCL at the Tenley Campus.
Proposed Vehicular Access:	
Preliminary Trip Generation:	REVISED 10/11/11 Program/trip generation assumptions: • Based on survey of existing WCL population & observations at existing WCL parking facilities • Existing trips (not shown) will be removed from network

Time Period	In	Out	Total
AM Peak Hour	161	0	161
PM Peak Hour	107	86	193

Project Distribution List

Name	Representing:	Phone:	Email:
Robert Schiesel	Gorove/Slade	202-540-1926	rbs@goroveslade.com
Dan VanPelt	Gorove/Slade	202-540-1924	dbv@goroveslade.com
Paul Tummonds	Goulston & Storrs	202-721-1157	ptummonds@goulstonstorrs.com
Jerry Gager	American University	202-885-1158	gagger@american.edu
Jorge Abud	American University	202-885-2731	jorge@american.edu
Jamie Henson	DDOT	202-674-1324	jamie.henson@dc.gov
Anna Chamberlin	DDOT	202-671-2218	anna.chamberlin@dc.gov

<table>
<tr><th>Gorove/Slade Guidelines & Proposed Scope</th><th>DDOT Comments/Clarifications</th></tr>
<tr><td>Planning Documents</td><td></td></tr>
<tr><td>The study will address how the proposed development considers the primary planning documents of the District, as well as localized studies. We propose that the study include a section addressing the following documents:
DC's Transit Future Plan
Bicycle Master Plan
Pedestrian Master Plan
Rock Creek West Livability Study (RCW2)</td><td></td></tr>
<tr><td>Roadway Capacity & Operations</td><td></td></tr>
<tr><td><u>Study Area</u>
As we discussed at our meeting on July 11, 2011, we will include the following intersections from the Campus Plan study:
<table><tr><td>Intersections collected by Gorove/Slade:</td><td>Count Date</td></tr><tr><td>Tenley Circle</td><td>Tuesday, March 16, 2010</td></tr><tr><td>Yuma St & 42nd St</td><td>Tuesday, March 16, 2010</td></tr><tr><td>Warren St & 42nd St</td><td>Tuesday, March 16, 2010</td></tr><tr><td>Nebraska Ave & Warren St</td><td>Tuesday, March 16, 2010</td></tr><tr><td>Nebraska Ave & Van Ness St</td><td>Tuesday, March 16, 2010</td></tr><tr><td>Nebraska Ave & 42nd St</td><td>Tuesday, March 16, 2010</td></tr></table>
<table><tr><td>Intersections collected by Kimley-Horn:</td><td>Count Date</td></tr><tr><td>Albemarle St & 40th St</td><td>Tuesday, April 20, 2010</td></tr><tr><td>Albemarle St & Fort Drive</td><td>Tuesday, April 20, 2010</td></tr><tr><td>Van Ness St & 45th St</td><td>Wednesday, April 14, 2010</td></tr><tr><td>Van Ness St & Wisconsin Ave</td><td>Tuesday, April 20, 2010</td></tr></table>
Plus, we will add the intersection of 42nd and Albemarle Streets, and re-count the intersection of 42nd and Yuma Streets. These will be added to help determine if there will be an impact to school activity. We will also include all proposed curb cuts to the Tenley Campus in the study area.</td><td>The following intersections are going to be added to the study area:

1) Wisconsin/Warren
2) Albemarle/Nebraska
3) Albemarle/Wisconsin
4) Warren/40th Street

We will use the existing data from the DHS study for Albemarle Wisconsin, and will schedule turning movement counts for the other three.</td></tr>
<tr><td><u>Development Scenarios</u>
We propose the including the following scenarios:
2011 Existing conditions
2014 Future conditions <u>without</u> the development (Background Conditions)
2014 Future conditions <u>with</u> development (Total Future Conditions)
We do not propose including horizon years past the build-out year of the project, due to the modest trip generation of the proposed Tenley Campus.</td><td></td></tr>
</table>

Gorove/Slade Guidelines & Proposed Scope	DDOT Comments/Clarifications
Hours of Analysis Typically, the peak hour of commuter traffic is used, for both AM and PM rush hours. Other hours of analysis may be appropriate given the overall trip generation of the proposed development, and the expected hours of vehicular demand to and from the site. Land use may also determine the appropriate hours of analysis as some uses experience their peak demand on weekends and off-peak from the typical uses. We propose to analyze the AM and PM commuter peak hours, using system peaks within the study area (same methodology as used in the Campus Plan analyses). Attached to this form is a chart showing survey results from the existing WCL campus. The results show all responses from drivers (drove alone, drove carpool, and scooter) for the arrival and departure time questions. The chart shows that the total peak trips generated by the WCL overlap the existing commuter peak hours, thus indicating no need for hours of analysis outside of the commuter peak.	
Data Collection We propose using existing TMCs for most intersections within the study as indicated above. We propose taking TMCs of 42nd/Yuma and 42nd/Albemarle from 6-9am and 2-7pm, during mid-late September. The long PM period count is to help identify the amount of traffic at these intersections during school hours in the afternoon in order to help review potential impacts to school traffic. We will also conduct counts of traffic all existing curb cuts to the Tenley Campus from 6-9am and 4-7pm.	
Area Roadway Improvements The study should account for approved and funded transportation improvement projects within the study area. Other planned, but not approved improvements may be appropriate to include. We propose including all recommendations from the RCW2 study in the Future scenarios.	
Background Developments The study will account for traffic generated by developments in the study area that have an origin/destination within the study area. Typically, only approved/entitled developments are included in the list of background developments. We are aware of the following developments: • Wesley Theological Seminary Expansion - use traffic study on file • Wisconsin Avenue Giant PUD - use traffic study on file (Wells & Associates, May 2008) • DHS-NAC Master Plan - use draft Master Plan EA from Kimley-Horn (we will get latest version of plan from Kimley-Horn) • Janney Expansion – we will try to determine what the changes will be and incorporate them into the study • AU Campus Plan – we will generate trips per the campus plan based on the portions of the campus plan	**DDOT**: DDOT does not have any information related to Janney since it does not go through DDOT approval. You will need to contact the school directly. **GS**: We will reach out to the school and incorporate any information we receive into our analyses & documentation. We have been informed that all changes to Janney were completed when the new counts were performed.

Gorove/Slade Guidelines & Proposed Scope	DDOT Comments/Clarifications
expected to be complete before the Tenley Campus We may need some guidance on how to account for the Janney expansion.	
Background Growth The study will account for through traffic within the study area from future developments that do not have origins or destinations within the study area. We propose using the same rate as the Campus Plan, which was a 1% total for 10 years (which was based on a review of MWCOG model forecasts contained in the 2009 Constrained Long Range Plan, Version 2.2 as stated in the DHS-NAC Master Plan draft report from Kimley-Horn). We will convert this to a rate per year to adjust for the different timeline of the further processing application.	
Site Trip Generation We propose using a similar methodology to the Campus Plan. • We will remove existing trips from the Tenley Campus based on the counts at existing driveways • We will use trip generation rates developed from counts at existing WCL parking garages and a transportation survey performed at the existing Law School • We will develop trip rates per parking space based on the peak typical peaking demand at the current law school. We believe that the peak parking demand will decrease at the new location, but we will use the maximum number of spaces requested in the application as our independent variable. Thus, although we don't think the law school may need all of the spaces requested, we will generate and assign traffic to all of the requested spaces since the presence of those spaces may negatively influence the TDM measures and mode split. (Note: this methodology may lead to a higher trip gen than if we have used total law school population as our independent variable). If the number of spaces requested in the application does not exceed our demand estimates, we may adjust this methodology (if so, we will let you know how we plan to proceed) • Trips for the existing law school will not be removed from the network Using similar methodologies, mostly based on the survey response from the existing WCL, we will also generate trip generation estimates for pedestrians, cyclists and transit riders.	**DDOT**: Make sure to include the main campus projections **GS**: We plan to include the main campus projections within the background developments. They will be incorporated into the *Future conditions without the development* scenario. We are conducting new counts at the existing WCL parking garage on Mass Ave. We plan to use these counts combined with the survey answers to determine the trip generation for the entire campus. For example, the surveys will show that a certain percentage of parkers use the garage. So once we determine how much traffic the garage generates, we can factor it up based on the percentage of the population we know uses that garage. This way we can account for parking facilities we cannot count ins/outs directly, such as on-street parking. Once we complete our trip generation calculations we will forward it on for your review. The new trip generation calculations are attached to this form.
Site Trip Distribution & Assignment We propose to use trip distribution assumptions based on the answers from the transportation survey of the existing WCL population (we asked for zip codes). As per our discussion, we will closely review the distribution and assignment assumption to ensure they account for potential neighborhood cut-through.	GS: Per our last discussion, we will have separate DOAs; one for AM in and PM out, and one for PM in.

Gorove/Slade Guidelines & Proposed Scope	DDOT Comments/Clarifications
Analysis Methodology Capacity analyses are typically performed using Highway Capacity Manual (HCM) methodologies using an industry recognized software package. Any overall intersection approach LOS that is shown at grade "F" will be highlighted in the study. We propose performing the analysis in Synchro 7, and reporting the results in delay and LOS using HCM 2000 methodologies. We will request signal timings from DDOT, and will use those in our Synchro models. We will highlight all LOS F conditions per intersection and approach. For each LOS F we will suggest potential mitigation measures, split into two groups: (1) locations where LOS F conditions are generated regardless of site development and (2) those locations where LOS F conditions are generated by the site. We will include discussion on the appropriateness and feasibility of potential improvements. All unsignalized locations with LOS F will be checked against signal warrants. All suggested mitigation measures incorporating turn lanes will include queuing information (including the proposed access on Nebraska Avenue). For mitigation measures necessary because of the site development, we will include a more detailed analysis, including sketches of improvements and operational details, as necessary depending on the specific improvement recommended. Proposed signal timings changes will be made within the parameters of the timings received by DDOT, unless specifically mentioned within discussion of the mitigation measures.	**DDOT**: Please be sure to submit all Synchro files electronically. **GS**: Based on comments on the Campus Plan study, we plan on adjusting Synchro defaults for PHF (measured PHF by approach from the counts), percent heavy vehicles (5% instead of 2%), and lane widths (actual measurements).
Safety	
The study should present the results of the safety analysis that demonstrates that the site will not create or exacerbate existing safety issues for all modes of travel. We propose to show three years of crash data for all intersections within the roadway operations study area. We will calculate crash rates per million entering vehicles for all intersections within the study area. We will also breakdown the number of bicycle and pedestrian crashes at these intersections. For any intersection that has a crash rate greater than 1.0/MEV, we will examine the crash data for patterns that could indicate reasons why a high crash rate occurs. We will also review each intersection for potential impacts with the development in place, including discussion if/how the development would affect the crash rate (this will include discussion of impacts of the RCW2 recommendations at these intersections).	
Bicycle & Pedestrian Facilities	
The study will identify existing and proposed pedestrian & bicycle service to the site. The site plan's accommodation of pedestrians and bicycles will be discussed, including identifying widths of sidewalks, any on-site bicycle pathways, and short and long-term bicycle parking. The study will take the multi-modal trip generation estimates and distribute them onto the network to identify the potential major and minor routes that people will use to and from the proposed development.	

Gorove/Slade Guidelines & Proposed Scope	DDOT Comments/Clarifications
Transit Service	
The study will identify existing and proposed transit facilities that serve the site. The site plan's accommodation of transit service, including any changes to bus stops necessary due to development will be discussed. The study will take the multi-modal trip generation estimates and distribute them onto the network to identify the potential amount of new transit riders per route that people will use to and from the proposed development.	**DDOT**: How will trip generation and mode split be calculated for transit? **GS**: After developing the vehicular trip generation, we can determine the trip generation for other modes using answers from the survey of existing WCL population. We will take the vehicular trip generation and factor it up/down based on the relative mode split percentages from the survey. The new trip generation calculations are attached to this form.
Site Access & Loading	
DDOT prefers that loading take place in private space and that no back-up maneuvers take place in the public realm, whether in public space of in areas of private spaces accessible to the general public. New curb cuts need to demonstrate that they meet District standards, including sight distance. The study will contain access diagrams showing routes for loading, parking access, and pick-up/drop-off activity for the site. The study will include a discussion of how the access plan was developed and if it meets DDOTs requirements and standards. Sight distance triangles will be provided with all new curb cuts. Truck maneuvering diagrams will be provided for all loading docks. As discussed, we plan on preparing a map showing a 'before and after' of the roadways at the property boundary, identifying changes to curbside management (curb cuts, bus stops, bike parking, on-street parking, etc…).	
Parking	
The study will include parking demand estimates and comparisons with the proposed parking supply, using data from the existing WCL. A discussion on supply vs. demand will be included, focusing on if the supply reaches a balance between accommodating all users while not encouraging driving as a mode. Potential impacts to residential parking will be addressed. The study will collect parking inventory and occupancy data for on-street parking within a 10-minute walk of the site boundaries (see attached map). This data will be used to identify places where spill-over parking may occur, and to suggest changes to parking regulations to minimize this activity.	
Streetscape/Public Realm	
DDOT expects new developments to rehabilitate streetscape infrastructure between the curb and property lines. The applicant must work closely with DDOT, OP and the Public Space Committee to ensure that design of the public realm meets current standards.	**DDOT**: Curb cuts and vaults will need to be discussed. **GS:** We will incorporate text within our report on those items, and will indicate where in the site plan package that

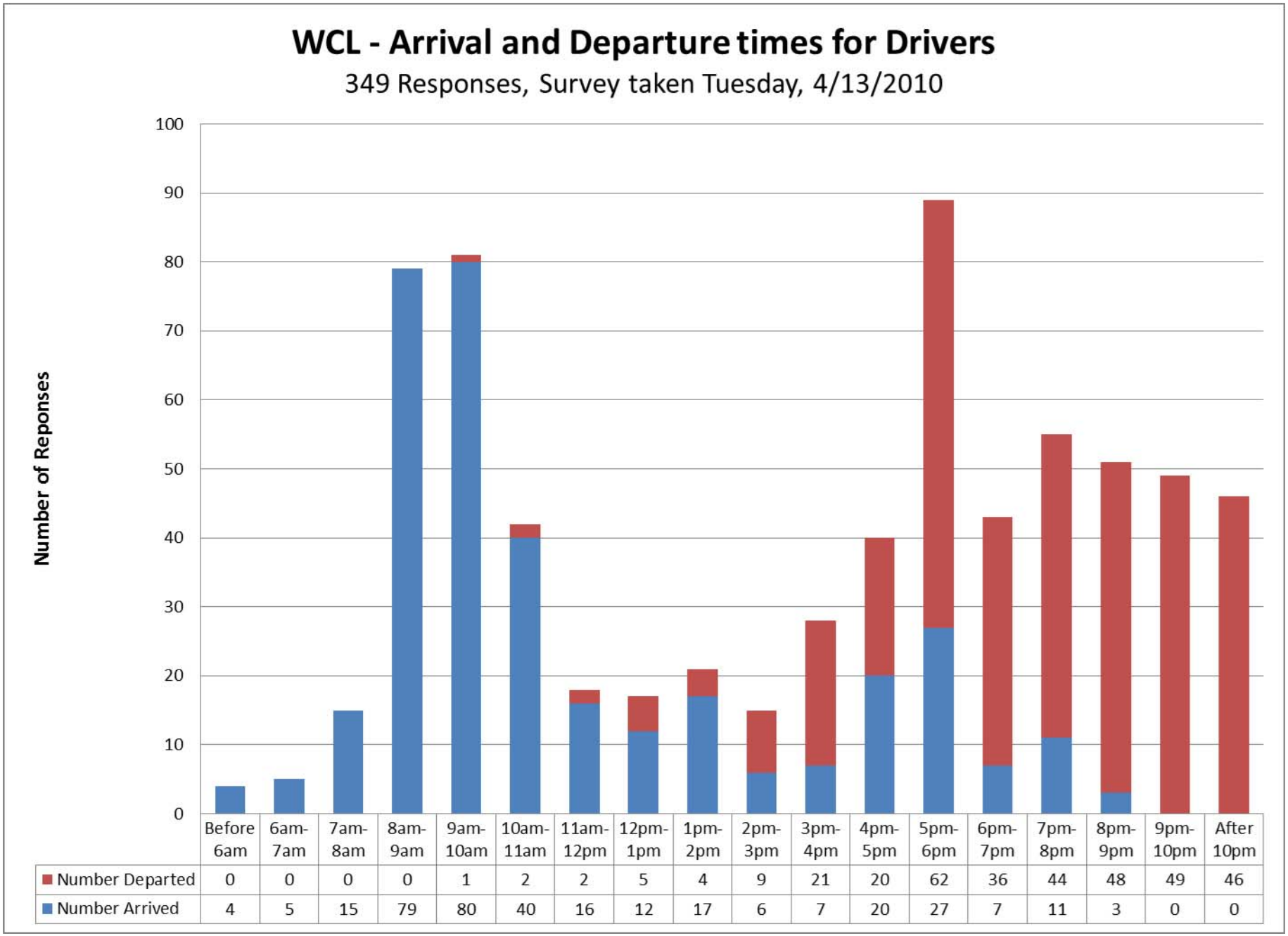
Gorove/Slade Guidelines & Proposed Scope	DDOT Comments/Clarifications
The streetscape and public realm elements of the development will be covered outside of the Transportation Impact Study.	accompanies the submission details drawings can be found (if needed).
Transportation Demand Management	
DDOT requires the applicant in all major development review cases to produce a TDM plan. The *Incorporation of Transportation Demand Management into the Development Review Process* document located on DDOT's website provides guidance. The study will include a description of the recommended TDM plan for the development and a list of proposed commitments for the Zoning Commission. The TDM plan components will be compared to those recommended for projects of its size within DDOT's TDM guidelines. The TDM recommendations are expected to build from those contained in the AU Campus Plan.	

Information/Data Requests:

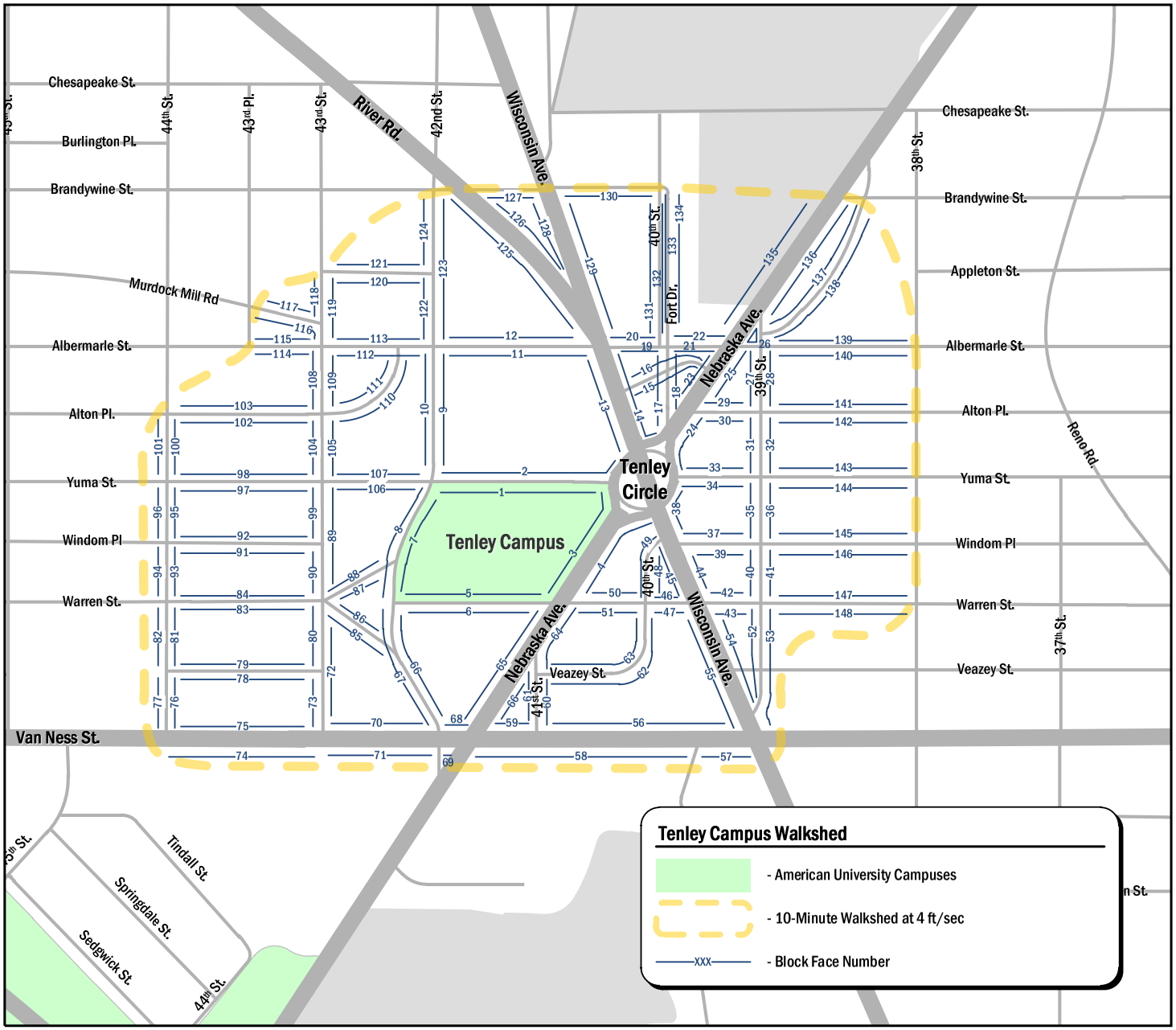
- ~~Any information on Janney Expansion~~

Proposed Schedule:

- DDOT comments on scoping doc: ~~8/26/2011~~ Complete
- Gorove/Slade responses to comments: ~~9/9/2011~~ Complete
- Finalization of scoping: ~~9/16/2011~~ Complete
- Data Collection: ~~Mid-Late September 2011~~ Complete
- Submission of Report to DDOT: ~~At least 45 days prior to hearing~~ ~~10/7/2011~~ 10/21/11
- Zoning Commission Hearing: ~~December 2011~~ 11/21/2011



	Before 6am	6am-7am	7am-8am	8am-9am	9am-10am	10am-11am	11am-12pm	12pm-1pm	1pm-2pm	2pm-3pm	3pm-4pm	4pm-5pm	5pm-6pm	6pm-7pm	7pm-8pm	8pm-9pm	9pm-10pm	After 10pm
Number Departed	0	0	0	0	1	2	2	5	4	9	21	20	62	36	44	48	49	46
Number Arrived	4	5	15	79	80	40	16	12	17	6	7	20	27	7	11	3	0	0


Chesapeake St.
Burlington Pl.
Brandywine St.
Murdock Mill Rd
Albermarle St.
Alton Pl.
Yuma St.
Windom Pl
Warren St.
Van Ness St.
Veazey St.
44th St.
43rd Pl.
43rd St.
42nd St.
River Rd.
Wisconsin Ave.
40th St.
Fort Dr.
Nebraska Ave.
39th St.
38th St.
41st St.
37th St.
Reno Rd.
Tenley Circle
Tenley Campus
Tindall St.
Springdale St.
Sedgwick St.
Tenley Campus Walkshed
- American University Campuses
- 10-Minute Walkshed at 4 ft/sec
- Block Face Number

Revised Trip Generation

		Drove (total)	Car Passenger	Transit (Total)	Bike	Walk	Total Trips
8am to 9am – Inbound							
Faculty/Staff		69	0	17	0	0	86
Students		92	23	92	7	16	230
Total		161	23	109	7	16	316
5pm to 6pm – Inbound							
Faculty/Staff		5	0	0	0	2	7
Students		102	0	47	0	8	157
Total		107	0	47	0	10	164
5pm to 6pm – Outbound							
Faculty/Staff		23	1	7	0	0	31
Students		63	7	43	2	11	126
Total		86	8	50	2	11	157

APPENDIX I –
EXISTING (2010/2011) CONDITIONS
CAPACITY ANALYSIS WORKSHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	93	136	20	13	122	35	15	196	8	25	95	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	10	12	12	10	12	12	10	12
Total Lost time (s)		9.0			9.0			9.0			9.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.98			0.97			0.98			0.94	
Flpb, ped/bikes		0.96			0.99			0.99			0.93	
Frt		0.99			0.97			1.00			0.96	
Flt Protected		0.98			1.00			1.00			0.99	
Satd. Flow (prot)		1867			1366			1271			1199	
Flt Permitted		0.79			0.95			0.97			0.90	
Satd. Flow (perm)		1498			1297			1232			1092	
Peak-hour factor, PHF	0.82	0.82	0.82	0.79	0.79	0.79	0.87	0.87	0.87	0.90	0.90	0.90
Adj. Flow (vph)	113	166	24	16	154	44	17	225	9	28	106	47
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	303	0	0	214	0	0	251	0	0	181	0
Confl. Peds. (#/hr)	59		109	109		59	115		518	518		115
Parking (#/hr)					5			23			11	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		14.0			14.0			18.0			18.0	
Effective Green, g (s)		14.0			14.0			18.0			18.0	
Actuated g/C Ratio		0.28			0.28			0.36			0.36	
Clearance Time (s)		9.0			9.0			9.0			9.0	
Lane Grp Cap (vph)		419			363			444			393	
v/s Ratio Prot												
v/s Ratio Perm		c0.20			0.17			c0.20			0.17	
v/c Ratio		0.72			0.59			0.57			0.46	
Uniform Delay, d1		16.3			15.5			12.9			12.3	
Progression Factor		1.00			0.73			1.00			1.00	
Incremental Delay, d2		10.4			3.6			5.1			3.8	
Delay (s)		26.6			14.9			18.0			16.1	
Level of Service		C			B			B			B	
Approach Delay (s)		26.6			14.9			18.0			16.1	
Approach LOS		C			B			B			B	

Intersection Summary

HCM Average Control Delay	19.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	217	104	60	148	63	0	881	30	0	1866	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00			0.91			0.91	
Frpb, ped/bikes	1.00	0.97			0.94			0.98			0.99	
Flpb, ped/bikes	0.96	1.00			0.99			1.00			1.00	
Frt	1.00	0.95			0.97			0.99			1.00	
Flt Protected	0.95	1.00			0.99			1.00			1.00	
Satd. Flow (prot)	1492	1501			1453			4499			4571	
Flt Permitted	0.39	1.00			0.83			1.00			1.00	
Satd. Flow (perm)	616	1501			1214			4499			4571	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	57	228	109	63	156	66	0	927	32	0	1964	23
RTOR Reduction (vph)	0	1	0	0	11	0	0	3	0	0	1	0
Lane Group Flow (vph)	57	336	0	0	274	0	0	956	0	0	1986	0
Confl. Peds. (#/hr)	160		75	75		160	314		311	311		314
Confl. Bikes (#/hr)						1			2			2
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	10	0	0	12
Turn Type	pm+pt			Perm								
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8								
Actuated Green, G (s)	37.0	37.0			22.0			51.0			51.0	
Effective Green, g (s)	37.0	37.0			22.0			51.0			51.0	
Actuated g/C Ratio	0.37	0.37			0.22			0.51			0.51	
Clearance Time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Grp Cap (vph)	324	555			267			2294			2331	
v/s Ratio Prot	0.02	c0.22						0.21			c0.43	
v/s Ratio Perm	0.05				c0.23							
v/c Ratio	0.18	0.61			1.03			0.42			0.85	
Uniform Delay, d1	21.9	25.6			39.0			15.2			21.2	
Progression Factor	1.09	1.08			1.00			0.76			1.00	
Incremental Delay, d2	1.1	4.6			62.1			0.5			4.2	
Delay (s)	25.0	32.3			101.1			12.0			25.4	
Level of Service	C	C			F			B			C	
Approach Delay (s)		31.2			101.1			12.0			25.4	
Approach LOS		C			F			B			C	

Intersection Summary

HCM Average Control Delay	28.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	90.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↖	↗
Volume (veh/h)	0	302	233	0	101	42
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	318	245	0	106	44
Pedestrians		43	25		130	
Lane Width (ft)		10.0	10.0		14.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		3	2		13	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		330	334			
pX, platoon unblocked					0.95	
vC, conflicting volume	375				718	418
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	375				676	418
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				68	92
cM capacity (veh/h)	1019				337	533

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	318	245	106	44
Volume Left	0	0	106	0
Volume Right	0	0	0	44
cSH	1700	1700	337	533
Volume to Capacity	0.19	0.14	0.32	0.08
Queue Length 95th (ft)	0	0	33	7
Control Delay (s)	0.0	0.0	20.5	12.4
Lane LOS			C	B
Approach Delay (s)	0.0	0.0	18.1	
Approach LOS			C	

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	34.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	36	318	49	121	211	88	22	77	27	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	38	335	52	127	222	93	23	81	28	0	0	0
Pedestrians		43			25			36			130	
Lane Width (ft)		10.0			10.0			10.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		3			2			3			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		393			271							
pX, platoon unblocked	0.86			0.97			0.87	0.87	0.97	0.87	0.87	0.86
vC, conflicting volume	445			422			1038	1172	422	1183	1151	441
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	273			390			897	1050	389	1063	1026	269
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			88			87	50	95	100	100	100
cM capacity (veh/h)	1095			1091			185	163	607	87	168	636

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	424	442	23	109
Volume Left	38	127	23	0
Volume Right	52	93	0	28
cSH	1095	1091	185	201
Volume to Capacity	0.03	0.12	0.13	0.54
Queue Length 95th (ft)	3	10	10	72
Control Delay (s)	1.1	3.4	27.2	42.4
Lane LOS	A	A	D	E
Approach Delay (s)	1.1	3.4	39.7	
Approach LOS			E	

Intersection Summary			
Average Delay	7.2		
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	65	232	4	45	218	0	3	358	31	2	570	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	14	12	10	10	12	12	10	12	12	10	12
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			0.99	
Flpb, ped/bikes	0.97	1.00		0.94	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	1.00			0.99			0.97	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1606	1921		1512	1689			3150			3082	
Flt Permitted	0.39	1.00		0.41	1.00			0.95			0.95	
Satd. Flow (perm)	666	1921		654	1689			2996			2942	
Peak-hour factor, PHF	0.88	0.88	0.88	0.78	0.78	0.78	0.80	0.80	0.80	0.93	0.93	0.93
Adj. Flow (vph)	74	264	5	58	279	0	4	448	39	2	613	145
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	74	269	0	58	279	0	0	491	0	0	760	0
Confl. Peds. (#/hr)	42		70	70		42	14		20	20		14
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	26.0	26.0		26.0	26.0			64.0			64.0	
Effective Green, g (s)	26.0	26.0		26.0	26.0			64.0			64.0	
Actuated g/C Ratio	0.26	0.26		0.26	0.26			0.64			0.64	
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Grp Cap (vph)	173	499		170	439			1917			1883	
v/s Ratio Prot		0.14			c0.17							
v/s Ratio Perm	0.11			0.09				0.16			c0.26	
v/c Ratio	0.43	0.54		0.34	0.64			0.26			0.40	
Uniform Delay, d1	30.8	31.8		30.0	32.8			7.8			8.7	
Progression Factor	0.89	0.90		1.00	1.00			1.99			1.00	
Incremental Delay, d2	7.3	4.0		5.4	6.9			0.3			0.6	
Delay (s)	34.6	32.7		35.4	39.7			15.7			9.4	
Level of Service	C	C		D	D			B			A	
Approach Delay (s)		33.1			38.9			15.7			9.4	
Approach LOS		C			D			B			A	

Intersection Summary

HCM Average Control Delay	20.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	59.3%	ICU Level of Service	B
Analysis Period (min)	15		

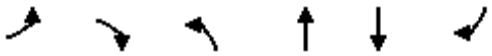
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	94	436	0	0	0	0	623	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	14	14	12	12	12	12	10	12
Total Lost time (s)					5.0	2.0					9.0	
Lane Util. Factor					0.95	0.95					0.95	
Frpb, ped/bikes					0.98	1.00					1.00	
Flpb, ped/bikes					1.00	1.00					1.00	
Frt					0.90	0.85					1.00	
Flt Protected					1.00	1.00					1.00	
Satd. Flow (prot)					1528	1559					3207	
Flt Permitted					1.00	1.00					1.00	
Satd. Flow (perm)					1528	1559					3207	
Peak-hour factor, PHF	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	0	106	490	0	0	0	0	663	3
RTOR Reduction (vph)	0	0	0	0	72	66	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	235	223	0	0	0	0	666	0
Confl. Peds. (#/hr)	28					28						
Bus Blockages (#/hr)	0	0	15	0	15	0	0	0	0	0	0	0
Turn Type						custom						
Protected Phases					2 6	8 10 11					4	
Permitted Phases												
Actuated Green, G (s)					62.0	77.0					24.0	
Effective Green, g (s)					60.0	77.0					24.0	
Actuated g/C Ratio					0.60	0.77					0.24	
Clearance Time (s)											9.0	
Lane Grp Cap (vph)					917	1200					770	
v/s Ratio Prot					c0.15	0.14					c0.21	
v/s Ratio Perm												
v/c Ratio					0.26	0.19					0.86	
Uniform Delay, d1					9.5	3.1					36.4	
Progression Factor					2.10	0.00					0.83	
Incremental Delay, d2					0.6	0.3					11.7	
Delay (s)					20.4	0.3					41.9	
Level of Service					C	A					D	
Approach Delay (s)		0.0			10.7			0.0			41.9	
Approach LOS		A			B			A			D	

Intersection Summary

HCM Average Control Delay	27.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	194	0	0	623	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.92	0.92	0.94	0.94
Hourly flow rate (vph)	0	218	0	0	663	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				175	69	
pX, platoon unblocked	0.80	0.80	0.80			
vC, conflicting volume	663	331	663			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	93	0	93			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	75	100			
cM capacity (veh/h)	714	864	1188			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	218	331	331
Volume Left	0	0	0
Volume Right	218	0	0
cSH	864	1700	1700
Volume to Capacity	0.25	0.19	0.19
Queue Length 95th (ft)	25	0	0
Control Delay (s)	10.6	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.6	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	77	0	0	0	0	817
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.94	0.94
Hourly flow rate (vph)	84	0	0	0	0	869
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			110			134
pX, platoon unblocked	0.81					
vC, conflicting volume	435	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	90	100			100	
cM capacity (veh/h)	818	1075			1600	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	84	435	435
Volume Left	84	0	0
Volume Right	0	0	0
cSH	818	1700	1700
Volume to Capacity	0.10	0.26	0.26
Queue Length 95th (ft)	9	0	0
Control Delay (s)	9.9	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.9	0.0	
Approach LOS	A		

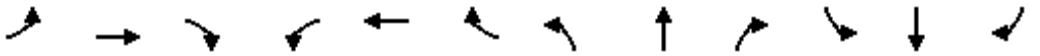
Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	46.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1560	240	0	890	0	0	0	0	228	653	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	10	12	12	12	12	12	16	12
Total Lost time (s)		12.0			5.0						5.0	
Lane Util. Factor		0.91			0.91						0.95	
Frpb, ped/bikes		0.96			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.98			1.00						1.00	
Flt Protected		1.00			1.00						0.99	
Satd. Flow (prot)		4315			4611						3835	
Flt Permitted		1.00			1.00						0.99	
Satd. Flow (perm)		4315			4611						3835	
Peak-hour factor, PHF	0.97	0.97	0.97	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.94	0.94
Adj. Flow (vph)	0	1608	247	0	967	0	0	0	0	243	695	14
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	1855	0	0	967	0	0	0	0	0	951	0
Confl. Peds. (#/hr)	6		77	77		6	39					39
Bus Blockages (#/hr)	0	0	0	0	0	10	0	0	0	0	0	0
Turn Type										Perm		
Protected Phases		8 12			2 6						4	
Permitted Phases										4		
Actuated Green, G (s)		55.0			62.0						28.0	
Effective Green, g (s)		53.0			60.0						28.0	
Actuated g/C Ratio		0.53			0.60						0.28	
Clearance Time (s)											5.0	
Lane Grp Cap (vph)		2287			2767						1074	
v/s Ratio Prot		c0.43			0.21							
v/s Ratio Perm											0.25	
v/c Ratio		0.81			0.35						0.89	
Uniform Delay, d1		19.4			10.1						34.5	
Progression Factor		0.20			0.62						0.34	
Incremental Delay, d2		1.7			0.3						8.9	
Delay (s)		5.6			6.6						20.6	
Level of Service		A			A						C	
Approach Delay (s)		5.6			6.6			0.0			20.6	
Approach LOS		A			A			A			C	

Intersection Summary

HCM Average Control Delay	9.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

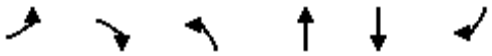


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1788	0	0	729	146	161	484	72	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	10	12	12	15	12	12	12	12
Total Lost time (s)		5.0			2.0			5.0				
Lane Util. Factor		0.91			0.95			0.95				
Frpb, ped/bikes		1.00			1.00			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.97			0.98				
Flt Protected		1.00			1.00			0.99				
Satd. Flow (prot)		4611			3119			3669				
Flt Permitted		1.00			1.00			0.99				
Satd. Flow (perm)		4611			3119			3669				
Peak-hour factor, PHF	0.97	0.97	0.97	0.92	0.92	0.92	0.91	0.91	0.91	0.92	0.92	0.92
Adj. Flow (vph)	0	1843	0	0	792	159	177	532	79	0	0	0
RTOR Reduction (vph)	0	0	0	0	22	0	0	9	0	0	0	0
Lane Group Flow (vph)	0	1843	0	0	929	0	0	779	0	0	0	0
Confl. Peds. (#/hr)	6		77	77		6			22	22		
Bus Blockages (#/hr)	0	0	8	0	0	0	0	0	0	0	0	0
Turn Type							Perm					
Protected Phases		2 12			6 8			10				
Permitted Phases							10					
Actuated Green, G (s)		62.0			55.0			28.0				
Effective Green, g (s)		60.0			55.0			28.0				
Actuated g/C Ratio		0.60			0.55			0.28				
Clearance Time (s)								5.0				
Lane Grp Cap (vph)		2767			1715			1027				
v/s Ratio Prot		c0.40			0.30							
v/s Ratio Perm								0.21				
v/c Ratio		0.67			0.54			0.76				
Uniform Delay, d1		13.3			14.4			32.9				
Progression Factor		0.20			0.20			0.30				
Incremental Delay, d2		0.7			1.1			4.0				
Delay (s)		3.4			4.0			14.0				
Level of Service		A			A			B				
Approach Delay (s)		3.4			4.0			14.0			0.0	
Approach LOS		A			A			B			A	

Intersection Summary

HCM Average Control Delay	5.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	77	530	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.91	0.91	0.92	0.92
Hourly flow rate (vph)	0	0	85	582	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				202	152	
pX, platoon unblocked						
vC, conflicting volume	460	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	460	0	0			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	95			
cM capacity (veh/h)	494	1075	1600			

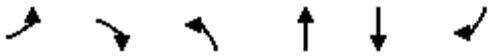
Direction, Lane #	NB 1	NB 2
Volume Total	279	388
Volume Left	85	0
Volume Right	0	0
cSH	1600	1700
Volume to Capacity	0.05	0.23
Queue Length 95th (ft)	4	0
Control Delay (s)	2.5	0.0
Lane LOS	A	
Approach Delay (s)	1.1	
Approach LOS		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	46.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	60	547	83	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.78	0.78	0.78	0.78	0.92	0.92
Hourly flow rate (vph)	0	77	701	106	0	0
Pedestrians	9					
Lane Width (ft)	14.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			107			247
pX, platoon unblocked	0.82	0.82			0.82	
vC, conflicting volume	763	413			817	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	272	0			337	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	91			100	
cM capacity (veh/h)	558	873			973	

Direction, Lane #	WB 1	NB 1	NB 2
Volume Total	77	468	340
Volume Left	0	0	0
Volume Right	77	0	106
cSH	873	1700	1700
Volume to Capacity	0.09	0.28	0.20
Queue Length 95th (ft)	7	0	0
Control Delay (s)	9.5	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.5	0.0	
Approach LOS	A		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	28.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	106	0	0	812	81
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.77	0.77	0.92	0.92	0.77	0.77
Hourly flow rate (vph)	0	138	0	0	1055	105
Pedestrians	70					
Lane Width (ft)	13.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	6					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				216	103	
pX, platoon unblocked	0.77	0.77	0.77			
vC, conflicting volume	1177	650	1230			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	637	0	706			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	82	100			
cM capacity (veh/h)	291	777	628			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	138	703	457
Volume Left	0	0	0
Volume Right	138	0	105
cSH	777	1700	1700
Volume to Capacity	0.18	0.41	0.27
Queue Length 95th (ft)	16	0	0
Control Delay (s)	10.6	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.6	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	38.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	0	0	205	713
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.79	0.79
Hourly flow rate (vph)	0	0	0	0	259	903
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			123			196
pX, platoon unblocked	0.79					
vC, conflicting volume	970	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	425	0			0	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			84	
cM capacity (veh/h)	363	1075			1600	

Direction, Lane #	SB 1	SB 2
Volume Total	560	602
Volume Left	259	0
Volume Right	0	0
cSH	1600	1700
Volume to Capacity	0.16	0.35
Queue Length 95th (ft)	14	0
Control Delay (s)	4.4	0.0
Lane LOS	A	
Approach Delay (s)	2.1	
Approach LOS		

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	46.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	205	0	0	512	0	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.79	0.79	0.92	0.92
Hourly flow rate (vph)	223	0	0	648	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				117	88	
pX, platoon unblocked						
vC, conflicting volume	324	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	324	0	0			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	65	100	100			
cM capacity (veh/h)	637	1075	1600			

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	223	324	324
Volume Left	223	0	0
Volume Right	0	0	0
cSH	637	1700	1700
Volume to Capacity	0.35	0.19	0.19
Queue Length 95th (ft)	39	0	0
Control Delay (s)	13.7	0.0	0.0
Lane LOS	B		
Approach Delay (s)	13.7	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	57.8%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	1	0	512	0	713	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	10	10	12	10	12
Total Lost time (s)								47.0	47.0		28.0	
Lane Util. Factor								0.95	0.95		0.95	
Frpb, ped/bikes								1.00	1.00		1.00	
Flpb, ped/bikes								1.00	1.00		1.00	
Frt								0.85	0.85		1.00	
Flt Protected								1.00	1.00		1.00	
Satd. Flow (prot)								1364	1347		3208	
Flt Permitted								0.99	1.00		1.00	
Satd. Flow (perm)								1354	1347		3208	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	0	0	0	0	0	0	1	0	648	0	903	1
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	325	324	0	904	0
Confl. Peds. (#/hr)	68					68						
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	3	0	0	3
Turn Type							Perm		Prot			
Protected Phases								2	2		8	
Permitted Phases							2					
Actuated Green, G (s)								27.0	27.0		100.0	
Effective Green, g (s)								27.0	27.0		100.0	
Actuated g/C Ratio								0.27	0.27		1.00	
Clearance Time (s)								47.0	47.0		28.0	
Lane Grp Cap (vph)								366	364		3208	
v/s Ratio Prot									c0.24		c0.28	
v/s Ratio Perm								0.24				
v/c Ratio								0.89	0.89		0.28	
Uniform Delay, d1								35.0	35.1		0.0	
Progression Factor								1.55	1.55		1.00	
Incremental Delay, d2								24.2	24.6		0.2	
Delay (s)								78.6	79.0		0.2	
Level of Service								E	E		A	
Approach Delay (s)		0.0			0.0			78.8			0.2	
Approach LOS		A			A			E			A	

Intersection Summary

HCM Average Control Delay	33.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	47.0
Intersection Capacity Utilization	60.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	3	0	500	700	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.33	0.33	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	3	9	0	633	886	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				822	258	
pX, platoon unblocked						
vC, conflicting volume	1203	443	886			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1203	443	886			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	98	100			
cM capacity (veh/h)	173	554	741			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	12	316	316	443	443
Volume Left	3	0	0	0	0
Volume Right	9	0	0	0	0
cSH	357	1700	1700	1700	1700
Volume to Capacity	0.03	0.19	0.19	0.26	0.26
Queue Length 95th (ft)	3	0	0	0	0
Control Delay (s)	15.4	0.0	0.0	0.0	0.0
Lane LOS	C				
Approach Delay (s)	15.4	0.0		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	29.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	18	141	23	8	62	16	6	137	20	22	127	12
Peak Hour Factor	0.71	0.71	0.71	0.67	0.67	0.67	0.91	0.91	0.91	0.84	0.84	0.84
Hourly flow rate (vph)	25	199	32	12	93	24	7	151	22	26	151	14

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	256	128	179	192
Volume Left (vph)	25	12	7	26
Volume Right (vph)	32	24	22	14
Hadj (s)	0.03	-0.01	0.02	0.07
Departure Headway (s)	5.1	5.3	5.3	5.3
Degree Utilization, x	0.37	0.19	0.26	0.28
Capacity (veh/h)	653	616	631	627
Control Delay (s)	11.1	9.5	10.1	10.4
Approach Delay (s)	11.1	9.5	10.1	10.4
Approach LOS	B	A	B	B

Intersection Summary			
Delay	10.4		
HCM Level of Service	B		
Intersection Capacity Utilization	37.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	170	14	3	85	3	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.65	0.65	0.58	0.58
Hourly flow rate (vph)	218	18	5	131	5	7
Pedestrians	1			4	12	
Lane Width (ft)	14.0			14.0	16.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			248		380	243
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			248		380	243
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	99
cM capacity (veh/h)			1283		605	775

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	236	135	12
Volume Left	0	5	5
Volume Right	18	0	7
cSH	1700	1283	692
Volume to Capacity	0.14	0.00	0.02
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.3	10.3
Lane LOS		A	B
Approach Delay (s)	0.0	0.3	10.3
Approach LOS			B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	22.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	175	0	0	90	1	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.65	0.65	0.50	0.50
Hourly flow rate (vph)	224	0	0	138	2	2
Pedestrians	1			14	25	
Lane Width (ft)	14.0			14.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			1	2	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			249		389	263
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			249		389	263
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1272		596	742

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	224	138	4
Volume Left	0	0	2
Volume Right	0	0	2
cSH	1700	1272	661
Volume to Capacity	0.13	0.00	0.01
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	10.5
Lane LOS			B
Approach Delay (s)	0.0	0.0	10.5
Approach LOS			B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	25.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	175	0	0	85	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.65	0.65	0.92	0.92
Hourly flow rate (vph)	224	0	0	131	0	0
Pedestrians				15	15	
Lane Width (ft)				14.0	8.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				1	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			239		370	254
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			239		370	254
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1299		619	759

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	224	131	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1299	1700
Volume to Capacity	0.13	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	24.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	1	15	172	6	36	155
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.80	0.80	0.79	0.79	0.96	0.96
Hourly flow rate (vph)	1	19	218	8	38	161
Pedestrians	12					1
Lane Width (ft)	10.0					11.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	1					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	470	235			237	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	470	235			237	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			97	
cM capacity (veh/h)	526	790			1301	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	20	225	199
Volume Left	1	0	38
Volume Right	19	8	0
cSH	766	1700	1301
Volume to Capacity	0.03	0.13	0.03
Queue Length 95th (ft)	2	0	2
Control Delay (s)	9.8	0.0	1.7
Lane LOS	A		A
Approach Delay (s)	9.8	0.0	1.7
Approach LOS	A		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	34.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	13	12	8	3	7	14	529	21	6	706	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.69	0.69	0.69	0.56	0.56	0.56	0.89	0.89	0.89	0.80	0.80	0.80
Hourly flow rate (vph)	0	19	17	14	5	12	16	594	24	8	882	10
Pedestrians		54			34			4			6	
Lane Width (ft)		10.0			10.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		4			2			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								695			385	
pX, platoon unblocked												
vC, conflicting volume	1306	1640	504	1159	1633	349	946			652		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1306	1640	504	1159	1633	349	946			652		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	79	96	87	94	98	98			99		
cM capacity (veh/h)	96	88	485	108	89	621	676			889		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	36	32	313	321	449	451
Volume Left	0	14	16	0	8	0
Volume Right	17	12	0	24	0	10
cSH	144	151	676	1700	889	1700
Volume to Capacity	0.25	0.21	0.02	0.19	0.01	0.27
Queue Length 95th (ft)	23	19	2	0	1	0
Control Delay (s)	38.1	35.2	0.8	0.0	0.3	0.0
Lane LOS	E	E	A		A	
Approach Delay (s)	38.1	35.2	0.4		0.1	
Approach LOS	E	E				

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	41.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	92	2	7	17	4	2	1	8	6	5	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.70	0.70	0.70	0.46	0.46	0.46	0.50	0.50	0.50
Hourly flow rate (vph)	8	121	3	10	24	6	4	2	17	12	10	10
Pedestrians		6						5			4	
Lane Width (ft)		10.0						10.0			10.0	
Walking Speed (ft/s)		4.0						4.0			4.0	
Percent Blockage		0						0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					229							
pX, platoon unblocked												
vC, conflicting volume	34			129			211	197	127	208	196	37
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	34			129			211	197	127	208	196	37
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			99	100	98	98	99	99
cM capacity (veh/h)	1554			1434			708	681	912	715	682	1019

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	132	40	24	32
Volume Left	8	10	4	12
Volume Right	3	6	17	10
cSH	1554	1434	842	776
Volume to Capacity	0.01	0.01	0.03	0.04
Queue Length 95th (ft)	0	1	2	3
Control Delay (s)	0.5	1.9	9.4	9.8
Lane LOS	A	A	A	A
Approach Delay (s)	0.5	1.9	9.4	9.8
Approach LOS			A	A

Intersection Summary				
Average Delay	3.0			
Intersection Capacity Utilization	18.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	51	37	47	13	9	3	846	10	29	1728	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	10	12	12	10	12	12	10	12
Total Lost time (s)		5.0			5.0			9.0			9.0	
Lane Util. Factor		1.00			1.00			0.95			0.91	
Frpb, ped/bikes		0.99			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			0.99			1.00			1.00	
Frt		0.95			0.98			1.00			1.00	
Flt Protected		1.00			0.97			1.00			1.00	
Satd. Flow (prot)		1337			1338			2793			4496	
Flt Permitted		0.97			0.57			0.95			0.90	
Satd. Flow (perm)		1305			792			2645			4054	
Peak-hour factor, PHF	0.73	0.73	0.73	0.69	0.69	0.69	0.90	0.90	0.90	0.92	0.92	0.92
Adj. Flow (vph)	12	70	51	68	19	13	3	940	11	32	1878	10
RTOR Reduction (vph)	0	30	0	0	7	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	103	0	0	93	0	0	954	0	0	1920	0
Confl. Peds. (#/hr)	9		11	11		9	134		87	87		134
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	15	0
Parking (#/hr)		10			11			30				
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Actuated Green, G (s)		13.0			13.0			73.0			73.0	
Effective Green, g (s)		13.0			13.0			73.0			73.0	
Actuated g/C Ratio		0.13			0.13			0.73			0.73	
Clearance Time (s)		5.0			5.0			9.0			9.0	
Vehicle Extension (s)		1.0			1.0			1.0			1.0	
Lane Grp Cap (vph)		170			103			1931			2959	
v/s Ratio Prot												
v/s Ratio Perm		0.08			c0.12			0.36			c0.47	
v/c Ratio		0.60			0.90			0.49			0.65	
Uniform Delay, d1		41.1			42.9			5.7			6.9	
Progression Factor		1.07			1.00			0.55			0.69	
Incremental Delay, d2		4.1			57.6			0.7			0.8	
Delay (s)		48.2			100.5			3.8			5.6	
Level of Service		D			F			A			A	
Approach Delay (s)		48.2			100.5			3.8			5.6	
Approach LOS		D			F			A			A	

Intersection Summary

HCM Average Control Delay	10.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	77.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	122	6	16	115	10	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	128	6	17	121	11	119

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	135	138	129
Volume Left (vph)	0	17	11
Volume Right (vph)	6	0	119
Hadj (s)	0.06	0.11	-0.45
Departure Headway (s)	4.4	4.4	4.1
Degree Utilization, x	0.16	0.17	0.15
Capacity (veh/h)	791	775	829
Control Delay (s)	8.3	8.4	7.8
Approach Delay (s)	8.3	8.4	7.8
Approach LOS	A	A	A

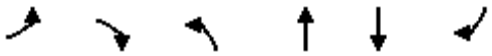
Intersection Summary			
Delay	8.1		
HCM Level of Service	A		
Intersection Capacity Utilization	34.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	441	4	92	172	3	11	503	273	7	665	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	10	11	12	12	10	12	12	10	12
Total Lost time (s)		6.0		6.0	6.0			6.0			6.0	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes		1.00		1.00	1.00			0.98			0.99	
Flpb, ped/bikes		1.00		1.00	1.00			1.00			1.00	
Frt		1.00		1.00	1.00			0.95			0.99	
Flt Protected		1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1743		1604	1744			2954			3146	
Flt Permitted		0.99		0.25	1.00			0.94			0.94	
Satd. Flow (perm)		1725		428	1744			2778			2974	
Peak-hour factor, PHF	0.96	0.96	0.96	0.95	0.95	0.95	0.91	0.91	0.91	0.82	0.82	0.82
Adj. Flow (vph)	15	459	4	97	181	3	12	553	300	9	811	37
RTOR Reduction (vph)	0	0	0	0	1	0	0	45	0	0	3	0
Lane Group Flow (vph)	0	478	0	97	183	0	0	820	0	0	854	0
Confl. Peds. (#/hr)	4		22	22		4	43		14	14		43
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	0	0	3	0
Parking (#/hr)						7						
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.0		29.0	29.0			59.0			59.0	
Effective Green, g (s)		29.0		29.0	29.0			59.0			59.0	
Actuated g/C Ratio		0.29		0.29	0.29			0.59			0.59	
Clearance Time (s)		6.0		6.0	6.0			6.0			6.0	
Lane Grp Cap (vph)		500		124	506			1639			1755	
v/s Ratio Prot					0.11							
v/s Ratio Perm		c0.28		0.23				c0.30			0.29	
v/c Ratio		0.96		0.78	0.36			0.50			0.49	
Uniform Delay, d1		34.9		32.6	28.2			11.9			11.8	
Progression Factor		1.00		1.24	1.25			0.52			0.57	
Incremental Delay, d2		30.7		26.0	1.3			0.7			0.9	
Delay (s)		65.6		66.5	36.5			7.0			7.7	
Level of Service		E		E	D			A			A	
Approach Delay (s)		65.6			46.9			7.0			7.7	
Approach LOS		E			D			A			A	

Intersection Summary

HCM Average Control Delay	23.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	83.9%	ICU Level of Service	E
Analysis Period (min)	15		

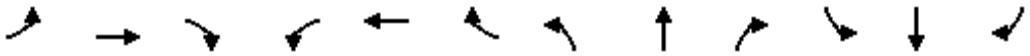
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	118	134	734	559	61
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.92	0.92	0.93	0.93
Hourly flow rate (vph)	1	148	146	798	601	66
Pedestrians	35					
Lane Width (ft)	14.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	3					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					311	
pX, platoon unblocked	0.91	0.91	0.91			
vC, conflicting volume	1758	368	702			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1642	122	486			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	81	84			
cM capacity (veh/h)	66	792	929			

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total	149	943	401	266
Volume Left	1	146	0	0
Volume Right	148	0	0	66
cSH	725	929	1700	1700
Volume to Capacity	0.21	0.16	0.24	0.16
Queue Length 95th (ft)	19	14	0	0
Control Delay (s)	11.2	3.9	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	11.2	3.9	0.0	
Approach LOS	B			

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	256	92	71	233	53	23	919	45	51	1675	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	9	9	12	12	10	12	12	10	12
Total Lost time (s)	6.0	6.0		6.0	6.0			5.0			5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.91	
Frpb, ped/bikes	1.00	0.99		1.00	0.99			0.99			0.98	
Flpb, ped/bikes	0.98	1.00		0.98	1.00			1.00			1.00	
Frt	1.00	0.96		1.00	0.97			0.99			1.00	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1517	1525		1523	1569			3148			4418	
Flt Permitted	0.37	1.00		0.26	1.00			0.85			0.86	
Satd. Flow (perm)	587	1525		413	1569			2680			3804	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	23	269	97	75	245	56	24	967	47	54	1763	62
RTOR Reduction (vph)	0	10	0	0	0	0	0	3	0	0	4	0
Lane Group Flow (vph)	23	356	0	75	301	0	0	1035	0	0	1875	0
Confl. Peds. (#/hr)	29		29	29		29	151		77	77		151
Confl. Bikes (#/hr)			2			1			3			
Bus Blockages (#/hr)	0	3	0	0	0	0	0	0	0	0	15	0
Parking (#/hr)						22			12			
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	25.0	25.0		25.0	25.0			64.0			64.0	
Effective Green, g (s)	25.0	25.0		25.0	25.0			64.0			64.0	
Actuated g/C Ratio	0.25	0.25		0.25	0.25			0.64			0.64	
Clearance Time (s)	6.0	6.0		6.0	6.0			5.0			5.0	
Lane Grp Cap (vph)	147	381		103	392			1715			2435	
v/s Ratio Prot		c0.23			0.19							
v/s Ratio Perm	0.04			0.18				0.39			c0.49	
v/c Ratio	0.16	0.94		0.73	0.77			0.60			0.77	
Uniform Delay, d1	29.3	36.7		34.4	34.8			10.6			12.8	
Progression Factor	0.73	0.70		1.00	1.00			1.00			0.82	
Incremental Delay, d2	1.4	23.0		36.1	13.5			1.6			1.9	
Delay (s)	22.7	48.7		70.5	48.3			12.1			12.3	
Level of Service	C	D		E	D			B			B	
Approach Delay (s)		47.1			52.7			12.1			12.3	
Approach LOS		D			D			B			B	

Intersection Summary

HCM Average Control Delay	20.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	109.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	53	201	18	8	196	45	5	119	6	18	79	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	10	12	12	10	12	12	10	12
Total Lost time (s)		9.0			9.0			9.0			9.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.98			0.99			0.85	
Flpb, ped/bikes		0.99			1.00			0.99			0.99	
Frt		0.99			0.98			0.99			0.96	
Flt Protected		0.99			1.00			1.00			0.99	
Satd. Flow (prot)		1979			1409			1290			1145	
Flt Permitted		0.86			0.98			0.98			0.92	
Satd. Flow (perm)		1709			1385			1266			1066	
Peak-hour factor, PHF	0.88	0.88	0.88	0.85	0.85	0.85	0.71	0.71	0.71	0.81	0.81	0.81
Adj. Flow (vph)	60	228	20	9	231	53	7	168	8	22	98	57
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	308	0	0	293	0	0	183	0	0	177	0
Confl. Peds. (#/hr)	47		32	32		47	176		52	52		176
Parking (#/hr)					5			23			11	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		18.0			18.0			14.0			14.0	
Effective Green, g (s)		18.0			18.0			14.0			14.0	
Actuated g/C Ratio		0.36			0.36			0.28			0.28	
Clearance Time (s)		9.0			9.0			9.0			9.0	
Lane Grp Cap (vph)		615			499			354			298	
v/s Ratio Prot												
v/s Ratio Perm		0.18			c0.21			0.14			c0.17	
v/c Ratio		0.50			0.59			0.52			0.59	
Uniform Delay, d1		12.5			13.0			15.2			15.5	
Progression Factor		1.00			0.67			1.00			1.00	
Incremental Delay, d2		2.9			3.6			5.3			8.4	
Delay (s)		15.4			12.3			20.5			24.0	
Level of Service		B			B			C			C	
Approach Delay (s)		15.4			12.3			20.5			24.0	
Approach LOS		B			B			C			C	

Intersection Summary

HCM Average Control Delay	17.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	68.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	51	184	43	46	164	65	0	1422	58	0	973	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00			0.91			0.91	
Frpb, ped/bikes	1.00	0.97			0.93			0.97			0.98	
Flpb, ped/bikes	0.96	1.00			0.98			1.00			1.00	
Frt	1.00	0.97			0.97			0.99			0.99	
Flt Protected	0.95	1.00			0.99			1.00			1.00	
Satd. Flow (prot)	1487	1534			1424			4453			4473	
Flt Permitted	0.35	1.00			0.89			1.00			1.00	
Satd. Flow (perm)	551	1534			1277			4453			4473	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	54	194	45	48	173	68	0	1497	61	0	1024	43
RTOR Reduction (vph)	0	8	0	0	11	0	0	4	0	0	4	0
Lane Group Flow (vph)	54	231	0	0	278	0	0	1554	0	0	1063	0
Confl. Peds. (#/hr)	210		132	132		210	312		576	576		312
Confl. Bikes (#/hr)			1			1						
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	12	0	0	10
Turn Type	pm+pt			Perm								
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8								
Actuated Green, G (s)	36.0	36.0			21.0			52.0			52.0	
Effective Green, g (s)	36.0	36.0			21.0			52.0			52.0	
Actuated g/C Ratio	0.36	0.36			0.21			0.52			0.52	
Clearance Time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Grp Cap (vph)	301	552			268			2316			2326	
v/s Ratio Prot	0.02	c0.15						c0.35			0.24	
v/s Ratio Perm	0.04				c0.22							
v/c Ratio	0.18	0.42			1.04			0.67			0.46	
Uniform Delay, d1	22.6	24.1			39.5			17.7			15.1	
Progression Factor	1.22	1.19			0.95			0.30			1.00	
Incremental Delay, d2	1.2	2.1			63.5			1.3			0.6	
Delay (s)	28.7	30.8			101.0			6.6			15.8	
Level of Service	C	C			F			A			B	
Approach Delay (s)		30.4			101.0			6.6			15.8	
Approach LOS		C			F			A			B	

Intersection Summary

HCM Average Control Delay	20.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	83.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↖	↗
Volume (veh/h)	0	499	187	0	189	66
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	525	197	0	199	69
Pedestrians		66	27		171	
Lane Width (ft)		10.0	10.0		14.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		5	2		17	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		330	334			
pX, platoon unblocked					0.93	
vC, conflicting volume	368				920	434
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	368				873	434
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				17	86
cM capacity (veh/h)	979				240	490

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	525	197	199	69
Volume Left	0	0	199	0
Volume Right	0	0	0	69
cSH	1700	1700	240	490
Volume to Capacity	0.31	0.12	0.83	0.14
Queue Length 95th (ft)	0	0	161	12
Control Delay (s)	0.0	0.0	65.8	13.6
Lane LOS			F	B
Approach Delay (s)	0.0	0.0	52.3	
Approach LOS			F	

Intersection Summary			
Average Delay	14.2		
Intersection Capacity Utilization	45.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	43	521	124	16	168	125	19	90	16	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	23	548	131	17	177	132	20	95	17	0	0	0
Pedestrians		66			27			25			171	
Lane Width (ft)		10.0			10.0			10.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		5			2			2			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		393			271							
pX, platoon unblocked	0.87			0.94			0.90	0.90	0.94	0.90	0.90	0.87
vC, conflicting volume	479			704			1026	1197	666	1197	1197	480
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	328			653			823	1012	612	1013	1012	328
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			98			91	53	96	100	100	100
cM capacity (veh/h)	1058			849			234	201	442	110	201	587

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	702	325	20	112
Volume Left	23	17	20	0
Volume Right	131	132	0	17
cSH	1058	849	234	219
Volume to Capacity	0.02	0.02	0.09	0.51
Queue Length 95th (ft)	2	2	7	65
Control Delay (s)	0.6	0.7	21.9	37.5
Lane LOS	A	A	C	E
Approach Delay (s)	0.6	0.7	35.1	
Approach LOS			E	

Intersection Summary				
Average Delay	4.5			
Intersection Capacity Utilization	59.6%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	59	223	6	50	231	0	9	547	29	2	496	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	14	12	10	10	12	12	10	12	12	10	12
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.99	
Flpb, ped/bikes	0.91	1.00		0.95	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	1.00			0.99			0.98	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1514	1917		1521	1689			3169			3116	
Flt Permitted	0.39	1.00		0.40	1.00			0.95			0.95	
Satd. Flow (perm)	628	1917		637	1689			3001			2973	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.90	0.90	0.90
Adj. Flow (vph)	64	242	7	54	251	0	9	576	31	2	551	67
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	64	249	0	54	251	0	0	616	0	0	620	0
Confl. Peds. (#/hr)	104		60	60		104	36		18	18		36
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	22.0	22.0		22.0	22.0			68.0			68.0	
Effective Green, g (s)	22.0	22.0		22.0	22.0			68.0			68.0	
Actuated g/C Ratio	0.22	0.22		0.22	0.22			0.68			0.68	
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Grp Cap (vph)	138	422		140	372			2041			2022	
v/s Ratio Prot		0.13			c0.15							
v/s Ratio Perm	0.10			0.08				0.21			c0.21	
v/c Ratio	0.46	0.59		0.39	0.67			0.30			0.31	
Uniform Delay, d1	33.9	35.0		33.2	35.7			6.4			6.5	
Progression Factor	1.05	1.06		1.00	1.00			0.35			1.00	
Incremental Delay, d2	10.7	5.9		7.9	9.4			0.4			0.4	
Delay (s)	46.4	42.9		41.1	45.2			2.6			6.9	
Level of Service	D	D		D	D			A			A	
Approach Delay (s)		43.6			44.4			2.6			6.9	
Approach LOS		D			D			A			A	

Intersection Summary

HCM Average Control Delay	17.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	60.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	114	621	0	0	0	0	471	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	14	14	12	12	12	12	10	12
Total Lost time (s)					5.0	6.0					4.0	
Lane Util. Factor					0.95	0.95					0.95	
Frpb, ped/bikes					0.98	1.00					1.00	
Flpb, ped/bikes					1.00	1.00					1.00	
Frt					0.90	0.85					1.00	
Flt Protected					1.00	1.00					1.00	
Satd. Flow (prot)					1520	1559					3204	
Flt Permitted					1.00	1.00					1.00	
Satd. Flow (perm)					1520	1559					3204	
Peak-hour factor, PHF	0.92	0.92	0.92	0.84	0.84	0.84	0.92	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	136	739	0	0	0	0	496	5
RTOR Reduction (vph)	0	0	0	0	89	73	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	0	357	356	0	0	0	0	500	0
Confl. Peds. (#/hr)	37					37						
Bus Blockages (#/hr)	0	0	13	0	13	0	0	0	0	0	0	0
Turn Type						custom						
Protected Phases					2 6	8 10 11					4	
Permitted Phases												
Actuated Green, G (s)					52.0	83.0					39.0	
Effective Green, g (s)					48.0	83.0					39.0	
Actuated g/C Ratio					0.48	0.83					0.39	
Clearance Time (s)											4.0	
Lane Grp Cap (vph)					730	1294					1250	
v/s Ratio Prot					c0.23	0.23					c0.16	
v/s Ratio Perm												
v/c Ratio					0.49	0.28					0.40	
Uniform Delay, d1					17.7	1.9					22.0	
Progression Factor					1.75	0.00					0.85	
Incremental Delay, d2					1.9	0.4					0.9	
Delay (s)					32.9	0.4					19.7	
Level of Service					C	A					B	
Approach Delay (s)		0.0			17.0			0.0			19.7	
Approach LOS		A			B			A			B	

Intersection Summary

HCM Average Control Delay	17.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	41.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	95	0	0	471	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.95	0.95
Hourly flow rate (vph)	0	103	0	0	496	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				175	69	
pX, platoon unblocked	0.89	0.89	0.89			
vC, conflicting volume	496	248	496			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	189	0	189			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	89	100			
cM capacity (veh/h)	689	957	1212			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	103	248	248
Volume Left	0	0	0
Volume Right	103	0	0
cSH	957	1700	1700
Volume to Capacity	0.11	0.15	0.15
Queue Length 95th (ft)	9	0	0
Control Delay (s)	9.2	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.2	0.0	
Approach LOS	A		

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	41.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	87	0	0	0	0	566
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.95	0.95
Hourly flow rate (vph)	95	0	0	0	0	596
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			110			134
pX, platoon unblocked	0.89					
vC, conflicting volume	298	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	90	100			100	
cM capacity (veh/h)	906	1075			1600	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	95	298	298
Volume Left	95	0	0
Volume Right	0	0	0
cSH	906	1700	1700
Volume to Capacity	0.10	0.18	0.18
Queue Length 95th (ft)	9	0	0
Control Delay (s)	9.4	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.4	0.0	
Approach LOS	A		

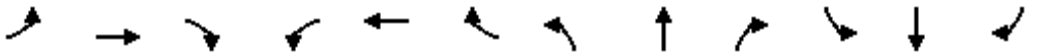
Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	820	169	0	1367	0	0	0	0	172	448	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	16	12
Total Lost time (s)		12.0			5.0						5.0	
Lane Util. Factor		0.91			0.91						0.95	
Frpb, ped/bikes		0.95			1.00						0.99	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.97			1.00						0.99	
Flt Protected		1.00			1.00						0.99	
Satd. Flow (prot)		4559			4940						3789	
Flt Permitted		1.00			1.00						0.99	
Satd. Flow (perm)		4559			4940						3789	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.92	0.92	0.90	0.90	0.90
Adj. Flow (vph)	0	872	180	0	1454	0	0	0	0	191	498	37
RTOR Reduction (vph)	0	32	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	1020	0	0	1454	0	0	0	0	0	722	0
Confl. Peds. (#/hr)	16		52	52		16	102					102
Bus Blockages (#/hr)	0	0	0	0	0	8	0	0	0	0	0	0
Turn Type										Perm		
Protected Phases		8 12			2 6						4	
Permitted Phases										4		
Actuated Green, G (s)		45.0			52.0						38.0	
Effective Green, g (s)		43.0			50.0						38.0	
Actuated g/C Ratio		0.43			0.50						0.38	
Clearance Time (s)											5.0	
Lane Grp Cap (vph)		1960			2470						1440	
v/s Ratio Prot		0.22			c0.29							
v/s Ratio Perm											0.19	
v/c Ratio		0.52			0.59						0.50	
Uniform Delay, d1		20.9			17.7						23.7	
Progression Factor		0.74			0.67						0.35	
Incremental Delay, d2		0.9			0.8						1.2	
Delay (s)		16.4			12.8						9.5	
Level of Service		B			B						A	
Approach Delay (s)		16.4			12.8			0.0			9.5	
Approach LOS		B			B			A			A	

Intersection Summary

HCM Average Control Delay	13.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	992	0	0	1175	184	192	680	74	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	10	12	12	15	12	12	12	12
Total Lost time (s)		5.0			2.0			5.0				
Lane Util. Factor		0.91			0.91			0.95				
Frpb, ped/bikes		1.00			1.00			0.99				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.98			0.99				
Flt Protected		1.00			1.00			0.99				
Satd. Flow (prot)		4611			4499			3671				
Flt Permitted		1.00			1.00			0.99				
Satd. Flow (perm)		4611			4499			3671				
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.89	0.89	0.89	0.92	0.92	0.92
Growth Factor (vph)	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	0	1055	0	0	1250	196	216	764	83	0	0	0
RTOR Reduction (vph)	0	0	0	0	25	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	1055	0	0	1421	0	0	1057	0	0	0	0
Confl. Peds. (#/hr)	16		52	52		16			68	68		
Bus Blockages (#/hr)	0	0	8	0	0	0	0	0	0	0	0	0
Turn Type							Perm					
Protected Phases		2 12			6 8			10				
Permitted Phases							10					
Actuated Green, G (s)		52.0			45.0			38.0				
Effective Green, g (s)		50.0			45.0			38.0				
Actuated g/C Ratio		0.50			0.45			0.38				
Clearance Time (s)								5.0				
Lane Grp Cap (vph)		2306			2025			1395				
v/s Ratio Prot		0.23			c0.32							
v/s Ratio Perm								0.29				
v/c Ratio		0.46			0.70			0.76				
Uniform Delay, d1		16.2			22.1			27.0				
Progression Factor		0.35			0.66			0.41				
Incremental Delay, d2		0.6			1.8			3.4				
Delay (s)		6.3			16.3			14.5				
Level of Service		A			B			B				
Approach Delay (s)		6.3			16.3			14.5			0.0	
Approach LOS		A			B			B			A	

Intersection Summary

HCM Average Control Delay	12.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	87	735	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.89	0.89	0.92	0.92
Hourly flow rate (vph)	0	0	98	826	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				202	152	
pX, platoon unblocked	0.79					
vC, conflicting volume	608	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	94			
cM capacity (veh/h)	753	1075	1600			

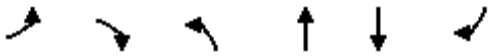
Direction, Lane #	NB 1	NB 2
Volume Total	373	551
Volume Left	98	0
Volume Right	0	0
cSH	1600	1700
Volume to Capacity	0.06	0.32
Queue Length 95th (ft)	5	0
Control Delay (s)	2.3	0.0
Lane LOS	A	
Approach Delay (s)	0.9	
Approach LOS		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	72	750	114	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.92	0.92
Hourly flow rate (vph)	0	84	872	133	0	0
Pedestrians	29					
Lane Width (ft)	14.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	3					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			107			247
pX, platoon unblocked	0.76	0.76			0.76	
vC, conflicting volume	967	531			1034	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	324	0			412	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	89			100	
cM capacity (veh/h)	470	793			829	

Direction, Lane #	WB 1	NB 1	NB 2
Volume Total	84	581	423
Volume Left	0	0	0
Volume Right	84	0	133
cSH	793	1700	1700
Volume to Capacity	0.11	0.34	0.25
Queue Length 95th (ft)	9	0	0
Control Delay (s)	10.1	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.1	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	53	0	0	497	120
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.69	0.69	0.92	0.92	0.69	0.69
Hourly flow rate (vph)	0	77	0	0	720	174
Pedestrians	139					
Lane Width (ft)	13.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	13					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				216	103	
pX, platoon unblocked	0.87	0.87	0.87			
vC, conflicting volume	946	586	1033			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	630	214	730			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	87	100			
cM capacity (veh/h)	308	592	644			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	77	480	414
Volume Left	0	0	0
Volume Right	77	0	174
cSH	592	1700	1700
Volume to Capacity	0.13	0.28	0.24
Queue Length 95th (ft)	11	0	0
Control Delay (s)	12.0	0.0	0.0
Lane LOS	B		
Approach Delay (s)	12.0	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	28.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	0	0	285	265
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.91	0.91
Hourly flow rate (vph)	0	0	0	0	313	291
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			123			196
pX, platoon unblocked						
vC, conflicting volume	772	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	772	0			0	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			80	
cM capacity (veh/h)	265	1075			1600	

Direction, Lane #	SB 1	SB 2
Volume Total	410	194
Volume Left	313	0
Volume Right	0	0
cSH	1600	1700
Volume to Capacity	0.20	0.11
Queue Length 95th (ft)	18	0
Control Delay (s)	6.3	0.0
Lane LOS	A	
Approach Delay (s)	4.3	
Approach LOS		

Intersection Summary			
Average Delay	4.3		
Intersection Capacity Utilization	40.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	285	0	0	661	0	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.91	0.91	0.92	0.92
Hourly flow rate (vph)	310	0	0	726	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				117	88	
pX, platoon unblocked						
vC, conflicting volume	363	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	363	0	0			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	48	100	100			
cM capacity (veh/h)	601	1075	1600			

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	310	363	363
Volume Left	310	0	0
Volume Right	0	0	0
cSH	601	1700	1700
Volume to Capacity	0.52	0.21	0.21
Queue Length 95th (ft)	74	0	0
Control Delay (s)	17.2	0.0	0.0
Lane LOS	C		
Approach Delay (s)	17.2	0.0	
Approach LOS	C		

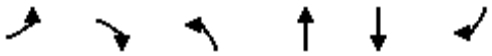
Intersection Summary			
Average Delay	5.1		
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	1	0	661	0	264	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	10	10	12	10	12
Total Lost time (s)								47.0	47.0		28.0	
Lane Util. Factor								0.95	0.95		0.95	
Frpb, ped/bikes								1.00	1.00		1.00	
Flpb, ped/bikes								1.00	1.00		1.00	
Frt								0.85	0.85		1.00	
Flt Protected								1.00	1.00		1.00	
Satd. Flow (prot)								1364	1347		3207	
Flt Permitted								1.00	1.00		1.00	
Satd. Flow (perm)								1361	1347		3207	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	0	0	0	1	0	726	0	290	1
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	364	363	0	291	0
Confl. Peds. (#/hr)	118					118						
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	3	0	0	3
Turn Type							Perm		Prot			
Protected Phases								2	2		8	
Permitted Phases							2					
Actuated Green, G (s)								37.0	37.0		100.0	
Effective Green, g (s)								37.0	37.0		100.0	
Actuated g/C Ratio								0.37	0.37		1.00	
Clearance Time (s)								47.0	47.0		28.0	
Lane Grp Cap (vph)								504	498		3207	
v/s Ratio Prot									c0.27		c0.09	
v/s Ratio Perm								0.27				
v/c Ratio								0.72	0.73		0.09	
Uniform Delay, d1								27.1	27.2		0.0	
Progression Factor								0.71	0.71		1.00	
Incremental Delay, d2								7.6	7.9		0.1	
Delay (s)								26.7	27.1		0.1	
Level of Service								C	C		A	
Approach Delay (s)		0.0			0.0			26.9			0.1	
Approach LOS		A			A			C			A	

Intersection Summary

HCM Average Control Delay	19.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	47.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	2	0	700	375	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.50	0.50	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	4	4	0	769	412	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				837	258	
pX, platoon unblocked						
vC, conflicting volume	797	206	412			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	797	206	412			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	100			
cM capacity (veh/h)	318	791	1122			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	8	385	385	206	206
Volume Left	4	0	0	0	0
Volume Right	4	0	0	0	0
cSH	454	1700	1700	1700	1700
Volume to Capacity	0.02	0.23	0.23	0.12	0.12
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	13.1	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	13.1	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	29.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	9	45	5	8	67	33	15	207	14	26	217	10
Peak Hour Factor	0.67	0.67	0.67	0.77	0.77	0.77	0.76	0.76	0.76	0.83	0.83	0.83
Hourly flow rate (vph)	13	67	7	10	87	43	20	272	18	31	261	12

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	88	140	311	305
Volume Left (vph)	13	10	20	31
Volume Right (vph)	7	43	18	12
Hadj (s)	0.06	-0.08	0.06	0.08
Departure Headway (s)	5.8	5.6	5.1	5.1
Degree Utilization, x	0.14	0.22	0.44	0.43
Capacity (veh/h)	540	575	668	671
Control Delay (s)	9.8	10.1	12.0	11.9
Approach Delay (s)	9.8	10.1	12.0	11.9
Approach LOS	A	B	B	B

Intersection Summary			
Delay	11.4		
HCM Level of Service	B		
Intersection Capacity Utilization	35.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	82	5	2	102	7	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.84	0.84	0.90	0.90
Hourly flow rate (vph)	109	7	2	121	8	12
Pedestrians	1			2	6	
Lane Width (ft)	14.0			14.0	16.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			122		246	121
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			122		246	121
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	99
cM capacity (veh/h)			1437		729	915

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	116	124	20
Volume Left	0	2	8
Volume Right	7	0	12
cSH	1700	1437	832
Volume to Capacity	0.07	0.00	0.02
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.0	0.2	9.4
Lane LOS		A	A
Approach Delay (s)	0.0	0.2	9.4
Approach LOS			A

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	17.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	80	0	2	110	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.84	0.84	0.92	0.92
Hourly flow rate (vph)	107	0	2	131	0	0
Pedestrians				4	11	
Lane Width (ft)				14.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			118		253	122
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			118		253	122
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1439		721	909

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	107	133	0
Volume Left	0	2	0
Volume Right	0	0	0
cSH	1700	1439	1700
Volume to Capacity	0.06	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.1	0.0
Lane LOS		A	A
Approach Delay (s)	0.0	0.1	0.0
Approach LOS			A

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	18.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	65	0	0	120	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.84	0.84	0.92	0.92
Hourly flow rate (vph)	87	0	0	143	0	0
Pedestrians				18	17	
Lane Width (ft)				14.0	8.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				2	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			104		247	122
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			104		247	122
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1456		728	897

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	87	143	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1456	1700
Volume to Capacity	0.05	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	22.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	27	39	176	2	7	224
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.84	0.84	0.92	0.92
Hourly flow rate (vph)	36	52	210	2	8	243
Pedestrians	9					4
Lane Width (ft)	10.0					11.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	1					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	478	224			221	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	478	224			221	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	94			99	
cM capacity (veh/h)	534	801			1322	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	88	212	251
Volume Left	36	0	8
Volume Right	52	2	0
cSH	665	1700	1322
Volume to Capacity	0.13	0.12	0.01
Queue Length 95th (ft)	11	0	0
Control Delay (s)	11.2	0.0	0.3
Lane LOS	B		A
Approach Delay (s)	11.2	0.0	0.3
Approach LOS	B		

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	29.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	2	6	12	29	7	22	703	17	16	343	27
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.63	0.63	0.63	0.71	0.71	0.71	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	3	3	10	17	41	10	25	808	20	18	394	31
Pedestrians		187			71			2			8	
Lane Width (ft)		10.0			10.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		13			5			0			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								710			385	
pX, platoon unblocked	0.92	0.92		0.92	0.92	0.92				0.92		
vC, conflicting volume	1126	1583	402	1186	1588	493	612			899		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	974	1468	402	1039	1474	289	612			728		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	96	98	87	54	98	97			98		
cM capacity (veh/h)	86	89	513	126	88	611	820			749		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	16	68	429	424	216	228
Volume Left	3	17	25	0	18	0
Volume Right	10	10	0	20	0	31
cSH	174	110	820	1700	749	1700
Volume to Capacity	0.09	0.61	0.03	0.25	0.02	0.13
Queue Length 95th (ft)	7	76	2	0	2	0
Control Delay (s)	27.8	79.2	0.9	0.0	1.1	0.0
Lane LOS	D	F	A		A	
Approach Delay (s)	27.8	79.2	0.5		0.5	
Approach LOS	D	F				

Intersection Summary				
Average Delay	4.7			
Intersection Capacity Utilization	48.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	12	2	6	54	6	1	0	4	3	2	14
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.67	0.67	0.67	0.79	0.79	0.79	0.42	0.42	0.42	0.59	0.59	0.59
Hourly flow rate (vph)	3	18	3	8	68	8	2	0	10	5	3	24
Pedestrians		1			7			12			6	
Lane Width (ft)		10.0			10.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					229							
pX, platoon unblocked												
vC, conflicting volume	82			33			151	135	38	135	132	79
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	82			33			151	135	38	135	132	79
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	99	99	100	98
cM capacity (veh/h)	1490			1547			768	736	1011	802	738	968

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	24	84	12	32
Volume Left	3	8	2	5
Volume Right	3	8	10	24
cSH	1490	1547	951	909
Volume to Capacity	0.00	0.00	0.01	0.04
Queue Length 95th (ft)	0	0	1	3
Control Delay (s)	0.9	0.7	8.8	9.1
Lane LOS	A	A	A	A
Approach Delay (s)	0.9	0.7	8.8	9.1
Approach LOS			A	A

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	18.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	23	11	19	13	20	28	1440	24	49	1060	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	10	12	12	10	12	12	10	12
Total Lost time (s)		5.0			5.0			9.0			9.0	
Lane Util. Factor		1.00			1.00			0.91			0.91	
Frpb, ped/bikes		0.99			0.97			1.00			0.99	
Flpb, ped/bikes		0.99			0.99			1.00			1.00	
Frt		0.96			0.95			1.00			1.00	
Flt Protected		0.99			0.98			1.00			1.00	
Satd. Flow (prot)		1348			1283			4568			4452	
Flt Permitted		0.94			0.85			0.87			0.75	
Satd. Flow (perm)		1279			1116			3992			3365	
Peak-hour factor, PHF	0.53	0.53	0.53	0.68	0.68	0.68	0.91	0.91	0.91	0.86	0.86	0.86
Adj. Flow (vph)	11	43	21	28	19	29	31	1582	26	57	1233	22
RTOR Reduction (vph)	0	18	0	0	27	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	57	0	0	49	0	0	1638	0	0	1311	0
Confl. Peds. (#/hr)	45		15	15		45	169		104	104		169
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	16	0
Parking (#/hr)		10			11							
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Actuated Green, G (s)		7.7			7.7			78.3			78.3	
Effective Green, g (s)		7.7			7.7			78.3			78.3	
Actuated g/C Ratio		0.08			0.08			0.78			0.78	
Clearance Time (s)		5.0			5.0			9.0			9.0	
Vehicle Extension (s)		1.0			1.0			1.0			1.0	
Lane Grp Cap (vph)		98			86			3126			2635	
v/s Ratio Prot												
v/s Ratio Perm		c0.04			0.04			c0.41			0.39	
v/c Ratio		0.59			0.57			0.52			0.50	
Uniform Delay, d1		44.6			44.6			4.0			3.9	
Progression Factor		1.02			1.00			2.84			1.11	
Incremental Delay, d2		5.7			5.6			0.5			0.6	
Delay (s)		51.0			50.2			11.8			4.9	
Level of Service		D			D			B			A	
Approach Delay (s)		51.0			50.2			11.8			4.9	
Approach LOS		D			D			B			A	

Intersection Summary

HCM Average Control Delay	10.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	70	16	32	194	18	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	74	17	34	204	19	66

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	91	238	85
Volume Left (vph)	0	34	19
Volume Right (vph)	17	0	66
Hadj (s)	-0.03	0.11	-0.34
Departure Headway (s)	4.3	4.3	4.3
Degree Utilization, x	0.11	0.28	0.10
Capacity (veh/h)	806	809	777
Control Delay (s)	7.8	9.0	7.8
Approach Delay (s)	7.8	9.0	7.8
Approach LOS	A	A	A

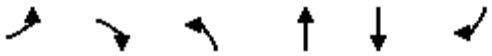
Intersection Summary			
Delay	8.5		
HCM Level of Service	A		
Intersection Capacity Utilization	34.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	167	9	213	311	10	12	661	179	4	299	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	10	11	12	12	10	12	12	10	12
Total Lost time (s)		6.0		6.0	6.0			6.0			6.0	6.0
Lane Util. Factor		1.00		1.00	1.00			0.95			1.00	1.00
Frpb, ped/bikes		0.99		1.00	1.00			0.91			1.00	0.66
Flpb, ped/bikes		1.00		0.94	1.00			1.00			1.00	1.00
Frt		0.99		1.00	1.00			0.97			1.00	0.85
Flt Protected		1.00		0.95	1.00			1.00			1.00	1.00
Satd. Flow (prot)		1719		1513	1738			2812			1666	1013
Flt Permitted		0.95		0.52	1.00			0.95			0.99	1.00
Satd. Flow (perm)		1647		834	1738			2670			1652	1013
Peak-hour factor, PHF	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.90	0.90	0.90
Adj. Flow (vph)	19	209	11	234	342	11	13	726	197	4	332	23
RTOR Reduction (vph)	0	2	0	0	1	0	0	24	0	0	0	7
Lane Group Flow (vph)	0	237	0	234	352	0	0	912	0	0	336	16
Confl. Peds. (#/hr)	26		34	34		26	105		128	128		105
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	0	0	3	0
Parking (#/hr)						7						
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)		31.0		31.0	31.0			57.0			57.0	57.0
Effective Green, g (s)		31.0		31.0	31.0			57.0			57.0	57.0
Actuated g/C Ratio		0.31		0.31	0.31			0.57			0.57	0.57
Clearance Time (s)		6.0		6.0	6.0			6.0			6.0	6.0
Lane Grp Cap (vph)		511		259	539			1522			942	577
v/s Ratio Prot					0.20							
v/s Ratio Perm		0.14		c0.28				c0.34			0.20	0.02
v/c Ratio		0.46		0.90	0.65			0.60			0.36	0.03
Uniform Delay, d1		27.8		33.1	29.8			14.0			11.6	9.4
Progression Factor		1.00		0.62	0.59			1.50			1.07	0.96
Incremental Delay, d2		3.0		33.4	5.5			1.6			1.1	0.1
Delay (s)		30.8		53.9	23.1			22.6			13.5	9.1
Level of Service		C		D	C			C			B	A
Approach Delay (s)		30.8			35.4			22.6			13.2	
Approach LOS		C			D			C			B	

Intersection Summary

HCM Average Control Delay	25.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	79.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	96	137	763	568	16
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.77	0.77	0.75	0.75	0.83	0.83
Hourly flow rate (vph)	0	125	183	1017	684	19
Pedestrians	85					
Lane Width (ft)	14.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	8					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					296	
pX, platoon unblocked	0.79	0.79	0.79			
vC, conflicting volume	1653	779	789			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1693	590	602			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	61	74			
cM capacity (veh/h)	43	322	691			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	125	522	678	704
Volume Left	0	183	0	0
Volume Right	125	0	0	19
cSH	322	691	1700	1700
Volume to Capacity	0.39	0.26	0.40	0.41
Queue Length 95th (ft)	44	26	0	0
Control Delay (s)	23.0	6.8	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	23.0	3.0		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	61	226	89	57	255	98	0	1542	65	61	916	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	9	9	12	12	10	12	12	10	12
Total Lost time (s)	6.0	6.0		6.0	6.0			5.0			5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.91			0.91	
Frpb, ped/bikes	1.00	0.98		1.00	0.99			0.98			0.98	
Flpb, ped/bikes	0.98	1.00		0.97	1.00			1.00			1.00	
Frt	1.00	0.96		1.00	0.96			0.99			0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1519	1507		1498	1538			4498			4361	
Flt Permitted	0.28	1.00		0.34	1.00			1.00			0.73	
Satd. Flow (perm)	450	1507		540	1538			4498			3195	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	64	238	94	60	268	103	0	1623	68	64	964	44
RTOR Reduction (vph)	0	14	0	0	0	0	0	5	0	0	5	0
Lane Group Flow (vph)	64	318	0	60	371	0	0	1686	0	0	1067	0
Confl. Peds. (#/hr)	33		52	52		33	266		151	151		266
Confl. Bikes (#/hr)			2			1			11			
Bus Blockages (#/hr)	0	3	0	0	0	0	0	0	0	0	16	0
Parking (#/hr)						22			12			
Turn Type	Perm			Perm						Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8						6		
Actuated Green, G (s)	27.0	27.0		27.0	27.0			62.0			62.0	
Effective Green, g (s)	27.0	27.0		27.0	27.0			62.0			62.0	
Actuated g/C Ratio	0.27	0.27		0.27	0.27			0.62			0.62	
Clearance Time (s)	6.0	6.0		6.0	6.0			5.0			5.0	
Lane Grp Cap (vph)	122	407		146	415			2789			1981	
v/s Ratio Prot		0.21			c0.24			c0.37				
v/s Ratio Perm	0.14			0.11							0.33	
v/c Ratio	0.52	0.78		0.41	0.89			0.60			0.54	
Uniform Delay, d1	31.0	33.8		30.0	35.1			11.6			10.8	
Progression Factor	0.86	0.86		1.00	1.00			1.00			2.17	
Incremental Delay, d2	13.2	12.1		8.3	24.2			1.0			0.9	
Delay (s)	40.0	41.2		38.3	59.4			12.5			24.4	
Level of Service	D	D		D	E			B			C	
Approach Delay (s)		41.0			56.4			12.5			24.4	
Approach LOS		D			E			B			C	

Intersection Summary

HCM Average Control Delay	24.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	98.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	217	104	60	148	63	0	881	30	0	1866	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00			0.91			0.91	
Frpb, ped/bikes	1.00	0.97			0.94			0.98			0.99	
Flpb, ped/bikes	0.96	1.00			0.99			1.00			1.00	
Frt	1.00	0.95			0.97			0.99			1.00	
Flt Protected	0.95	1.00			0.99			1.00			1.00	
Satd. Flow (prot)	1481	1501			1453			4498			4571	
Flt Permitted	0.44	1.00			0.83			1.00			1.00	
Satd. Flow (perm)	686	1501			1223			4498			4571	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	57	228	109	63	156	66	0	927	32	0	1964	23
RTOR Reduction (vph)	0	0	0	0	11	0	0	4	0	0	1	0
Lane Group Flow (vph)	57	337	0	0	274	0	0	955	0	0	1986	0
Confl. Peds. (#/hr)	160		75	75		160	314		311	311		314
Confl. Bikes (#/hr)						1			2			2
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	10	0	0	12
Turn Type	pm+pt			Perm								
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8								
Actuated Green, G (s)	42.0	42.0			27.0			46.0			46.0	
Effective Green, g (s)	42.0	42.0			27.0			46.0			46.0	
Actuated g/C Ratio	0.42	0.42			0.27			0.46			0.46	
Clearance Time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Grp Cap (vph)	376	630			330			2069			2103	
v/s Ratio Prot	0.02	c0.22						0.21			c0.43	
v/s Ratio Perm	0.05				c0.22							
v/c Ratio	0.15	0.53			0.83			0.46			0.94	
Uniform Delay, d1	18.5	21.7			34.3			18.5			25.8	
Progression Factor	1.11	1.08			1.00			0.91			1.00	
Incremental Delay, d2	0.8	3.1			21.0			0.7			10.3	
Delay (s)	21.4	26.5			55.3			17.6			36.1	
Level of Service	C	C			E			B			D	
Approach Delay (s)		25.8			55.3			17.6			36.1	
Approach LOS		C			E			B			D	

Intersection Summary

HCM Average Control Delay	31.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	90.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	51	37	47	13	9	3	846	10	29	1728	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	10	12	12	10	12	12	10	12
Total Lost time (s)		5.0		5.0	5.0			9.0			9.0	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.91	
Frpb, ped/bikes		0.99		1.00	0.99			1.00			1.00	
Flpb, ped/bikes		1.00		0.99	1.00			1.00			1.00	
Frt		0.95		1.00	0.94			1.00			1.00	
Flt Protected		1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1336		1696	1325			2793			4496	
Flt Permitted		0.97		0.48	1.00			0.95			0.90	
Satd. Flow (perm)		1304		854	1325			2645			4054	
Peak-hour factor, PHF	0.73	0.73	0.73	0.69	0.69	0.69	0.90	0.90	0.90	0.92	0.92	0.92
Adj. Flow (vph)	12	70	51	68	19	13	3	940	11	32	1878	10
RTOR Reduction (vph)	0	31	0	0	11	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	102	0	68	21	0	0	954	0	0	1920	0
Confl. Peds. (#/hr)	9		11	11		9	134		87	87		134
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	15	0
Parking (#/hr)		10			11			30				
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Actuated Green, G (s)		11.8		11.8	11.8			74.2			74.2	
Effective Green, g (s)		11.8		11.8	11.8			74.2			74.2	
Actuated g/C Ratio		0.12		0.12	0.12			0.74			0.74	
Clearance Time (s)		5.0		5.0	5.0			9.0			9.0	
Vehicle Extension (s)		1.0		1.0	1.0			1.0			1.0	
Lane Grp Cap (vph)		154		101	156			1963			3008	
v/s Ratio Prot					0.02							
v/s Ratio Perm		0.08		c0.08				0.36			c0.47	
v/c Ratio		0.66		0.67	0.13			0.49			0.64	
Uniform Delay, d1		42.2		42.3	39.5			5.2			6.3	
Progression Factor		1.07		1.00	1.00			0.56			0.79	
Incremental Delay, d2		8.0		13.0	0.1			0.7			0.8	
Delay (s)		53.0		55.3	39.6			3.6			5.8	
Level of Service		D		E	D			A			A	
Approach Delay (s)		53.0			50.3			3.6			5.8	
Approach LOS		D			D			A			A	

Intersection Summary

HCM Average Control Delay	8.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	78.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	51	184	43	46	164	65	0	1422	58	0	973	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00			0.91			0.91	
Frpb, ped/bikes	1.00	0.97			0.93			0.97			0.98	
Flpb, ped/bikes	0.95	1.00			0.98			1.00			1.00	
Frt	1.00	0.97			0.97			0.99			0.99	
Flt Protected	0.95	1.00			0.99			1.00			1.00	
Satd. Flow (prot)	1472	1534			1424			4453			4473	
Flt Permitted	0.41	1.00			0.90			1.00			1.00	
Satd. Flow (perm)	635	1534			1287			4453			4473	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	54	194	45	48	173	68	0	1497	61	0	1024	43
RTOR Reduction (vph)	0	5	0	0	11	0	0	4	0	0	4	0
Lane Group Flow (vph)	54	234	0	0	278	0	0	1554	0	0	1063	0
Confl. Peds. (#/hr)	210		132	132		210	312		576	576		312
Confl. Bikes (#/hr)			1			1						
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	12	0	0	10
Turn Type	pm+pt			Perm								
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8								
Actuated Green, G (s)	41.0	41.0			26.0			47.0			47.0	
Effective Green, g (s)	41.0	41.0			26.0			47.0			47.0	
Actuated g/C Ratio	0.41	0.41			0.26			0.47			0.47	
Clearance Time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Grp Cap (vph)	352	629			335			2093			2102	
v/s Ratio Prot	0.02	c0.15						c0.35			0.24	
v/s Ratio Perm	0.05				c0.22							
v/c Ratio	0.15	0.37			0.83			0.74			0.51	
Uniform Delay, d1	19.2	20.5			34.9			21.6			18.4	
Progression Factor	1.23	1.18			0.94			0.29			1.00	
Incremental Delay, d2	0.8	1.5			19.7			2.1			0.9	
Delay (s)	24.5	25.8			52.5			8.3			19.3	
Level of Service	C	C			D			A			B	
Approach Delay (s)		25.5			52.5			8.3			19.3	
Approach LOS		C			D			A			B	

Intersection Summary

HCM Average Control Delay	17.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	83.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	23	11	19	13	20	28	1440	24	49	1060	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	10	12	12	10	12	12	10	12
Total Lost time (s)		5.0		5.0	5.0			9.0			9.0	
Lane Util. Factor		1.00		1.00	1.00			0.91			0.91	
Frpb, ped/bikes		0.99		1.00	0.95			1.00			0.99	
Flpb, ped/bikes		0.99		0.98	1.00			1.00			1.00	
Frt		0.96		1.00	0.91			1.00			1.00	
Flt Protected		0.99		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1347		1688	1239			4568			4452	
Flt Permitted		0.94		0.71	1.00			0.87			0.75	
Satd. Flow (perm)		1273		1253	1239			3992			3366	
Peak-hour factor, PHF	0.53	0.53	0.53	0.68	0.68	0.68	0.91	0.91	0.91	0.86	0.86	0.86
Adj. Flow (vph)	11	43	21	28	19	29	31	1582	26	57	1233	22
RTOR Reduction (vph)	0	18	0	0	27	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	57	0	28	21	0	0	1638	0	0	1311	0
Confl. Peds. (#/hr)	45		15	15		45	169		104	104		169
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	16	0
Parking (#/hr)		10			11							
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Actuated Green, G (s)		7.5		7.5	7.5			78.5			78.5	
Effective Green, g (s)		7.5		7.5	7.5			78.5			78.5	
Actuated g/C Ratio		0.08		0.08	0.08			0.78			0.78	
Clearance Time (s)		5.0		5.0	5.0			9.0			9.0	
Vehicle Extension (s)		1.0		1.0	1.0			1.0			1.0	
Lane Grp Cap (vph)		95		94	93			3134			2642	
v/s Ratio Prot					0.02							
v/s Ratio Perm		c0.05		0.02				c0.41			0.39	
v/c Ratio		0.60		0.30	0.23			0.52			0.50	
Uniform Delay, d1		44.8		43.8	43.5			3.9			3.8	
Progression Factor		1.02		1.00	1.00			2.86			1.07	
Incremental Delay, d2		7.2		0.6	0.5			0.5			0.6	
Delay (s)		52.7		44.4	44.0			11.7			4.7	
Level of Service		D		D	D			B			A	
Approach Delay (s)		52.7			44.1			11.7			4.7	
Approach LOS		D			D			B			A	

Intersection Summary

HCM Average Control Delay	10.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	84.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX J –
FUTURE (2014) WITHOUT WCL RELOCATION
CAPACITY ANALYSIS RESULTS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	93	136	20	13	122	35	15	197	8	25	95	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	10	12	12	10	12	12	10	12
Total Lost time (s)		9.0			9.0			9.0			9.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.98			0.97			0.98			0.94	
Flpb, ped/bikes		0.96			0.99			0.99			0.93	
Frt		0.99			0.97			1.00			0.96	
Flt Protected		0.98			1.00			1.00			0.99	
Satd. Flow (prot)		1867			1366			1272			1199	
Flt Permitted		0.79			0.95			0.97			0.90	
Satd. Flow (perm)		1498			1297			1232			1092	
Peak-hour factor, PHF	0.82	0.82	0.82	0.79	0.79	0.79	0.87	0.87	0.87	0.90	0.90	0.90
Adj. Flow (vph)	113	166	24	16	154	44	17	226	9	28	106	47
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	303	0	0	214	0	0	252	0	0	181	0
Confl. Peds. (#/hr)	59		109	109		59	115		518	518		115
Parking (#/hr)					5			23			11	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		14.0			14.0			18.0			18.0	
Effective Green, g (s)		14.0			14.0			18.0			18.0	
Actuated g/C Ratio		0.28			0.28			0.36			0.36	
Clearance Time (s)		9.0			9.0			9.0			9.0	
Lane Grp Cap (vph)		419			363			444			393	
v/s Ratio Prot												
v/s Ratio Perm		c0.20			0.17			c0.20			0.17	
v/c Ratio		0.72			0.59			0.57			0.46	
Uniform Delay, d1		16.3			15.5			12.9			12.3	
Progression Factor		1.00			0.72			1.00			1.00	
Incremental Delay, d2		10.4			3.5			5.2			3.8	
Delay (s)		26.6			14.7			18.1			16.1	
Level of Service		C			B			B			B	
Approach Delay (s)		26.6			14.7			18.1			16.1	
Approach LOS		C			B			B			B	

Intersection Summary

HCM Average Control Delay	19.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		

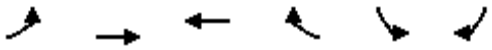
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	218	104	60	149	63	0	921	30	0	1961	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00			0.91			0.91	
Frpb, ped/bikes	1.00	0.97			0.94			0.98			0.99	
Flpb, ped/bikes	0.96	1.00			0.99			1.00			1.00	
Frt	1.00	0.95			0.97			1.00			1.00	
Flt Protected	0.95	1.00			0.99			1.00			1.00	
Satd. Flow (prot)	1492	1501			1454			4503			4573	
Flt Permitted	0.39	1.00			0.83			1.00			1.00	
Satd. Flow (perm)	614	1501			1214			4503			4573	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	57	229	109	63	157	66	0	969	32	0	2064	23
RTOR Reduction (vph)	0	1	0	0	11	0	0	3	0	0	1	0
Lane Group Flow (vph)	57	337	0	0	275	0	0	998	0	0	2086	0
Confl. Peds. (#/hr)	160		75	75		160	314		311	311		314
Confl. Bikes (#/hr)						1			2			2
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	10	0	0	12
Turn Type	pm+pt			Perm								
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8								
Actuated Green, G (s)	37.0	37.0			22.0			51.0			51.0	
Effective Green, g (s)	37.0	37.0			22.0			51.0			51.0	
Actuated g/C Ratio	0.37	0.37			0.22			0.51			0.51	
Clearance Time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Grp Cap (vph)	324	555			267			2297			2332	
v/s Ratio Prot	0.02	c0.22						0.22			c0.46	
v/s Ratio Perm	0.05				c0.23							
v/c Ratio	0.18	0.61			1.03			0.43			0.89	
Uniform Delay, d1	21.9	25.6			39.0			15.4			22.1	
Progression Factor	1.09	1.08			1.16			0.83			1.00	
Incremental Delay, d2	1.1	4.7			61.6			0.6			5.8	
Delay (s)	25.0	32.4			107.0			13.4			27.9	
Level of Service	C	C			F			B			C	
Approach Delay (s)		31.3			107.0			13.4			27.9	
Approach LOS		C			F			B			C	

Intersection Summary

HCM Average Control Delay	30.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	92.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	36	269	277	167	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	38	283	292	176	0	0
Pedestrians		43	25		130	
Lane Width (ft)		10.0	10.0		0.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		3	2		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		330	334			
pX, platoon unblocked	0.90				0.93	0.90
vC, conflicting volume	597				893	552
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	499				711	449
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				100	100
cM capacity (veh/h)	947				346	528

Direction, Lane #	EB 1	WB 1
Volume Total	321	467
Volume Left	38	0
Volume Right	0	176
cSH	947	1700
Volume to Capacity	0.04	0.27
Queue Length 95th (ft)	3	0
Control Delay (s)	1.4	0.0
Lane LOS	A	
Approach Delay (s)	1.4	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	220	49	122	302	0	100	0	27	102	0	42
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	232	52	128	318	0	105	0	28	107	0	44
Pedestrians		43			25			36			130	
Lane Width (ft)		10.0			10.0			11.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		3			2			3			11	
Right turn flare (veh)									1			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		393			271							
pX, platoon unblocked	0.86						0.86	0.86		0.86	0.86	0.86
vC, conflicting volume	448			319			955	998	318	1001	1024	491
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	274			319			865	915	318	919	945	324
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			89			36	100	96	27	100	92
cM capacity (veh/h)	973			1190			166	179	684	148	172	527

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	283	446	134	152
Volume Left	0	128	105	107
Volume Right	52	0	28	44
cSH	1700	1190	202	187
Volume to Capacity	0.17	0.11	0.66	0.81
Queue Length 95th (ft)	0	9	100	141
Control Delay (s)	0.0	3.2	52.2	75.3
Lane LOS		A	F	F
Approach Delay (s)	0.0	3.2	52.2	75.3
Approach LOS			F	F

Intersection Summary			
Average Delay	19.5		
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	65	233	4	45	219	0	3	380	31	2	612	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	14	12	10	10	12	12	10	12	12	10	12
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			0.99	
Flpb, ped/bikes	0.97	1.00		0.94	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	1.00			0.99			0.97	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1606	1921		1512	1689			3153			3089	
Flt Permitted	0.39	1.00		0.41	1.00			0.95			0.95	
Satd. Flow (perm)	661	1921		651	1689			2999			2948	
Peak-hour factor, PHF	0.88	0.88	0.88	0.78	0.78	0.78	0.80	0.80	0.80	0.93	0.93	0.93
Adj. Flow (vph)	74	265	5	58	281	0	4	475	39	2	658	145
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	74	270	0	58	281	0	0	518	0	0	805	0
Confl. Peds. (#/hr)	42		70	70		42	14		20	20		14
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	26.0	26.0		26.0	26.0			64.0			64.0	
Effective Green, g (s)	26.0	26.0		26.0	26.0			64.0			64.0	
Actuated g/C Ratio	0.26	0.26		0.26	0.26			0.64			0.64	
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Grp Cap (vph)	172	499		169	439			1919			1887	
v/s Ratio Prot		0.14			c0.17							
v/s Ratio Perm	0.11			0.09				0.17			c0.27	
v/c Ratio	0.43	0.54		0.34	0.64			0.27			0.43	
Uniform Delay, d1	30.8	31.9		30.1	32.8			7.8			8.9	
Progression Factor	0.90	0.91		1.00	1.00			1.94			1.00	
Incremental Delay, d2	7.4	4.0		5.5	7.0			0.3			0.7	
Delay (s)	35.0	33.0		35.5	39.8			15.6			9.6	
Level of Service	D	C		D	D			B			A	
Approach Delay (s)		33.4			39.1			15.6			9.6	
Approach LOS		C			D			B			A	

Intersection Summary

HCM Average Control Delay	20.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	60.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	94	459	0	0	0	0	665	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	14	14	12	12	12	12	10	12
Total Lost time (s)					5.0	2.0					9.0	
Lane Util. Factor					0.95	0.95					0.95	
Frpb, ped/bikes					0.98	1.00					1.00	
Flpb, ped/bikes					1.00	1.00					1.00	
Frt					0.90	0.85					1.00	
Flt Protected					1.00	1.00					1.00	
Satd. Flow (prot)					1525	1559					3207	
Flt Permitted					1.00	1.00					1.00	
Satd. Flow (perm)					1525	1559					3207	
Peak-hour factor, PHF	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	0	106	516	0	0	0	0	707	3
RTOR Reduction (vph)	0	0	0	0	76	70	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	242	234	0	0	0	0	710	0
Confl. Peds. (#/hr)	28					28						
Bus Blockages (#/hr)	0	0	15	0	15	0	0	0	0	0	0	0
Turn Type						custom						
Protected Phases					2 6	8 10 11					4	
Permitted Phases												
Actuated Green, G (s)					62.0	77.0					24.0	
Effective Green, g (s)					60.0	77.0					24.0	
Actuated g/C Ratio					0.60	0.77					0.24	
Clearance Time (s)											9.0	
Lane Grp Cap (vph)					915	1200					770	
v/s Ratio Prot					c0.16	0.15					c0.22	
v/s Ratio Perm												
v/c Ratio					0.26	0.20					0.92	
Uniform Delay, d1					9.5	3.1					37.1	
Progression Factor					2.09	0.00					0.82	
Incremental Delay, d2					0.6	0.3					17.2	
Delay (s)					20.5	0.3					47.6	
Level of Service					C	A					D	
Approach Delay (s)		0.0			10.6			0.0			47.6	
Approach LOS		A			B			A			D	

Intersection Summary

HCM Average Control Delay	30.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	46.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	195	0	0	665	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.92	0.92	0.94	0.94
Hourly flow rate (vph)	0	219	0	0	707	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				175	69	
pX, platoon unblocked	0.79	0.79	0.79			
vC, conflicting volume	707	354	707			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	87	0	87			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	74	100			
cM capacity (veh/h)	705	846	1169			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	219	354	354
Volume Left	0	0	0
Volume Right	219	0	0
cSH	846	1700	1700
Volume to Capacity	0.26	0.21	0.21
Queue Length 95th (ft)	26	0	0
Control Delay (s)	10.7	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.7	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	46.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	79	0	0	0	0	860
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.94	0.94
Hourly flow rate (vph)	86	0	0	0	0	915
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			110			134
pX, platoon unblocked	0.79					
vC, conflicting volume	457	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	89	100			100	
cM capacity (veh/h)	800	1075			1600	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	86	457	457
Volume Left	86	0	0
Volume Right	0	0	0
cSH	800	1700	1700
Volume to Capacity	0.11	0.27	0.27
Queue Length 95th (ft)	9	0	0
Control Delay (s)	10.0	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.0	0.0	
Approach LOS	B		

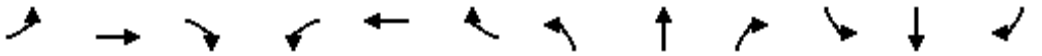
Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	48.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1640	255	0	928	0	0	0	0	255	670	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	10	12	12	12	12	12	16	12
Total Lost time (s)		12.0			5.0						5.0	
Lane Util. Factor		0.91			0.91						0.95	
Frpb, ped/bikes		0.95			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.98			1.00						1.00	
Flt Protected		1.00			1.00						0.99	
Satd. Flow (prot)		4312			4611						3831	
Flt Permitted		1.00			1.00						0.99	
Satd. Flow (perm)		4312			4611						3831	
Peak-hour factor, PHF	0.97	0.97	0.97	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.94	0.94
Adj. Flow (vph)	0	1691	263	0	1009	0	0	0	0	271	713	16
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	1954	0	0	1009	0	0	0	0	0	999	0
Confl. Peds. (#/hr)	6		77	77		6	39					39
Bus Blockages (#/hr)	0	0	0	0	0	10	0	0	0	0	0	0
Turn Type										Perm		
Protected Phases		8 12			2 6						4	
Permitted Phases										4		
Actuated Green, G (s)		55.0			62.0						28.0	
Effective Green, g (s)		53.0			60.0						28.0	
Actuated g/C Ratio		0.53			0.60						0.28	
Clearance Time (s)											5.0	
Lane Grp Cap (vph)		2285			2767						1073	
v/s Ratio Prot		c0.45			0.22							
v/s Ratio Perm											0.26	
v/c Ratio		0.86			0.36						0.93	
Uniform Delay, d1		20.2			10.2						35.1	
Progression Factor		0.19			0.61						0.33	
Incremental Delay, d2		2.0			0.3						12.3	
Delay (s)		5.8			6.6						23.8	
Level of Service		A			A						C	
Approach Delay (s)		5.8			6.6			0.0			23.8	
Approach LOS		A			A			A			C	

Intersection Summary

HCM Average Control Delay	10.5	HCM Level of Service	B
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1895	0	0	765	166	163	490	72	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	10	12	12	15	12	12	12	12
Total Lost time (s)		5.0			2.0			5.0				
Lane Util. Factor		0.91			0.95			0.95				
Frpb, ped/bikes		1.00			1.00			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.97			0.99				
Flt Protected		1.00			1.00			0.99				
Satd. Flow (prot)		4611			3113			3670				
Flt Permitted		1.00			1.00			0.99				
Satd. Flow (perm)		4611			3113			3670				
Peak-hour factor, PHF	0.97	0.97	0.97	0.92	0.92	0.92	0.91	0.91	0.91	0.92	0.92	0.92
Adj. Flow (vph)	0	1954	0	0	832	180	179	538	79	0	0	0
RTOR Reduction (vph)	0	0	0	0	23	0	0	7	0	0	0	0
Lane Group Flow (vph)	0	1954	0	0	989	0	0	789	0	0	0	0
Confl. Peds. (#/hr)	6		77	77		6			22	22		
Bus Blockages (#/hr)	0	0	8	0	0	0	0	0	0	0	0	0
Turn Type							Perm					
Protected Phases		2 12			6 8			10				
Permitted Phases							10					
Actuated Green, G (s)		62.0			55.0			28.0				
Effective Green, g (s)		60.0			55.0			28.0				
Actuated g/C Ratio		0.60			0.55			0.28				
Clearance Time (s)								5.0				
Lane Grp Cap (vph)		2767			1712			1028				
v/s Ratio Prot		c0.42			0.32							
v/s Ratio Perm								0.21				
v/c Ratio		0.71			0.58			0.77				
Uniform Delay, d1		13.9			14.8			33.0				
Progression Factor		0.21			0.19			0.31				
Incremental Delay, d2		0.8			1.2			4.1				
Delay (s)		3.7			4.0			14.2				
Level of Service		A			A			B				
Approach Delay (s)		3.7			4.0			14.2			0.0	
Approach LOS		A			A			B			A	

Intersection Summary

HCM Average Control Delay	6.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	79	553	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.91	0.91	0.92	0.92
Hourly flow rate (vph)	0	0	87	608	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				202	152	
pX, platoon unblocked						
vC, conflicting volume	477	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	477	0	0			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	95			
cM capacity (veh/h)	482	1075	1600			

Direction, Lane #	NB 1	NB 2
Volume Total	289	405
Volume Left	87	0
Volume Right	0	0
cSH	1600	1700
Volume to Capacity	0.05	0.24
Queue Length 95th (ft)	4	0
Control Delay (s)	2.5	0.0
Lane LOS	A	
Approach Delay (s)	1.1	
Approach LOS		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	48.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	60	572	83	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.78	0.78	0.78	0.78	0.92	0.92
Hourly flow rate (vph)	0	77	733	106	0	0
Pedestrians	9					
Lane Width (ft)	14.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			107			247
pX, platoon unblocked	0.82	0.82			0.82	
vC, conflicting volume	796	429			849	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	303	0			368	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	91			100	
cM capacity (veh/h)	532	871			945	

Direction, Lane #	WB 1	NB 1	NB 2
Volume Total	77	489	351
Volume Left	0	0	0
Volume Right	77	0	106
cSH	871	1700	1700
Volume to Capacity	0.09	0.29	0.21
Queue Length 95th (ft)	7	0	0
Control Delay (s)	9.5	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.5	0.0	
Approach LOS	A		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	29.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	106	0	0	843	81
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.77	0.77	0.92	0.92	0.77	0.77
Hourly flow rate (vph)	0	138	0	0	1095	105
Pedestrians	70					
Lane Width (ft)	13.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	6					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				216	103	
pX, platoon unblocked	0.76	0.76	0.76			
vC, conflicting volume	1217	670	1270			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	643	0	713			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	82	100			
cM capacity (veh/h)	283	761	612			

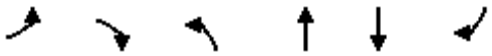
Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	138	730	470
Volume Left	0	0	0
Volume Right	138	0	105
cSH	761	1700	1700
Volume to Capacity	0.18	0.43	0.28
Queue Length 95th (ft)	16	0	0
Control Delay (s)	10.8	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.8	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	39.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	0	0	206	744
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.79	0.79
Hourly flow rate (vph)	0	0	0	0	261	942
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			123			196
pX, platoon unblocked	0.77					
vC, conflicting volume	992	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	406	0			0	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			84	
cM capacity (veh/h)	366	1075			1600	

Direction, Lane #	SB 1	SB 2
Volume Total	575	628
Volume Left	261	0
Volume Right	0	0
cSH	1600	1700
Volume to Capacity	0.16	0.37
Queue Length 95th (ft)	15	0
Control Delay (s)	4.3	0.0
Lane LOS	A	
Approach Delay (s)	2.1	
Approach LOS		

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	206	0	0	519	0	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.79	0.79	0.92	0.92
Hourly flow rate (vph)	224	0	0	657	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				117	88	
pX, platoon unblocked						
vC, conflicting volume	328	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	328	0	0			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	65	100	100			
cM capacity (veh/h)	633	1075	1600			

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	224	328	328
Volume Left	224	0	0
Volume Right	0	0	0
cSH	633	1700	1700
Volume to Capacity	0.35	0.19	0.19
Queue Length 95th (ft)	40	0	0
Control Delay (s)	13.8	0.0	0.0
Lane LOS	B		
Approach Delay (s)	13.8	0.0	
Approach LOS	B		

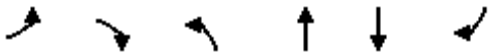
Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	1	0	519	0	744	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	10	10	12	10	12
Total Lost time (s)								47.0	47.0		28.0	
Lane Util. Factor								0.95	0.95		0.95	
Frpb, ped/bikes								1.00	1.00		1.00	
Flpb, ped/bikes								1.00	1.00		1.00	
Frt								0.85	0.85		1.00	
Flt Protected								1.00	1.00		1.00	
Satd. Flow (prot)								1364	1347		3208	
Flt Permitted								0.99	1.00		1.00	
Satd. Flow (perm)								1353	1347		3208	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	0	0	0	0	0	0	1	0	657	0	942	1
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	330	328	0	943	0
Confl. Peds. (#/hr)	68					68						
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	3	0	0	3
Turn Type							Perm		Prot			
Protected Phases								2	2		8	
Permitted Phases							2					
Actuated Green, G (s)								27.0	27.0		100.0	
Effective Green, g (s)								27.0	27.0		100.0	
Actuated g/C Ratio								0.27	0.27		1.00	
Clearance Time (s)								47.0	47.0		28.0	
Lane Grp Cap (vph)								365	364		3208	
v/s Ratio Prot									0.24		c0.29	
v/s Ratio Perm								c0.24				
v/c Ratio								0.90	0.90		0.29	
Uniform Delay, d1								35.2	35.2		0.0	
Progression Factor								1.55	1.55		1.00	
Incremental Delay, d2								26.4	26.1		0.2	
Delay (s)								81.1	80.7		0.2	
Level of Service								F	F		A	
Approach Delay (s)		0.0			0.0			80.9			0.2	
Approach LOS		A			A			F			A	

Intersection Summary

HCM Average Control Delay	33.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	47.0
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	3	0	507	731	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.33	0.33	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	3	9	0	642	925	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				822	258	
pX, platoon unblocked						
vC, conflicting volume	1246	463	925			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1246	463	925			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	98	100			
cM capacity (veh/h)	162	538	716			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	12	321	321	463	463
Volume Left	3	0	0	0	0
Volume Right	9	0	0	0	0
cSH	340	1700	1700	1700	1700
Volume to Capacity	0.04	0.19	0.19	0.27	0.27
Queue Length 95th (ft)	3	0	0	0	0
Control Delay (s)	16.0	0.0	0.0	0.0	0.0
Lane LOS	C				
Approach Delay (s)	16.0	0.0		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	30.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	18	141	23	8	62	16	6	137	20	22	127	12
Peak Hour Factor	0.71	0.71	0.71	0.67	0.67	0.67	0.91	0.91	0.91	0.84	0.84	0.84
Hourly flow rate (vph)	25	199	32	12	93	24	7	151	22	26	151	14

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	256	128	179	192
Volume Left (vph)	25	12	7	26
Volume Right (vph)	32	24	22	14
Hadj (s)	0.03	-0.01	0.02	0.07
Departure Headway (s)	5.1	5.3	5.3	5.3
Degree Utilization, x	0.37	0.19	0.26	0.28
Capacity (veh/h)	653	616	631	627
Control Delay (s)	11.1	9.5	10.1	10.4
Approach Delay (s)	11.1	9.5	10.1	10.4
Approach LOS	B	A	B	B

Intersection Summary			
Delay	10.4		
HCM Level of Service	B		
Intersection Capacity Utilization	37.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	171	14	3	85	3	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.65	0.65	0.58	0.58
Hourly flow rate (vph)	219	18	5	131	5	7
Pedestrians	1			4	12	
Lane Width (ft)	14.0			14.0	16.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			249		381	244
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			249		381	244
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	99
cM capacity (veh/h)			1282		604	774

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	237	135	12
Volume Left	0	5	5
Volume Right	18	0	7
cSH	1700	1282	691
Volume to Capacity	0.14	0.00	0.02
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.3	10.3
Lane LOS		A	B
Approach Delay (s)	0.0	0.3	10.3
Approach LOS			B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	22.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	176	0	0	90	1	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.65	0.65	0.50	0.50
Hourly flow rate (vph)	226	0	0	138	2	2
Pedestrians	1			14	25	
Lane Width (ft)	14.0			14.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			1	2	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			251		390	265
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			251		390	265
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1270		595	741

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	226	138	4
Volume Left	0	0	2
Volume Right	0	0	2
cSH	1700	1270	660
Volume to Capacity	0.13	0.00	0.01
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	10.5
Lane LOS			B
Approach Delay (s)	0.0	0.0	10.5
Approach LOS			B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	25.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	176	0	0	85	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.65	0.65	0.92	0.92
Hourly flow rate (vph)	226	0	0	131	0	0
Pedestrians				15	15	
Lane Width (ft)				14.0	8.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				1	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			241		371	256
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			241		371	256
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1298		618	758

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	226	131	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1298	1700
Volume to Capacity	0.13	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	24.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	1	15	173	6	36	156
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.80	0.80	0.79	0.79	0.96	0.96
Hourly flow rate (vph)	1	19	219	8	38	162
Pedestrians	12					1
Lane Width (ft)	10.0					11.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	1					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	472	236			239	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	472	236			239	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			97	
cM capacity (veh/h)	525	789			1300	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	20	227	200
Volume Left	1	0	38
Volume Right	19	8	0
cSH	765	1700	1300
Volume to Capacity	0.03	0.13	0.03
Queue Length 95th (ft)	2	0	2
Control Delay (s)	9.8	0.0	1.7
Lane LOS	A		A
Approach Delay (s)	9.8	0.0	1.7
Approach LOS	A		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	34.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	13	12	8	3	7	14	536	21	6	737	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.69	0.69	0.69	0.56	0.56	0.56	0.89	0.89	0.89	0.80	0.80	0.80
Hourly flow rate (vph)	0	19	17	14	5	12	16	602	24	8	921	10
Pedestrians		54			34			4			6	
Lane Width (ft)		10.0			10.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		4			2			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								695			385	
pX, platoon unblocked												
vC, conflicting volume	1349	1687	524	1186	1680	353	985			660		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1349	1687	524	1186	1680	353	985			660		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	77	96	86	94	98	98			99		
cM capacity (veh/h)	88	82	471	101	83	617	653			883		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	36	32	317	325	468	471
Volume Left	0	14	16	0	8	0
Volume Right	17	12	0	24	0	10
cSH	136	142	653	1700	883	1700
Volume to Capacity	0.27	0.23	0.02	0.19	0.01	0.28
Queue Length 95th (ft)	25	21	2	0	1	0
Control Delay (s)	40.9	37.6	0.8	0.0	0.3	0.0
Lane LOS	E	E	A		A	
Approach Delay (s)	40.9	37.6	0.4		0.1	
Approach LOS	E	E				

Intersection Summary				
Average Delay	1.9			
Intersection Capacity Utilization	41.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	92	2	7	17	4	2	1	8	6	5	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.70	0.70	0.70	0.46	0.46	0.46	0.50	0.50	0.50
Hourly flow rate (vph)	8	121	3	10	24	6	4	2	17	12	10	10
Pedestrians		6						5			4	
Lane Width (ft)		10.0						10.0			10.0	
Walking Speed (ft/s)		4.0						4.0			4.0	
Percent Blockage		0						0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					229							
pX, platoon unblocked												
vC, conflicting volume	34			129			211	197	127	208	196	37
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	34			129			211	197	127	208	196	37
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			99	100	98	98	99	99
cM capacity (veh/h)	1554			1434			708	681	912	715	682	1019

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	132	40	24	32
Volume Left	8	10	4	12
Volume Right	3	6	17	10
cSH	1554	1434	842	776
Volume to Capacity	0.01	0.01	0.03	0.04
Queue Length 95th (ft)	0	1	2	3
Control Delay (s)	0.5	1.9	9.4	9.8
Lane LOS	A	A	A	A
Approach Delay (s)	0.5	1.9	9.4	9.8
Approach LOS			A	A

Intersection Summary				
Average Delay	3.0			
Intersection Capacity Utilization	18.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	51	37	47	13	9	3	901	10	29	1833	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	10	12	12	10	12	12	10	12
Total Lost time (s)		5.0			5.0			9.0			9.0	
Lane Util. Factor		1.00			1.00			0.95			0.91	
Frpb, ped/bikes		0.99			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			0.99			1.00			1.00	
Frt		0.95			0.98			1.00			1.00	
Flt Protected		1.00			0.97			1.00			1.00	
Satd. Flow (prot)		1337			1338			2794			4498	
Flt Permitted		0.97			0.57			0.95			0.90	
Satd. Flow (perm)		1305			792			2644			4049	
Peak-hour factor, PHF	0.73	0.73	0.73	0.69	0.69	0.69	0.90	0.90	0.90	0.92	0.92	0.92
Adj. Flow (vph)	12	70	51	68	19	13	3	1001	11	32	1992	10
RTOR Reduction (vph)	0	30	0	0	7	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	103	0	0	93	0	0	1015	0	0	2034	0
Confl. Peds. (#/hr)	9		11	11		9	134		87	87		134
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	15	0
Parking (#/hr)		10			11			30				
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Actuated Green, G (s)		13.0			13.0			73.0			73.0	
Effective Green, g (s)		13.0			13.0			73.0			73.0	
Actuated g/C Ratio		0.13			0.13			0.73			0.73	
Clearance Time (s)		5.0			5.0			9.0			9.0	
Vehicle Extension (s)		1.0			1.0			1.0			1.0	
Lane Grp Cap (vph)		170			103			1930			2956	
v/s Ratio Prot												
v/s Ratio Perm		0.08			c0.12			0.38			c0.50	
v/c Ratio		0.60			0.90			0.53			0.69	
Uniform Delay, d1		41.1			42.9			5.9			7.3	
Progression Factor		1.07			1.00			0.53			0.72	
Incremental Delay, d2		4.1			57.6			0.8			1.0	
Delay (s)		48.2			100.5			3.9			6.2	
Level of Service		D			F			A			A	
Approach Delay (s)		48.2			100.5			3.9			6.2	
Approach LOS		D			F			A			A	

Intersection Summary

HCM Average Control Delay	10.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	122	6	16	115	10	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	128	6	17	121	11	119

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	135	138	129
Volume Left (vph)	0	17	11
Volume Right (vph)	6	0	119
Hadj (s)	0.06	0.11	-0.45
Departure Headway (s)	4.4	4.4	4.1
Degree Utilization, x	0.16	0.17	0.15
Capacity (veh/h)	791	775	829
Control Delay (s)	8.3	8.4	7.8
Approach Delay (s)	8.3	8.4	7.8
Approach LOS	A	A	A

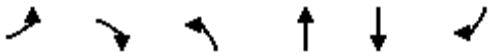
Intersection Summary			
Delay	8.1		
HCM Level of Service	A		
Intersection Capacity Utilization	34.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	443	4	92	173	3	11	510	274	7	696	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	10	11	12	12	10	12	12	10	12
Total Lost time (s)		6.0		6.0	6.0			6.0			6.0	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes		1.00		1.00	1.00			0.98			0.99	
Flpb, ped/bikes		1.00		1.00	1.00			1.00			1.00	
Frt		1.00		1.00	1.00			0.95			0.99	
Flt Protected		1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1743		1604	1744			2956			3148	
Flt Permitted		0.99		0.25	1.00			0.94			0.95	
Satd. Flow (perm)		1725		425	1744			2777			2976	
Peak-hour factor, PHF	0.96	0.96	0.96	0.95	0.95	0.95	0.91	0.91	0.91	0.82	0.82	0.82
Adj. Flow (vph)	15	461	4	97	182	3	12	560	301	9	849	37
RTOR Reduction (vph)	0	0	0	0	1	0	0	45	0	0	3	0
Lane Group Flow (vph)	0	480	0	97	184	0	0	828	0	0	892	0
Confl. Peds. (#/hr)	4		22	22		4	43		14	14		43
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	0	0	3	0
Parking (#/hr)						7						
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.0		29.0	29.0			59.0			59.0	
Effective Green, g (s)		29.0		29.0	29.0			59.0			59.0	
Actuated g/C Ratio		0.29		0.29	0.29			0.59			0.59	
Clearance Time (s)		6.0		6.0	6.0			6.0			6.0	
Lane Grp Cap (vph)		500		123	506			1638			1756	
v/s Ratio Prot					0.11							
v/s Ratio Perm		c0.28		0.23				0.30			c0.30	
v/c Ratio		0.96		0.79	0.36			0.51			0.51	
Uniform Delay, d1		34.9		32.7	28.2			12.0			12.0	
Progression Factor		1.00		1.23	1.24			0.53			0.58	
Incremental Delay, d2		31.4		26.3	1.2			0.7			1.0	
Delay (s)		66.4		66.5	36.2			7.1			8.0	
Level of Service		E		E	D			A			A	
Approach Delay (s)		66.4			46.7			7.1			8.0	
Approach LOS		E			D			A			A	

Intersection Summary

HCM Average Control Delay	23.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.2%	ICU Level of Service	E
Analysis Period (min)	15		

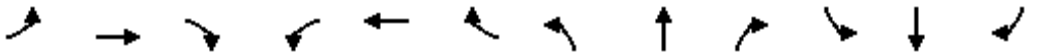
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	118	135	742	589	61
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.92	0.92	0.93	0.93
Hourly flow rate (vph)	1	148	147	807	633	66
Pedestrians	35					
Lane Width (ft)	14.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	3					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					311	
pX, platoon unblocked	0.90	0.90	0.90			
vC, conflicting volume	1801	384	734			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1671	100	487			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	82	84			
cM capacity (veh/h)	62	807	916			

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total	149	953	422	277
Volume Left	1	147	0	0
Volume Right	148	0	0	66
cSH	733	916	1700	1700
Volume to Capacity	0.20	0.16	0.25	0.16
Queue Length 95th (ft)	19	14	0	0
Control Delay (s)	11.2	4.0	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	11.2	4.0	0.0	
Approach LOS	B			

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	82.4%	ICU Level of Service	E
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	257	92	71	234	53	23	1023	45	51	1734	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	9	9	12	12	10	12	12	10	12
Total Lost time (s)	6.0	6.0		6.0	6.0			5.0			5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.91	
Frpb, ped/bikes	1.00	0.99		1.00	0.99			0.99			0.99	
Flpb, ped/bikes	0.98	1.00		0.98	1.00			1.00			1.00	
Frt	1.00	0.96		1.00	0.97			0.99			1.00	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1517	1525		1523	1569			3154			4422	
Flt Permitted	0.37	1.00		0.25	1.00			0.85			0.85	
Satd. Flow (perm)	584	1525		408	1569			2690			3771	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	23	271	97	75	246	56	24	1077	47	54	1825	62
RTOR Reduction (vph)	0	8	0	0	0	0	0	3	0	0	4	0
Lane Group Flow (vph)	23	360	0	75	302	0	0	1145	0	0	1937	0
Confl. Peds. (#/hr)	29		29	29		29	151		77	77		151
Confl. Bikes (#/hr)			2			1			3			
Bus Blockages (#/hr)	0	3	0	0	0	0	0	0	0	0	15	0
Parking (#/hr)						22			12			
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	25.0	25.0		25.0	25.0			64.0			64.0	
Effective Green, g (s)	25.0	25.0		25.0	25.0			64.0			64.0	
Actuated g/C Ratio	0.25	0.25		0.25	0.25			0.64			0.64	
Clearance Time (s)	6.0	6.0		6.0	6.0			5.0			5.0	
Lane Grp Cap (vph)	146	381		102	392			1722			2413	
v/s Ratio Prot		c0.24			0.19							
v/s Ratio Perm	0.04			0.18				0.43			c0.51	
v/c Ratio	0.16	0.94		0.74	0.77			0.66			0.80	
Uniform Delay, d1	29.3	36.8		34.5	34.8			11.3			13.3	
Progression Factor	0.73	0.70		1.00	1.00			1.00			0.79	
Incremental Delay, d2	1.4	24.3		37.3	13.6			2.0			2.2	
Delay (s)	22.8	50.1		71.8	48.4			13.3			12.7	
Level of Service	C	D		E	D			B			B	
Approach Delay (s)		48.5			53.1			13.3			12.7	
Approach LOS		D			D			B			B	

Intersection Summary

HCM Average Control Delay	20.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	113.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	53	201	18	8	196	45	5	120	6	18	79	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	10	12	12	10	12	12	10	12
Total Lost time (s)		9.0			9.0			9.0			9.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.98			0.99			0.85	
Flpb, ped/bikes		0.99			1.00			0.99			0.99	
Frt		0.99			0.98			0.99			0.96	
Flt Protected		0.99			1.00			1.00			0.99	
Satd. Flow (prot)		1979			1409			1290			1145	
Flt Permitted		0.86			0.98			0.98			0.92	
Satd. Flow (perm)		1709			1385			1266			1065	
Peak-hour factor, PHF	0.88	0.88	0.88	0.85	0.85	0.85	0.71	0.71	0.71	0.81	0.81	0.81
Adj. Flow (vph)	60	228	20	9	231	53	7	169	8	22	98	57
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	308	0	0	293	0	0	184	0	0	177	0
Confl. Peds. (#/hr)	47		32	32		47	176		52	52		176
Parking (#/hr)					5			23			11	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		18.0			18.0			14.0			14.0	
Effective Green, g (s)		18.0			18.0			14.0			14.0	
Actuated g/C Ratio		0.36			0.36			0.28			0.28	
Clearance Time (s)		9.0			9.0			9.0			9.0	
Lane Grp Cap (vph)		615			499			354			298	
v/s Ratio Prot												
v/s Ratio Perm		0.18			c0.21			0.15			c0.17	
v/c Ratio		0.50			0.59			0.52			0.59	
Uniform Delay, d1		12.5			13.0			15.2			15.5	
Progression Factor		1.00			0.66			1.00			1.00	
Incremental Delay, d2		2.9			3.6			5.4			8.4	
Delay (s)		15.4			12.1			20.5			24.0	
Level of Service		B			B			C			C	
Approach Delay (s)		15.4			12.1			20.5			24.0	
Approach LOS		B			B			C			C	

Intersection Summary

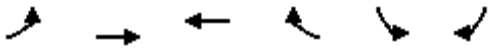
HCM Average Control Delay	17.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	68.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	51	185	43	46	165	65	0	1533	58	0	1117	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00			0.91			0.91	
Frpb, ped/bikes	1.00	0.97			0.93			0.97			0.98	
Flpb, ped/bikes	0.96	1.00			0.98			1.00			1.00	
Frt	1.00	0.97			0.97			0.99			0.99	
Flt Protected	0.95	1.00			0.99			1.00			1.00	
Satd. Flow (prot)	1487	1535			1424			4464			4491	
Flt Permitted	0.35	1.00			0.89			1.00			1.00	
Satd. Flow (perm)	549	1535			1278			4464			4491	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	54	195	45	48	174	68	0	1614	61	0	1176	43
RTOR Reduction (vph)	0	6	0	0	11	0	0	4	0	0	4	0
Lane Group Flow (vph)	54	234	0	0	279	0	0	1671	0	0	1215	0
Confl. Peds. (#/hr)	210		132	132		210	312		576	576		312
Confl. Bikes (#/hr)			1			1						
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	12	0	0	10
Turn Type	pm+pt			Perm								
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8								
Actuated Green, G (s)	36.0	36.0			21.0			52.0			52.0	
Effective Green, g (s)	36.0	36.0			21.0			52.0			52.0	
Actuated g/C Ratio	0.36	0.36			0.21			0.52			0.52	
Clearance Time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Grp Cap (vph)	301	553			268			2321			2335	
v/s Ratio Prot	0.02	c0.15						c0.37			0.27	
v/s Ratio Perm	0.04				c0.22							
v/c Ratio	0.18	0.42			1.04			0.72			0.52	
Uniform Delay, d1	22.6	24.2			39.5			18.4			15.8	
Progression Factor	1.22	1.19			0.95			0.31			1.00	
Incremental Delay, d2	1.2	2.2			64.8			1.6			0.8	
Delay (s)	28.6	30.8			102.3			7.3			16.6	
Level of Service	C	C			F			A			B	
Approach Delay (s)		30.4			102.3			7.3			16.6	
Approach LOS		C			F			A			B	

Intersection Summary			
HCM Average Control Delay	20.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	85.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	43	461	256	217	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	23	485	269	228	0	0
Pedestrians		66	27		171	
Lane Width (ft)		10.0	10.0		0.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		5	2		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		330	334			
pX, platoon unblocked	0.88				0.91	0.88
vC, conflicting volume	669				1112	621
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	552				890	497
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				100	100
cM capacity (veh/h)	879				270	474

Direction, Lane #	EB 1	WB 1
Volume Total	508	498
Volume Left	23	0
Volume Right	0	228
cSH	879	1700
Volume to Capacity	0.03	0.29
Queue Length 95th (ft)	2	0
Control Delay (s)	0.7	0.0
Lane LOS	A	
Approach Delay (s)	0.7	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	336	125	16	296	0	110	0	16	191	0	67
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	354	132	17	312	0	116	0	17	201	0	71
Pedestrians		66			27			25			171	
Lane Width (ft)		10.0			10.0			11.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		5			2			2			14	
Right turn flare (veh)									1			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		393			271							
pX, platoon unblocked	0.87			0.94			0.90	0.90	0.94	0.90	0.90	0.87
vC, conflicting volume	483			510			926	961	471	971	1027	549
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	330			449			717	755	408	766	828	406
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			45	100	97	0	100	84
cM capacity (veh/h)	904			1012			210	249	577	201	225	454

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	485	328	133	272
Volume Left	0	17	116	201
Volume Right	132	0	17	71
cSH	1700	1012	235	235
Volume to Capacity	0.29	0.02	0.56	1.16
Queue Length 95th (ft)	0	1	78	316
Control Delay (s)	0.0	0.6	38.6	151.2
Lane LOS		A	E	F
Approach Delay (s)	0.0	0.6	38.6	151.2
Approach LOS			E	F

Intersection Summary			
Average Delay	38.1		
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	59	224	6	50	232	0	9	599	29	2	556	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	14	12	10	10	12	12	10	12	12	10	12
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.99	
Flpb, ped/bikes	0.91	1.00		0.95	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	1.00			0.99			0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1514	1917		1522	1689			3173			3125	
Flt Permitted	0.39	1.00		0.40	1.00			0.95			0.95	
Satd. Flow (perm)	625	1917		634	1689			3003			2982	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.90	0.90	0.90
Adj. Flow (vph)	64	243	7	54	252	0	9	631	31	2	618	67
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	64	250	0	54	252	0	0	671	0	0	687	0
Confl. Peds. (#/hr)	104		60	60		104	36		18	18		36
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	22.0	22.0		22.0	22.0			68.0			68.0	
Effective Green, g (s)	22.0	22.0		22.0	22.0			68.0			68.0	
Actuated g/C Ratio	0.22	0.22		0.22	0.22			0.68			0.68	
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Grp Cap (vph)	138	422		139	372			2042			2028	
v/s Ratio Prot		0.13			c0.15							
v/s Ratio Perm	0.10			0.09				0.22			c0.23	
v/c Ratio	0.46	0.59		0.39	0.68			0.33			0.34	
Uniform Delay, d1	33.9	35.0		33.3	35.7			6.6			6.7	
Progression Factor	1.06	1.05		1.00	1.00			0.40			1.00	
Incremental Delay, d2	10.7	6.0		8.0	9.5			0.4			0.5	
Delay (s)	46.5	42.9		41.3	45.3			3.0			7.1	
Level of Service	D	D		D	D			A			A	
Approach Delay (s)		43.6			44.6			3.0			7.1	
Approach LOS		D			D			A			A	

Intersection Summary

HCM Average Control Delay	17.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	114	674	0	0	0	0	531	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	14	14	12	12	12	12	10	12
Total Lost time (s)					5.0	6.0					4.0	
Lane Util. Factor					0.95	0.95					0.95	
Frpb, ped/bikes					0.98	1.00					1.00	
Flpb, ped/bikes					1.00	1.00					1.00	
Frt					0.89	0.85					1.00	
Flt Protected					1.00	1.00					1.00	
Satd. Flow (prot)					1513	1559					3205	
Flt Permitted					1.00	1.00					1.00	
Satd. Flow (perm)					1513	1559					3205	
Peak-hour factor, PHF	0.92	0.92	0.92	0.84	0.84	0.84	0.92	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	136	802	0	0	0	0	559	5
RTOR Reduction (vph)	0	0	0	0	99	78	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	0	382	379	0	0	0	0	563	0
Confl. Peds. (#/hr)	37					37						
Bus Blockages (#/hr)	0	0	13	0	13	0	0	0	0	0	0	0
Turn Type						custom						
Protected Phases					2 6	8 10 11					4	
Permitted Phases												
Actuated Green, G (s)					52.0	83.0					39.0	
Effective Green, g (s)					48.0	83.0					39.0	
Actuated g/C Ratio					0.48	0.83					0.39	
Clearance Time (s)											4.0	
Lane Grp Cap (vph)					726	1294					1250	
v/s Ratio Prot					c0.25	0.24					c0.18	
v/s Ratio Perm												
v/c Ratio					0.53	0.29					0.45	
Uniform Delay, d1					18.1	1.9					22.6	
Progression Factor					1.70	0.00					0.85	
Incremental Delay, d2					2.2	0.5					1.1	
Delay (s)					32.9	0.5					20.3	
Level of Service					C	A					C	
Approach Delay (s)		0.0			17.1			0.0			20.3	
Approach LOS		A			B			A			C	

Intersection Summary

HCM Average Control Delay	18.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	44.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	96	0	0	531	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.95	0.95
Hourly flow rate (vph)	0	104	0	0	559	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				175	69	
pX, platoon unblocked	0.87	0.87	0.87			
vC, conflicting volume	559	279	559			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	206	0	206			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	89	100			
cM capacity (veh/h)	660	939	1172			

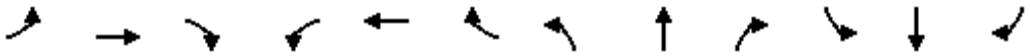
Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	104	279	279
Volume Left	0	0	0
Volume Right	104	0	0
cSH	939	1700	1700
Volume to Capacity	0.11	0.16	0.16
Queue Length 95th (ft)	9	0	0
Control Delay (s)	9.3	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.3	0.0	
Approach LOS	A		

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	44.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	93	0	0	0	0	627
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.95	0.95
Hourly flow rate (vph)	101	0	0	0	0	660
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			110			134
pX, platoon unblocked	0.88					
vC, conflicting volume	330	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	89	100			100	
cM capacity (veh/h)	888	1075			1600	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	101	330	330
Volume Left	101	0	0
Volume Right	0	0	0
cSH	888	1700	1700
Volume to Capacity	0.11	0.19	0.19
Queue Length 95th (ft)	10	0	0
Control Delay (s)	9.6	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.6	0.0	
Approach LOS	A		

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	48.5%	ICU Level of Service	A
Analysis Period (min)	15		

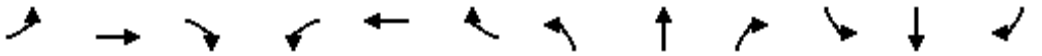


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	940	193	0	1472	0	0	0	0	231	451	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	16	12
Total Lost time (s)		12.0			5.0						5.0	
Lane Util. Factor		0.91			0.91						0.95	
Frpb, ped/bikes		0.95			1.00						0.99	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.97			1.00						0.99	
Flt Protected		1.00			1.00						0.98	
Satd. Flow (prot)		4561			4940						3775	
Flt Permitted		1.00			1.00						0.98	
Satd. Flow (perm)		4561			4940						3775	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.92	0.92	0.90	0.90	0.90
Adj. Flow (vph)	0	1000	205	0	1566	0	0	0	0	257	501	43
RTOR Reduction (vph)	0	32	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	1173	0	0	1566	0	0	0	0	0	797	0
Confl. Peds. (#/hr)	16		52	52		16	102					102
Bus Blockages (#/hr)	0	0	0	0	0	8	0	0	0	0	0	0
Turn Type										Perm		
Protected Phases		8 12			2 6						4	
Permitted Phases										4		
Actuated Green, G (s)		45.0			52.0						38.0	
Effective Green, g (s)		43.0			50.0						38.0	
Actuated g/C Ratio		0.43			0.50						0.38	
Clearance Time (s)											5.0	
Lane Grp Cap (vph)		1961			2470						1435	
v/s Ratio Prot		0.26			c0.32							
v/s Ratio Perm											0.21	
v/c Ratio		0.60			0.63						0.56	
Uniform Delay, d1		21.9			18.3						24.4	
Progression Factor		0.82			0.64						0.33	
Incremental Delay, d2		1.2			0.9						1.5	
Delay (s)		19.1			12.7						9.6	
Level of Service		B			B						A	
Approach Delay (s)		19.1			12.7			0.0			9.6	
Approach LOS		B			B			A			A	

Intersection Summary

HCM Average Control Delay	14.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

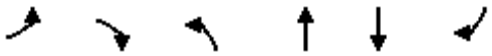
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1171	0	0	1281	227	191	697	74	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	10	12	12	15	12	12	12	12
Total Lost time (s)		5.0			2.0			5.0				
Lane Util. Factor		0.91			0.91			0.95				
Frpb, ped/bikes		1.00			1.00			0.99				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.98			0.99				
Flt Protected		1.00			1.00			0.99				
Satd. Flow (prot)		4611			4487			3673				
Flt Permitted		1.00			1.00			0.99				
Satd. Flow (perm)		4611			4487			3673				
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.89	0.89	0.89	0.92	0.92	0.92
Growth Factor (vph)	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	0	1246	0	0	1363	241	215	783	83	0	0	0
RTOR Reduction (vph)	0	0	0	0	23	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	1246	0	0	1581	0	0	1075	0	0	0	0
Confl. Peds. (#/hr)	16		52	52		16			68	68		
Bus Blockages (#/hr)	0	0	8	0	0	0	0	0	0	0	0	0
Turn Type							Perm					
Protected Phases		2 12			6 8			10				
Permitted Phases							10					
Actuated Green, G (s)		52.0			45.0			38.0				
Effective Green, g (s)		50.0			45.0			38.0				
Actuated g/C Ratio		0.50			0.45			0.38				
Clearance Time (s)								5.0				
Lane Grp Cap (vph)		2306			2019			1396				
v/s Ratio Prot		0.27			c0.35							
v/s Ratio Perm								0.29				
v/c Ratio		0.54			0.78			0.77				
Uniform Delay, d1		17.1			23.4			27.2				
Progression Factor		0.38			0.77			0.41				
Incremental Delay, d2		0.8			2.6			3.6				
Delay (s)		7.3			20.6			14.7				
Level of Service		A			C			B				
Approach Delay (s)		7.3			20.6			14.7			0.0	
Approach LOS		A			C			B			A	

Intersection Summary			
HCM Average Control Delay	14.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	93	788	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.89	0.89	0.92	0.92
Hourly flow rate (vph)	0	0	104	885	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				202	152	
pX, platoon unblocked	0.78					
vC, conflicting volume	652	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	93			
cM capacity (veh/h)	741	1075	1600			

Direction, Lane #	NB 1	NB 2
Volume Total	400	590
Volume Left	104	0
Volume Right	0	0
cSH	1600	1700
Volume to Capacity	0.07	0.35
Queue Length 95th (ft)	5	0
Control Delay (s)	2.4	0.0
Lane LOS	A	
Approach Delay (s)	1.0	
Approach LOS		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	48.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	72	809	114	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.92	0.92
Hourly flow rate (vph)	0	84	941	133	0	0
Pedestrians	29					
Lane Width (ft)	14.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	3					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			107			247
pX, platoon unblocked	0.75	0.75			0.75	
vC, conflicting volume	1036	566			1102	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	392	0			480	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	89			100	
cM capacity (veh/h)	422	786			774	

Direction, Lane #	WB 1	NB 1	NB 2
Volume Total	84	627	446
Volume Left	0	0	0
Volume Right	84	0	133
cSH	786	1700	1700
Volume to Capacity	0.11	0.37	0.26
Queue Length 95th (ft)	9	0	0
Control Delay (s)	10.1	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.1	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	37.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	53	0	0	523	120
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.69	0.69	0.92	0.92	0.69	0.69
Hourly flow rate (vph)	0	77	0	0	758	174
Pedestrians	139					
Lane Width (ft)	13.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	13					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				216	103	
pX, platoon unblocked	0.85	0.85	0.85			
vC, conflicting volume	984	605	1071			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	636	192	738			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	87	100			
cM capacity (veh/h)	301	603	630			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	77	505	427
Volume Left	0	0	0
Volume Right	77	0	174
cSH	603	1700	1700
Volume to Capacity	0.13	0.30	0.25
Queue Length 95th (ft)	11	0	0
Control Delay (s)	11.8	0.0	0.0
Lane LOS	B		
Approach Delay (s)	11.8	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	29.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	0	0	286	291
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.91	0.91
Hourly flow rate (vph)	0	0	0	0	314	320
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			123			196
pX, platoon unblocked						
vC, conflicting volume	788	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	788	0			0	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			80	
cM capacity (veh/h)	259	1075			1600	

Direction, Lane #	SB 1	SB 2
Volume Total	421	213
Volume Left	314	0
Volume Right	0	0
cSH	1600	1700
Volume to Capacity	0.20	0.13
Queue Length 95th (ft)	18	0
Control Delay (s)	6.2	0.0
Lane LOS	A	
Approach Delay (s)	4.1	
Approach LOS		

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	286	0	0	676	0	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.91	0.91	0.92	0.92
Hourly flow rate (vph)	311	0	0	743	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				117	88	
pX, platoon unblocked						
vC, conflicting volume	371	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	371	0	0			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	48	100	100			
cM capacity (veh/h)	594	1075	1600			

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	311	371	371
Volume Left	311	0	0
Volume Right	0	0	0
cSH	594	1700	1700
Volume to Capacity	0.52	0.22	0.22
Queue Length 95th (ft)	76	0	0
Control Delay (s)	17.5	0.0	0.0
Lane LOS	C		
Approach Delay (s)	17.5	0.0	
Approach LOS	C		

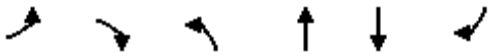
Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	57.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	1	0	676	0	290	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	10	10	12	10	12
Total Lost time (s)								47.0	47.0		28.0	
Lane Util. Factor								0.95	0.95		0.95	
Frpb, ped/bikes								1.00	1.00		1.00	
Flpb, ped/bikes								1.00	1.00		1.00	
Frt								0.85	0.85		1.00	
Flt Protected								1.00	1.00		1.00	
Satd. Flow (prot)								1364	1347		3207	
Flt Permitted								1.00	1.00		1.00	
Satd. Flow (perm)								1361	1347		3207	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	0	0	0	1	0	743	0	319	1
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	373	371	0	320	0
Confl. Peds. (#/hr)	118					118						
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	3	0	0	3
Turn Type							Perm		Prot			
Protected Phases								2	2		8	
Permitted Phases							2					
Actuated Green, G (s)								37.0	37.0		100.0	
Effective Green, g (s)								37.0	37.0		100.0	
Actuated g/C Ratio								0.37	0.37		1.00	
Clearance Time (s)								47.0	47.0		28.0	
Lane Grp Cap (vph)								504	498		3207	
v/s Ratio Prot									c0.28		c0.10	
v/s Ratio Perm								0.27				
v/c Ratio								0.74	0.74		0.10	
Uniform Delay, d1								27.3	27.4		0.0	
Progression Factor								0.70	0.70		1.00	
Incremental Delay, d2								8.1	8.4		0.1	
Delay (s)								27.2	27.6		0.1	
Level of Service								C	C		A	
Approach Delay (s)		0.0			0.0			27.4			0.1	
Approach LOS		A			A			C			A	

Intersection Summary

HCM Average Control Delay	19.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	47.0
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	2	0	715	401	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.50	0.50	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	4	4	0	786	441	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				837	258	
pX, platoon unblocked						
vC, conflicting volume	834	220	441			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	834	220	441			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	100			
cM capacity (veh/h)	301	774	1095			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	8	393	393	220	220
Volume Left	4	0	0	0	0
Volume Right	4	0	0	0	0
cSH	434	1700	1700	1700	1700
Volume to Capacity	0.02	0.23	0.23	0.13	0.13
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	13.5	0.0	0.0	0.0	0.0
Lane LOS	B				
Approach Delay (s)	13.5	0.0		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	29.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	9	45	5	8	67	33	15	207	14	26	217	10
Peak Hour Factor	0.67	0.67	0.67	0.77	0.77	0.77	0.76	0.76	0.76	0.83	0.83	0.83
Hourly flow rate (vph)	13	67	7	10	87	43	20	272	18	31	261	12

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	88	140	311	305
Volume Left (vph)	13	10	20	31
Volume Right (vph)	7	43	18	12
Hadj (s)	0.06	-0.08	0.06	0.08
Departure Headway (s)	5.8	5.6	5.1	5.1
Degree Utilization, x	0.14	0.22	0.44	0.43
Capacity (veh/h)	540	575	668	671
Control Delay (s)	9.8	10.1	12.0	11.9
Approach Delay (s)	9.8	10.1	12.0	11.9
Approach LOS	A	B	B	B

Intersection Summary			
Delay	11.4		
HCM Level of Service	B		
Intersection Capacity Utilization	35.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	83	5	2	102	7	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.84	0.84	0.90	0.90
Hourly flow rate (vph)	111	7	2	121	8	12
Pedestrians	1			2	6	
Lane Width (ft)	14.0			14.0	16.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			123		247	122
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			123		247	122
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	99
cM capacity (veh/h)			1436		728	913

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	117	124	20
Volume Left	0	2	8
Volume Right	7	0	12
cSH	1700	1436	831
Volume to Capacity	0.07	0.00	0.02
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.0	0.2	9.4
Lane LOS		A	A
Approach Delay (s)	0.0	0.2	9.4
Approach LOS			A

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	17.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	81	0	2	110	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.84	0.84	0.92	0.92
Hourly flow rate (vph)	108	0	2	131	0	0
Pedestrians				4	11	
Lane Width (ft)				14.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			119		255	123
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			119		255	123
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1437		720	908

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	108	133	0
Volume Left	0	2	0
Volume Right	0	0	0
cSH	1700	1437	1700
Volume to Capacity	0.06	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.1	0.0
Lane LOS		A	A
Approach Delay (s)	0.0	0.1	0.0
Approach LOS			A

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	18.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	66	0	0	120	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.84	0.84	0.92	0.92
Hourly flow rate (vph)	88	0	0	143	0	0
Pedestrians				18	17	
Lane Width (ft)				14.0	8.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				2	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			105		248	123
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			105		248	123
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1454		727	895

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	88	143	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1454	1700
Volume to Capacity	0.05	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	22.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	27	39	177	2	7	225
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.84	0.84	0.92	0.92
Hourly flow rate (vph)	36	52	211	2	8	245
Pedestrians	9					4
Lane Width (ft)	10.0					11.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	1					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	481	225			222	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	481	225			222	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	93			99	
cM capacity (veh/h)	532	800			1321	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	88	213	252
Volume Left	36	0	8
Volume Right	52	2	0
cSH	663	1700	1321
Volume to Capacity	0.13	0.13	0.01
Queue Length 95th (ft)	11	0	0
Control Delay (s)	11.3	0.0	0.3
Lane LOS	B		A
Approach Delay (s)	11.3	0.0	0.3
Approach LOS	B		

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	29.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	2	6	12	29	7	22	718	17	16	369	27
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.63	0.63	0.63	0.71	0.71	0.71	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	3	3	10	17	41	10	25	825	20	18	424	31
Pedestrians		187			71			2			8	
Lane Width (ft)		10.0			10.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		13			5			0			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								710			385	
pX, platoon unblocked	0.91	0.91		0.91	0.91	0.91				0.91		
vC, conflicting volume	1165	1630	417	1219	1636	501	642			916		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	994	1502	417	1052	1508	268	642			721		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	96	98	86	51	98	97			98		
cM capacity (veh/h)	79	84	501	122	83	623	799			745		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	16	68	438	432	230	243
Volume Left	3	17	25	0	18	0
Volume Right	10	10	0	20	0	31
cSH	164	105	799	1700	745	1700
Volume to Capacity	0.10	0.65	0.03	0.25	0.02	0.14
Queue Length 95th (ft)	8	81	2	0	2	0
Control Delay (s)	29.4	87.7	0.9	0.0	1.1	0.0
Lane LOS	D	F	A		A	
Approach Delay (s)	29.4	87.7	0.5		0.5	
Approach LOS	D	F				

Intersection Summary				
Average Delay	4.9			
Intersection Capacity Utilization	49.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	12	2	6	54	6	1	0	4	3	2	14
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.67	0.67	0.67	0.79	0.79	0.79	0.42	0.42	0.42	0.59	0.59	0.59
Hourly flow rate (vph)	3	18	3	8	68	8	2	0	10	5	3	24
Pedestrians		1			7			12			6	
Lane Width (ft)		10.0			10.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					229							
pX, platoon unblocked												
vC, conflicting volume	82			33			151	135	38	135	132	79
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	82			33			151	135	38	135	132	79
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	99	99	100	98
cM capacity (veh/h)	1490			1547			768	736	1011	802	738	968

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	24	84	12	32
Volume Left	3	8	2	5
Volume Right	3	8	10	24
cSH	1490	1547	951	909
Volume to Capacity	0.00	0.00	0.01	0.04
Queue Length 95th (ft)	0	0	1	3
Control Delay (s)	0.9	0.7	8.8	9.1
Lane LOS	A	A	A	A
Approach Delay (s)	0.9	0.7	8.8	9.1
Approach LOS			A	A

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	18.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	23	11	19	13	20	28	1588	24	49	1237	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	10	12	12	10	12	12	10	12
Total Lost time (s)		5.0			5.0			9.0			9.0	
Lane Util. Factor		1.00			1.00			0.91			0.91	
Frpb, ped/bikes		0.99			0.97			1.00			0.99	
Flpb, ped/bikes		0.99			0.99			1.00			1.00	
Frt		0.96			0.95			1.00			1.00	
Flt Protected		0.99			0.98			1.00			1.00	
Satd. Flow (prot)		1348			1283			4573			4461	
Flt Permitted		0.94			0.85			0.86			0.75	
Satd. Flow (perm)		1279			1116			3953			3348	
Peak-hour factor, PHF	0.53	0.53	0.53	0.68	0.68	0.68	0.91	0.91	0.91	0.86	0.86	0.86
Adj. Flow (vph)	11	43	21	28	19	29	31	1745	26	57	1438	22
RTOR Reduction (vph)	0	18	0	0	27	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	57	0	0	49	0	0	1801	0	0	1516	0
Confl. Peds. (#/hr)	45		15	15		45	169		104	104		169
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	16	0
Parking (#/hr)		10			11							
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Actuated Green, G (s)		7.7			7.7			78.3			78.3	
Effective Green, g (s)		7.7			7.7			78.3			78.3	
Actuated g/C Ratio		0.08			0.08			0.78			0.78	
Clearance Time (s)		5.0			5.0			9.0			9.0	
Vehicle Extension (s)		1.0			1.0			1.0			1.0	
Lane Grp Cap (vph)		98			86			3095			2621	
v/s Ratio Prot												
v/s Ratio Perm		c0.04			0.04			c0.46			0.45	
v/c Ratio		0.59			0.57			0.58			0.58	
Uniform Delay, d1		44.6			44.6			4.3			4.3	
Progression Factor		1.02			1.00			2.91			1.33	
Incremental Delay, d2		5.7			5.6			0.6			0.8	
Delay (s)		51.1			50.2			13.2			6.6	
Level of Service		D			D			B			A	
Approach Delay (s)		51.1			50.2			13.2			6.6	
Approach LOS		D			D			B			A	

Intersection Summary

HCM Average Control Delay	11.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	87.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	70	16	32	194	18	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	74	17	34	204	19	66

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	91	238	85
Volume Left (vph)	0	34	19
Volume Right (vph)	17	0	66
Hadj (s)	-0.03	0.11	-0.34
Departure Headway (s)	4.3	4.3	4.3
Degree Utilization, x	0.11	0.28	0.10
Capacity (veh/h)	806	809	777
Control Delay (s)	7.8	9.0	7.8
Approach Delay (s)	7.8	9.0	7.8
Approach LOS	A	A	A

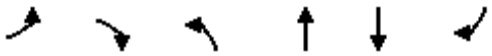
Intersection Summary			
Delay	8.5		
HCM Level of Service	A		
Intersection Capacity Utilization	34.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	169	9	213	312	10	12	676	180	4	325	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	10	11	12	12	10	12	12	10	12
Total Lost time (s)		6.0		6.0	6.0			6.0			6.0	6.0
Lane Util. Factor		1.00		1.00	1.00			0.95			1.00	1.00
Frpb, ped/bikes		0.99		1.00	1.00			0.91			1.00	0.66
Flpb, ped/bikes		1.00		0.94	1.00			1.00			1.00	1.00
Frt		0.99		1.00	1.00			0.97			1.00	0.85
Flt Protected		1.00		0.95	1.00			1.00			1.00	1.00
Satd. Flow (prot)		1719		1514	1738			2818			1666	1013
Flt Permitted		0.95		0.52	1.00			0.95			0.99	1.00
Satd. Flow (perm)		1647		830	1738			2674			1653	1013
Peak-hour factor, PHF	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.90	0.90	0.90
Adj. Flow (vph)	19	211	11	234	343	11	13	743	198	4	361	23
RTOR Reduction (vph)	0	1	0	0	1	0	0	24	0	0	0	7
Lane Group Flow (vph)	0	240	0	234	353	0	0	930	0	0	365	16
Confl. Peds. (#/hr)	26		34	34		26	105		128	128		105
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	0	0	3	0
Parking (#/hr)						7						
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)		31.0		31.0	31.0			57.0			57.0	57.0
Effective Green, g (s)		31.0		31.0	31.0			57.0			57.0	57.0
Actuated g/C Ratio		0.31		0.31	0.31			0.57			0.57	0.57
Clearance Time (s)		6.0		6.0	6.0			6.0			6.0	6.0
Lane Grp Cap (vph)		511		257	539			1524			942	577
v/s Ratio Prot					0.20							
v/s Ratio Perm		0.15		c0.28				c0.35			0.22	0.02
v/c Ratio		0.47		0.91	0.65			0.61			0.39	0.03
Uniform Delay, d1		27.9		33.2	29.9			14.2			11.9	9.4
Progression Factor		1.00		0.61	0.59			1.50			1.06	0.94
Incremental Delay, d2		3.1		34.6	5.5			1.7			1.2	0.1
Delay (s)		30.9		55.0	23.0			22.9			13.8	8.9
Level of Service		C		E	C			C			B	A
Approach Delay (s)		30.9			35.7			22.9			13.5	
Approach LOS		C			D			C			B	

Intersection Summary

HCM Average Control Delay	25.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	80.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	96	138	779	593	16
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.77	0.77	0.75	0.75	0.83	0.83
Hourly flow rate (vph)	0	125	184	1039	714	19
Pedestrians	85					
Lane Width (ft)	14.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	8					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					296	
pX, platoon unblocked	0.78	0.78	0.78			
vC, conflicting volume	1696	809	819			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1752	614	626			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	59	72			
cM capacity (veh/h)	38	306	666			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	125	530	692	734
Volume Left	0	184	0	0
Volume Right	125	0	0	19
cSH	306	666	1700	1700
Volume to Capacity	0.41	0.28	0.41	0.43
Queue Length 95th (ft)	48	28	0	0
Control Delay (s)	24.6	7.1	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	24.6	3.1		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	61	227	89	57	256	98	0	1691	65	61	1095	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	9	9	12	12	10	12	12	10	12
Total Lost time (s)	6.0	6.0		6.0	6.0			5.0			5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.91			0.91	
Frpb, ped/bikes	1.00	0.98		1.00	0.99			0.98			0.98	
Flpb, ped/bikes	0.98	1.00		0.97	1.00			1.00			1.00	
Frt	1.00	0.96		1.00	0.96			0.99			0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1519	1507		1498	1538			4508			4389	
Flt Permitted	0.28	1.00		0.34	1.00			1.00			0.72	
Satd. Flow (perm)	447	1507		537	1538			4508			3184	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	64	239	94	60	269	103	0	1780	68	64	1153	44
RTOR Reduction (vph)	0	14	0	0	0	0	0	4	0	0	4	0
Lane Group Flow (vph)	64	319	0	60	372	0	0	1844	0	0	1257	0
Confl. Peds. (#/hr)	33		52	52		33	266		151	151		266
Confl. Bikes (#/hr)			2			1			11			
Bus Blockages (#/hr)	0	3	0	0	0	0	0	0	0	0	16	0
Parking (#/hr)						22			12			
Turn Type	Perm			Perm						Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8						6		
Actuated Green, G (s)	27.0	27.0		27.0	27.0			62.0			62.0	
Effective Green, g (s)	27.0	27.0		27.0	27.0			62.0			62.0	
Actuated g/C Ratio	0.27	0.27		0.27	0.27			0.62			0.62	
Clearance Time (s)	6.0	6.0		6.0	6.0			5.0			5.0	
Lane Grp Cap (vph)	121	407		145	415			2795			1974	
v/s Ratio Prot		0.21			c0.24			c0.41				
v/s Ratio Perm	0.14			0.11							0.39	
v/c Ratio	0.53	0.78		0.41	0.90			0.66			0.64	
Uniform Delay, d1	31.1	33.8		30.0	35.2			12.2			11.9	
Progression Factor	0.87	0.86		1.00	1.00			1.00			2.17	
Incremental Delay, d2	13.4	12.2		8.5	24.6			1.2			1.3	
Delay (s)	40.5	41.4		38.5	59.7			13.5			27.2	
Level of Service	D	D		D	E			B			C	
Approach Delay (s)		41.3			56.8			13.5			27.2	
Approach LOS		D			E			B			C	

Intersection Summary

HCM Average Control Delay	25.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	104.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	218	104	60	149	63	0	921	30	0	1961	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00			0.91			0.91	
Frpb, ped/bikes	1.00	0.97			0.94			0.98			0.99	
Flpb, ped/bikes	0.96	1.00			0.99			1.00			1.00	
Frt	1.00	0.95			0.97			1.00			1.00	
Flt Protected	0.95	1.00			0.99			1.00			1.00	
Satd. Flow (prot)	1481	1501			1454			4503			4573	
Flt Permitted	0.44	1.00			0.83			1.00			1.00	
Satd. Flow (perm)	684	1501			1223			4503			4573	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	57	229	109	63	157	66	0	969	32	0	2064	23
RTOR Reduction (vph)	0	0	0	0	11	0	0	3	0	0	1	0
Lane Group Flow (vph)	57	338	0	0	275	0	0	998	0	0	2086	0
Confl. Peds. (#/hr)	160		75	75		160	314		311	311		314
Confl. Bikes (#/hr)						1			2			2
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	10	0	0	12
Turn Type	pm+pt			Perm								
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8								
Actuated Green, G (s)	42.0	42.0			27.0			46.0			46.0	
Effective Green, g (s)	42.0	42.0			27.0			46.0			46.0	
Actuated g/C Ratio	0.42	0.42			0.27			0.46			0.46	
Clearance Time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Grp Cap (vph)	375	630			330			2071			2104	
v/s Ratio Prot	0.02	c0.23						0.22			c0.46	
v/s Ratio Perm	0.05				c0.22							
v/c Ratio	0.15	0.54			0.83			0.48			0.99	
Uniform Delay, d1	18.5	21.7			34.4			18.7			26.8	
Progression Factor	1.11	1.08			1.00			0.96			1.00	
Incremental Delay, d2	0.8	3.1			21.3			0.8			17.7	
Delay (s)	21.4	26.6			55.6			18.7			44.5	
Level of Service	C	C			E			B			D	
Approach Delay (s)		25.8			55.6			18.7			44.5	
Approach LOS		C			E			B			D	

Intersection Summary

HCM Average Control Delay	36.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	92.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	220	49	122	302	0	100	0	27	102	0	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	232	52	128	318	0	105	0	28	107	0	44

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total (vph)	283	446	105	28	152
Volume Left (vph)	0	128	105	0	107
Volume Right (vph)	52	0	0	28	44
Hadj (s)	-0.02	0.14	0.58	-0.61	0.05
Departure Headway (s)	5.6	5.5	7.4	6.2	6.4
Degree Utilization, x	0.44	0.68	0.22	0.05	0.27
Capacity (veh/h)	603	635	426	503	493
Control Delay (s)	12.9	19.2	11.3	8.3	11.8
Approach Delay (s)	12.9	19.2	10.7		11.8
Approach LOS	B	C	B		B

Intersection Summary			
Delay	15.2		
HCM Level of Service	C		
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	51	37	47	13	9	3	901	10	29	1833	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	10	12	12	10	12	12	10	12
Total Lost time (s)		5.0		5.0	5.0			9.0			9.0	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.91	
Frpb, ped/bikes		0.99		1.00	0.99			1.00			1.00	
Flpb, ped/bikes		1.00		0.99	1.00			1.00			1.00	
Frt		0.95		1.00	0.94			1.00			1.00	
Flt Protected		1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1336		1696	1325			2794			4498	
Flt Permitted		0.97		0.48	1.00			0.95			0.90	
Satd. Flow (perm)		1304		854	1325			2644			4050	
Peak-hour factor, PHF	0.73	0.73	0.73	0.69	0.69	0.69	0.90	0.90	0.90	0.92	0.92	0.92
Adj. Flow (vph)	12	70	51	68	19	13	3	1001	11	32	1992	10
RTOR Reduction (vph)	0	31	0	0	11	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	102	0	68	21	0	0	1015	0	0	2034	0
Confl. Peds. (#/hr)	9		11	11		9	134		87	87		134
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	15	0
Parking (#/hr)		10			11			30				
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Actuated Green, G (s)		11.8		11.8	11.8			74.2			74.2	
Effective Green, g (s)		11.8		11.8	11.8			74.2			74.2	
Actuated g/C Ratio		0.12		0.12	0.12			0.74			0.74	
Clearance Time (s)		5.0		5.0	5.0			9.0			9.0	
Vehicle Extension (s)		1.0		1.0	1.0			1.0			1.0	
Lane Grp Cap (vph)		154		101	156			1962			3005	
v/s Ratio Prot					0.02							
v/s Ratio Perm		0.08		c0.08				0.38			c0.50	
v/c Ratio		0.66		0.67	0.13			0.52			0.68	
Uniform Delay, d1		42.2		42.3	39.5			5.4			6.7	
Progression Factor		1.07		1.00	1.00			0.54			0.80	
Incremental Delay, d2		8.0		13.0	0.1			0.7			0.9	
Delay (s)		53.0		55.3	39.6			3.7			6.3	
Level of Service		D		E	D			A			A	
Approach Delay (s)		53.0			50.3			3.7			6.3	
Approach LOS		D			D			A			A	

Intersection Summary

HCM Average Control Delay	8.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	51	185	43	46	165	65	0	1533	58	0	1117	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00			0.91			0.91	
Frpb, ped/bikes	1.00	0.97			0.93			0.97			0.98	
Flpb, ped/bikes	0.95	1.00			0.98			1.00			1.00	
Frt	1.00	0.97			0.97			0.99			0.99	
Flt Protected	0.95	1.00			0.99			1.00			1.00	
Satd. Flow (prot)	1472	1535			1424			4464			4491	
Flt Permitted	0.41	1.00			0.90			1.00			1.00	
Satd. Flow (perm)	633	1535			1288			4464			4491	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	54	195	45	48	174	68	0	1614	61	0	1176	43
RTOR Reduction (vph)	0	3	0	0	11	0	0	4	0	0	4	0
Lane Group Flow (vph)	54	237	0	0	279	0	0	1671	0	0	1215	0
Confl. Peds. (#/hr)	210		132	132		210	312		576	576		312
Confl. Bikes (#/hr)			1			1						
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	12	0	0	10
Turn Type	pm+pt			Perm								
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8								
Actuated Green, G (s)	41.0	41.0			26.0			47.0			47.0	
Effective Green, g (s)	41.0	41.0			26.0			47.0			47.0	
Actuated g/C Ratio	0.41	0.41			0.26			0.47			0.47	
Clearance Time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Grp Cap (vph)	352	629			335			2098			2111	
v/s Ratio Prot	0.02	c0.15						c0.37			0.27	
v/s Ratio Perm	0.05				c0.22							
v/c Ratio	0.15	0.38			0.83			0.80			0.58	
Uniform Delay, d1	19.2	20.6			34.9			22.5			19.3	
Progression Factor	1.23	1.18			1.00			0.29			1.00	
Incremental Delay, d2	0.8	1.6			20.9			2.7			1.1	
Delay (s)	24.4	25.8			55.9			9.2			20.4	
Level of Service	C	C			E			A			C	
Approach Delay (s)		25.6			55.9			9.2			20.4	
Approach LOS		C			E			A			C	

Intersection Summary

HCM Average Control Delay	18.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	85.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	186	43	46	165	65	0	1542	58	0	1133	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00			0.91			0.91	
Frpb, ped/bikes	1.00	0.97			0.93			0.97			0.98	
Flpb, ped/bikes	0.95	1.00			0.98			1.00			1.00	
Frt	1.00	0.97			0.97			0.99			0.99	
Flt Protected	0.95	1.00			0.99			1.00			1.00	
Satd. Flow (prot)	1472	1535			1424			4465			4492	
Flt Permitted	0.41	1.00			0.90			1.00			1.00	
Satd. Flow (perm)	633	1535			1288			4465			4492	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	61	196	45	48	174	68	0	1623	61	0	1193	43
RTOR Reduction (vph)	0	3	0	0	11	0	0	4	0	0	4	0
Lane Group Flow (vph)	61	238	0	0	279	0	0	1680	0	0	1232	0
Confl. Peds. (#/hr)	210		132	132		210	312		576	576		312
Confl. Bikes (#/hr)			1			1						
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	12	0	0	10
Turn Type	pm+pt			Perm								
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8								
Actuated Green, G (s)	41.0	41.0			26.0			47.0			47.0	
Effective Green, g (s)	41.0	41.0			26.0			47.0			47.0	
Actuated g/C Ratio	0.41	0.41			0.26			0.47			0.47	
Clearance Time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Grp Cap (vph)	352	629			335			2099			2111	
v/s Ratio Prot	0.02	c0.16						c0.38			0.27	
v/s Ratio Perm	0.05				c0.22							
v/c Ratio	0.17	0.38			0.83			0.80			0.58	
Uniform Delay, d1	19.3	20.6			34.9			22.5			19.4	
Progression Factor	1.21	1.15			1.00			0.30			1.00	
Incremental Delay, d2	1.0	1.6			20.9			2.7			1.2	
Delay (s)	24.3	25.3			55.9			9.5			20.5	
Level of Service	C	C			E			A			C	
Approach Delay (s)		25.1			55.9			9.5			20.5	
Approach LOS		C			E			A			C	

Intersection Summary

HCM Average Control Delay	18.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	23	11	19	13	20	28	1588	24	49	1237	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	10	12	12	10	12	12	10	12
Total Lost time (s)		5.0		5.0	5.0			9.0			9.0	
Lane Util. Factor		1.00		1.00	1.00			0.91			0.91	
Frpb, ped/bikes		0.99		1.00	0.95			1.00			0.99	
Flpb, ped/bikes		0.99		0.98	1.00			1.00			1.00	
Frt		0.96		1.00	0.91			1.00			1.00	
Flt Protected		0.99		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1347		1688	1239			4573			4461	
Flt Permitted		0.94		0.71	1.00			0.86			0.75	
Satd. Flow (perm)		1273		1253	1239			3953			3348	
Peak-hour factor, PHF	0.53	0.53	0.53	0.68	0.68	0.68	0.91	0.91	0.91	0.86	0.86	0.86
Adj. Flow (vph)	11	43	21	28	19	29	31	1745	26	57	1438	22
RTOR Reduction (vph)	0	18	0	0	27	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	57	0	28	21	0	0	1801	0	0	1516	0
Confl. Peds. (#/hr)	45		15	15		45	169		104	104		169
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	16	0
Parking (#/hr)		10			11							
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Actuated Green, G (s)		7.5		7.5	7.5			78.5			78.5	
Effective Green, g (s)		7.5		7.5	7.5			78.5			78.5	
Actuated g/C Ratio		0.08		0.08	0.08			0.78			0.78	
Clearance Time (s)		5.0		5.0	5.0			9.0			9.0	
Vehicle Extension (s)		1.0		1.0	1.0			1.0			1.0	
Lane Grp Cap (vph)		95		94	93			3103			2628	
v/s Ratio Prot					0.02							
v/s Ratio Perm		c0.05		0.02				c0.46			0.45	
v/c Ratio		0.60		0.30	0.23			0.58			0.58	
Uniform Delay, d1		44.8		43.8	43.5			4.2			4.2	
Progression Factor		1.02		1.00	1.00			2.94			1.31	
Incremental Delay, d2		7.2		0.6	0.5			0.6			0.8	
Delay (s)		52.8		44.4	44.0			13.1			6.4	
Level of Service		D		D	D			B			A	
Approach Delay (s)		52.8			44.1			13.1			6.4	
Approach LOS		D			D			B			A	

Intersection Summary

HCM Average Control Delay	11.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX K –
FUTURE (2014) WITH WCL RELOCATION
CAPACITY ANALYSIS RESULTS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	93	136	20	13	122	35	15	196	8	25	103	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	10	12	12	10	12	12	10	12
Total Lost time (s)		9.0			9.0			9.0			9.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.98			0.97			0.98			0.94	
Flpb, ped/bikes		0.96			0.99			0.99			0.94	
Frt		0.99			0.97			1.00			0.97	
Flt Protected		0.98			1.00			1.00			0.99	
Satd. Flow (prot)		1867			1366			1271			1208	
Flt Permitted		0.79			0.95			0.97			0.91	
Satd. Flow (perm)		1498			1297			1231			1105	
Peak-hour factor, PHF	0.82	0.82	0.82	0.79	0.79	0.79	0.87	0.87	0.87	0.90	0.90	0.90
Adj. Flow (vph)	113	166	24	16	154	44	17	225	9	28	114	47
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	303	0	0	214	0	0	251	0	0	189	0
Confl. Peds. (#/hr)	59		109	109		59	115		518	518		115
Parking (#/hr)					5			23			11	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		14.0			14.0			18.0			18.0	
Effective Green, g (s)		14.0			14.0			18.0			18.0	
Actuated g/C Ratio		0.28			0.28			0.36			0.36	
Clearance Time (s)		9.0			9.0			9.0			9.0	
Lane Grp Cap (vph)		419			363			443			398	
v/s Ratio Prot												
v/s Ratio Perm		c0.20			0.17			c0.20			0.17	
v/c Ratio		0.72			0.59			0.57			0.47	
Uniform Delay, d1		16.3			15.5			12.9			12.4	
Progression Factor		1.00			0.72			1.00			1.00	
Incremental Delay, d2		10.4			3.4			5.2			4.0	
Delay (s)		26.6			14.7			18.0			16.4	
Level of Service		C			B			B			B	
Approach Delay (s)		26.6			14.7			18.0			16.4	
Approach LOS		C			B			B			B	

Intersection Summary

HCM Average Control Delay	19.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	64.1%	ICU Level of Service	C
Analysis Period (min)	15		

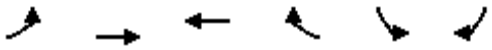
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	218	104	60	149	63	0	919	30	0	2006	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00			0.91			0.91	
Frpb, ped/bikes	1.00	0.97			0.94			0.98			0.99	
Flpb, ped/bikes	0.96	1.00			0.99			1.00			1.00	
Frt	1.00	0.95			0.97			1.00			1.00	
Flt Protected	0.95	1.00			0.99			1.00			1.00	
Satd. Flow (prot)	1492	1501			1454			4503			4574	
Flt Permitted	0.39	1.00			0.83			1.00			1.00	
Satd. Flow (perm)	614	1501			1214			4503			4574	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	57	229	109	63	157	66	0	967	32	0	2112	23
RTOR Reduction (vph)	0	1	0	0	11	0	0	3	0	0	1	0
Lane Group Flow (vph)	57	337	0	0	275	0	0	996	0	0	2134	0
Confl. Peds. (#/hr)	160		75	75		160	314		311	311		314
Confl. Bikes (#/hr)						1			2			2
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	10	0	0	12
Turn Type	pm+pt			Perm								
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8								
Actuated Green, G (s)	37.0	37.0			22.0			51.0			51.0	
Effective Green, g (s)	37.0	37.0			22.0			51.0			51.0	
Actuated g/C Ratio	0.37	0.37			0.22			0.51			0.51	
Clearance Time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Grp Cap (vph)	324	555			267			2297			2333	
v/s Ratio Prot	0.02	c0.22						0.22			c0.47	
v/s Ratio Perm	0.05				c0.23							
v/c Ratio	0.18	0.61			1.03			0.43			0.91	
Uniform Delay, d1	21.9	25.6			39.0			15.4			22.5	
Progression Factor	1.09	1.08			1.16			0.87			1.00	
Incremental Delay, d2	1.1	4.7			61.6			0.6			7.0	
Delay (s)	25.0	32.3			107.0			14.0			29.5	
Level of Service	C	C			F			B			C	
Approach Delay (s)		31.3			107.0			14.0			29.5	
Approach LOS		C			F			B			C	

Intersection Summary

HCM Average Control Delay	31.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	93.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	36	269	277	167	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	38	283	292	176	0	0
Pedestrians		43	25		130	
Lane Width (ft)		10.0	10.0		0.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		3	2		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		330	334			
pX, platoon unblocked	0.90				0.93	0.90
vC, conflicting volume	597				893	552
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	499				711	449
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				100	100
cM capacity (veh/h)	947				346	528

Direction, Lane #	EB 1	WB 1
Volume Total	321	467
Volume Left	38	0
Volume Right	0	176
cSH	947	1700
Volume to Capacity	0.04	0.27
Queue Length 95th (ft)	3	0
Control Delay (s)	1.4	0.0
Lane LOS	A	
Approach Delay (s)	1.4	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	220	49	122	302	0	100	0	27	102	0	42
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	232	52	128	318	0	105	0	28	107	0	44
Pedestrians		43			25			36			130	
Lane Width (ft)		10.0			10.0			11.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		3			2			3			11	
Right turn flare (veh)									1			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		393			271							
pX, platoon unblocked	0.86						0.86	0.86		0.86	0.86	0.86
vC, conflicting volume	448			319			955	998	318	1001	1024	491
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	274			319			865	915	318	919	945	324
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			89			36	100	96	27	100	92
cM capacity (veh/h)	973			1190			166	179	684	148	172	527

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	283	446	134	152
Volume Left	0	128	105	107
Volume Right	52	0	28	44
cSH	1700	1190	202	187
Volume to Capacity	0.17	0.11	0.66	0.81
Queue Length 95th (ft)	0	9	100	141
Control Delay (s)	0.0	3.2	52.2	75.3
Lane LOS		A	F	F
Approach Delay (s)	0.0	3.2	52.2	75.3
Approach LOS			F	F

Intersection Summary			
Average Delay	19.5		
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	65	233	4	45	219	0	3	378	31	2	632	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	14	12	10	10	12	12	10	12	12	10	12
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			0.99	
Flpb, ped/bikes	0.97	1.00		0.94	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	1.00			0.99			0.97	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1606	1921		1512	1689			3153			3092	
Flt Permitted	0.39	1.00		0.41	1.00			0.95			0.95	
Satd. Flow (perm)	661	1921		651	1689			2998			2951	
Peak-hour factor, PHF	0.88	0.88	0.88	0.78	0.78	0.78	0.80	0.80	0.80	0.93	0.93	0.93
Adj. Flow (vph)	74	265	5	58	281	0	4	472	39	2	680	145
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	74	270	0	58	281	0	0	515	0	0	827	0
Confl. Peds. (#/hr)	42		70	70		42	14		20	20		14
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	26.0	26.0		26.0	26.0			64.0			64.0	
Effective Green, g (s)	26.0	26.0		26.0	26.0			64.0			64.0	
Actuated g/C Ratio	0.26	0.26		0.26	0.26			0.64			0.64	
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Grp Cap (vph)	172	499		169	439			1919			1889	
v/s Ratio Prot		0.14			c0.17							
v/s Ratio Perm	0.11			0.09				0.17			c0.28	
v/c Ratio	0.43	0.54		0.34	0.64			0.27			0.44	
Uniform Delay, d1	30.8	31.9		30.1	32.8			7.8			9.0	
Progression Factor	0.89	0.91		1.00	1.00			1.90			1.00	
Incremental Delay, d2	7.4	4.0		5.5	7.0			0.3			0.7	
Delay (s)	35.0	33.0		35.5	39.8			15.2			9.7	
Level of Service	C	C		D	D			B			A	
Approach Delay (s)		33.4			39.1			15.2			9.7	
Approach LOS		C			D			B			A	

Intersection Summary

HCM Average Control Delay	20.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	94	457	0	0	0	0	685	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	14	14	12	12	12	12	10	12
Total Lost time (s)					5.0	2.0					9.0	
Lane Util. Factor					0.95	0.95					0.95	
Frpb, ped/bikes					0.98	1.00					1.00	
Flpb, ped/bikes					1.00	1.00					1.00	
Frt					0.90	0.85					1.00	
Flt Protected					1.00	1.00					1.00	
Satd. Flow (prot)					1525	1559					3207	
Flt Permitted					1.00	1.00					1.00	
Satd. Flow (perm)					1525	1559					3207	
Peak-hour factor, PHF	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	0	106	513	0	0	0	0	729	3
RTOR Reduction (vph)	0	0	0	0	75	70	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	241	233	0	0	0	0	732	0
Confl. Peds. (#/hr)	28					28						
Bus Blockages (#/hr)	0	0	15	0	15	0	0	0	0	0	0	0
Turn Type						custom						
Protected Phases					2 6	8 10 11					4	
Permitted Phases												
Actuated Green, G (s)					62.0	77.0					24.0	
Effective Green, g (s)					60.0	77.0					24.0	
Actuated g/C Ratio					0.60	0.77					0.24	
Clearance Time (s)											9.0	
Lane Grp Cap (vph)					915	1200					770	
v/s Ratio Prot					c0.16	0.15					c0.23	
v/s Ratio Perm												
v/c Ratio					0.26	0.19					0.95	
Uniform Delay, d1					9.5	3.1					37.4	
Progression Factor					2.05	0.00					0.82	
Incremental Delay, d2					0.6	0.3					21.2	
Delay (s)					20.1	0.3					51.8	
Level of Service					C	A					D	
Approach Delay (s)		0.0			10.4			0.0			51.8	
Approach LOS		A			B			A			D	

Intersection Summary

HCM Average Control Delay	32.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	46.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	195	0	0	685	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.92	0.92	0.94	0.94
Hourly flow rate (vph)	0	219	0	0	729	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				175	69	
pX, platoon unblocked	0.78	0.78	0.78			
vC, conflicting volume	729	364	729			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	81	0	81			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	74	100			
cM capacity (veh/h)	703	836	1161			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	219	364	364
Volume Left	0	0	0
Volume Right	219	0	0
cSH	836	1700	1700
Volume to Capacity	0.26	0.21	0.21
Queue Length 95th (ft)	26	0	0
Control Delay (s)	10.8	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.8	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	46.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	110	0	0	0	0	880
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.94	0.94
Hourly flow rate (vph)	120	0	0	0	0	936
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			110			134
pX, platoon unblocked	0.78					
vC, conflicting volume	468	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	85	100			100	
cM capacity (veh/h)	792	1075			1600	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	120	468	468
Volume Left	120	0	0
Volume Right	0	0	0
cSH	792	1700	1700
Volume to Capacity	0.15	0.28	0.28
Queue Length 95th (ft)	13	0	0
Control Delay (s)	10.4	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.4	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	49.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1640	300	0	926	0	0	0	0	255	721	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	10	12	12	12	12	12	16	12
Total Lost time (s)		12.0			5.0						5.0	
Lane Util. Factor		0.91			0.91						0.95	
Frpb, ped/bikes		0.95			1.00						1.00	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.98			1.00						1.00	
Flt Protected		1.00			1.00						0.99	
Satd. Flow (prot)		4269			4611						3835	
Flt Permitted		1.00			1.00						0.99	
Satd. Flow (perm)		4269			4611						3835	
Peak-hour factor, PHF	0.97	0.97	0.97	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.94	0.94
Adj. Flow (vph)	0	1691	309	0	1007	0	0	0	0	271	767	16
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	2000	0	0	1007	0	0	0	0	0	1053	0
Confl. Peds. (#/hr)	6		77	77		6	39					39
Bus Blockages (#/hr)	0	0	0	0	0	10	0	0	0	0	0	0
Turn Type										Perm		
Protected Phases		8 12			2 6						4	
Permitted Phases										4		
Actuated Green, G (s)		55.0			62.0						28.0	
Effective Green, g (s)		53.0			60.0						28.0	
Actuated g/C Ratio		0.53			0.60						0.28	
Clearance Time (s)											5.0	
Lane Grp Cap (vph)		2263			2767						1074	
v/s Ratio Prot		c0.47			0.22							
v/s Ratio Perm											0.27	
v/c Ratio		0.88			0.36						0.98	
Uniform Delay, d1		20.8			10.2						35.7	
Progression Factor		0.19			0.65						0.35	
Incremental Delay, d2		2.4			0.3						19.7	
Delay (s)		6.3			7.0						32.1	
Level of Service		A			A						C	
Approach Delay (s)		6.3			7.0			0.0			32.1	
Approach LOS		A			A			A			C	

Intersection Summary

HCM Average Control Delay	13.2	HCM Level of Service	B
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1895	0	0	765	166	161	488	70	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	10	12	12	15	12	12	12	12
Total Lost time (s)		5.0			2.0			5.0				
Lane Util. Factor		0.91			0.95			0.95				
Frpb, ped/bikes		1.00			1.00			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.97			0.99				
Flt Protected		1.00			1.00			0.99				
Satd. Flow (prot)		4611			3113			3671				
Flt Permitted		1.00			1.00			0.99				
Satd. Flow (perm)		4611			3113			3671				
Peak-hour factor, PHF	0.97	0.97	0.97	0.92	0.92	0.92	0.91	0.91	0.91	0.92	0.92	0.92
Adj. Flow (vph)	0	1954	0	0	832	180	177	536	77	0	0	0
RTOR Reduction (vph)	0	0	0	0	23	0	0	7	0	0	0	0
Lane Group Flow (vph)	0	1954	0	0	989	0	0	783	0	0	0	0
Confl. Peds. (#/hr)	6		77	77		6			22	22		
Bus Blockages (#/hr)	0	0	8	0	0	0	0	0	0	0	0	0
Turn Type							Perm					
Protected Phases		2 12			6 8			10				
Permitted Phases							10					
Actuated Green, G (s)		62.0			55.0			28.0				
Effective Green, g (s)		60.0			55.0			28.0				
Actuated g/C Ratio		0.60			0.55			0.28				
Clearance Time (s)								5.0				
Lane Grp Cap (vph)		2767			1712			1028				
v/s Ratio Prot		c0.42			0.32							
v/s Ratio Perm								0.21				
v/c Ratio		0.71			0.58			0.76				
Uniform Delay, d1		13.9			14.8			32.9				
Progression Factor		0.20			0.18			0.30				
Incremental Delay, d2		0.7			1.2			3.9				
Delay (s)		3.5			3.8			13.8				
Level of Service		A			A			B				
Approach Delay (s)		3.5			3.8			13.8			0.0	
Approach LOS		A			A			B			A	

Intersection Summary

HCM Average Control Delay	5.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	110	551	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.91	0.91	0.92	0.92
Hourly flow rate (vph)	0	0	121	605	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				202	152	
pX, platoon unblocked						
vC, conflicting volume	545	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	545	0	0			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	92			
cM capacity (veh/h)	427	1075	1600			

Direction, Lane #	NB 1	NB 2
Volume Total	323	404
Volume Left	121	0
Volume Right	0	0
cSH	1600	1700
Volume to Capacity	0.08	0.24
Queue Length 95th (ft)	6	0
Control Delay (s)	3.2	0.0
Lane LOS	A	
Approach Delay (s)	1.4	
Approach LOS		

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	49.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	91	570	83	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.78	0.78	0.78	0.78	0.92	0.92
Hourly flow rate (vph)	0	117	731	106	0	0
Pedestrians	9					
Lane Width (ft)	14.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			107			247
pX, platoon unblocked	0.82	0.82			0.82	
vC, conflicting volume	793	428			846	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	305	0			370	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	87			100	
cM capacity (veh/h)	531	872			945	

Direction, Lane #	WB 1	NB 1	NB 2
Volume Total	117	487	350
Volume Left	0	0	0
Volume Right	117	0	106
cSH	872	1700	1700
Volume to Capacity	0.13	0.29	0.21
Queue Length 95th (ft)	12	0	0
Control Delay (s)	9.8	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.8	0.0	
Approach LOS	A		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	30.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	111	0	0	931	89
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.77	0.77	0.92	0.92	0.77	0.77
Hourly flow rate (vph)	0	144	0	0	1209	116
Pedestrians	70					
Lane Width (ft)	13.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	6					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				216	103	
pX, platoon unblocked	0.74	0.74	0.74			
vC, conflicting volume	1337	732	1395			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	741	0	820			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	81	100			
cM capacity (veh/h)	238	741	542			

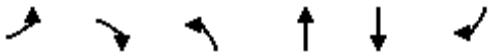
Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	144	806	519
Volume Left	0	0	0
Volume Right	144	0	116
cSH	741	1700	1700
Volume to Capacity	0.19	0.47	0.31
Queue Length 95th (ft)	18	0	0
Control Delay (s)	11.0	0.0	0.0
Lane LOS	B		
Approach Delay (s)	11.0	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	0	0	201	841
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.79	0.79
Hourly flow rate (vph)	0	0	0	0	254	1065
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			123			196
pX, platoon unblocked	0.75					
vC, conflicting volume	1041	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	397	0			0	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			84	
cM capacity (veh/h)	362	1075			1600	

Direction, Lane #	SB 1	SB 2
Volume Total	609	710
Volume Left	254	0
Volume Right	0	0
cSH	1600	1700
Volume to Capacity	0.16	0.42
Queue Length 95th (ft)	14	0
Control Delay (s)	4.1	0.0
Lane LOS	A	
Approach Delay (s)	1.9	
Approach LOS		

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	50.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	201	0	0	518	0	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.79	0.79	0.92	0.92
Hourly flow rate (vph)	218	0	0	656	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				117	88	
pX, platoon unblocked						
vC, conflicting volume	328	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	328	0	0			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	65	100	100			
cM capacity (veh/h)	633	1075	1600			

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	218	328	328
Volume Left	218	0	0
Volume Right	0	0	0
cSH	633	1700	1700
Volume to Capacity	0.35	0.19	0.19
Queue Length 95th (ft)	38	0	0
Control Delay (s)	13.7	0.0	0.0
Lane LOS	B		
Approach Delay (s)	13.7	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	0	518	0	842
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	12	10
Total Lost time (s)			47.0	47.0		28.0
Lane Util. Factor			0.95	0.95		0.95
Frpb, ped/bikes			1.00	1.00		1.00
Flpb, ped/bikes			1.00	1.00		1.00
Frt			0.85	0.85		1.00
Flt Protected			1.00	1.00		1.00
Satd. Flow (prot)			1364	1347		3209
Flt Permitted			1.00	1.00		1.00
Satd. Flow (perm)			1364	1347		3209
Peak-hour factor, PHF	0.92	0.92	0.79	0.79	0.79	0.79
Adj. Flow (vph)	0	0	0	656	0	1066
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	328	328	0	1066
Confl. Peds. (#/hr)		68				
Bus Blockages (#/hr)	0	0	0	3	0	0
Turn Type				Prot		
Protected Phases			2	2		8
Permitted Phases						
Actuated Green, G (s)			27.0	27.0		100.0
Effective Green, g (s)			27.0	27.0		100.0
Actuated g/C Ratio			0.27	0.27		1.00
Clearance Time (s)			47.0	47.0		28.0
Lane Grp Cap (vph)			368	364		3209
v/s Ratio Prot			0.24	0.24		c0.33
v/s Ratio Perm						
v/c Ratio			0.89	0.90		0.33
Uniform Delay, d1			35.1	35.2		0.0
Progression Factor			1.51	1.51		1.00
Incremental Delay, d2			24.5	26.1		0.2
Delay (s)			77.7	79.4		0.2
Level of Service			E	E		A
Approach Delay (s)	0.0		78.5			0.2
Approach LOS	A		E			A

Intersection Summary

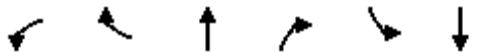
HCM Average Control Delay	30.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	69.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	18	135	23	8	59	15	6	137	24	26	130	12
Peak Hour Factor	0.71	0.71	0.71	0.67	0.67	0.67	0.91	0.91	0.91	0.84	0.84	0.84
Hourly flow rate (vph)	25	190	32	12	88	22	7	151	26	31	155	14

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	248	122	184	200
Volume Left (vph)	25	12	7	31
Volume Right (vph)	32	22	26	14
Hadj (s)	0.03	-0.01	0.01	0.07
Departure Headway (s)	5.2	5.3	5.2	5.3
Degree Utilization, x	0.36	0.18	0.27	0.29
Capacity (veh/h)	650	611	637	632
Control Delay (s)	11.0	9.5	10.1	10.4
Approach Delay (s)	11.0	9.5	10.1	10.4
Approach LOS	B	A	B	B

Intersection Summary			
Delay	10.4		
HCM Level of Service	B		
Intersection Capacity Utilization	39.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	1	18	174	6	39	156
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.80	0.80	0.79	0.79	0.96	0.96
Hourly flow rate (vph)	1	22	220	8	41	162
Pedestrians	12					1
Lane Width (ft)	10.0					11.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	1					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	480	237			240	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	480	237			240	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	97			97	
cM capacity (veh/h)	518	787			1299	

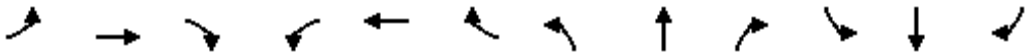
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	24	228	203
Volume Left	1	0	41
Volume Right	22	8	0
cSH	766	1700	1299
Volume to Capacity	0.03	0.13	0.03
Queue Length 95th (ft)	2	0	2
Control Delay (s)	9.8	0.0	1.8
Lane LOS	A		A
Approach Delay (s)	9.8	0.0	1.8
Approach LOS	A		

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	34.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	13	12	8	5	18	16	566	21	6	734	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.69	0.69	0.69	0.56	0.56	0.56	0.89	0.89	0.89	0.80	0.80	0.80
Hourly flow rate (vph)	4	19	17	14	9	32	18	636	24	8	918	10
Pedestrians		54			34			4			6	
Lane Width (ft)		10.0			10.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		4			2			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								695			385	
pX, platoon unblocked												
vC, conflicting volume	1388	1721	522	1222	1714	370	982			694		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1388	1721	522	1222	1714	370	982			694		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	76	96	85	89	95	97			99		
cM capacity (veh/h)	76	78	472	94	78	602	656			857		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	41	55	336	342	466	469
Volume Left	4	14	18	0	8	0
Volume Right	17	32	0	24	0	10
cSH	121	173	656	1700	857	1700
Volume to Capacity	0.34	0.32	0.03	0.20	0.01	0.28
Queue Length 95th (ft)	34	32	2	0	1	0
Control Delay (s)	49.2	35.2	0.9	0.0	0.3	0.0
Lane LOS	E	E	A		A	
Approach Delay (s)	49.2	35.2	0.5		0.1	
Approach LOS	E	E				

Intersection Summary				
Average Delay	2.6			
Intersection Capacity Utilization	40.2%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	92	2	7	30	4	2	1	8	6	5	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.76	0.76	0.76	0.70	0.70	0.70	0.46	0.46	0.46	0.50	0.50	0.50
Hourly flow rate (vph)	8	121	3	10	43	6	4	2	17	12	10	10
Pedestrians		6						5			4	
Lane Width (ft)		10.0						10.0			10.0	
Walking Speed (ft/s)		4.0						4.0			4.0	
Percent Blockage		0						0			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					229							
pX, platoon unblocked												
vC, conflicting volume	53			129			230	216	127	226	214	56
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	53			129			230	216	127	226	214	56
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			99	100	98	98	98	99
cM capacity (veh/h)	1530			1434			688	664	912	695	666	996

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	132	59	24	32
Volume Left	8	10	4	12
Volume Right	3	6	17	10
cSH	1530	1434	834	756
Volume to Capacity	0.01	0.01	0.03	0.04
Queue Length 95th (ft)	0	1	2	3
Control Delay (s)	0.5	1.3	9.4	10.0
Lane LOS	A	A	A	A
Approach Delay (s)	0.5	1.3	9.4	10.0
Approach LOS			A	A

Intersection Summary				
Average Delay	2.8			
Intersection Capacity Utilization	18.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	51	37	47	13	9	16	901	10	29	1831	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	10	12	12	10	12	12	10	12
Total Lost time (s)		5.0			5.0			9.0			9.0	
Lane Util. Factor		1.00			1.00			0.95			0.91	
Frpb, ped/bikes		0.99			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			0.99			1.00			1.00	
Frt		0.95			0.98			1.00			1.00	
Flt Protected		1.00			0.97			1.00			1.00	
Satd. Flow (prot)		1337			1338			2791			4498	
Flt Permitted		0.97			0.57			0.86			0.90	
Satd. Flow (perm)		1305			792			2406			4046	
Peak-hour factor, PHF	0.73	0.73	0.73	0.69	0.69	0.69	0.90	0.90	0.90	0.92	0.92	0.92
Adj. Flow (vph)	12	70	51	68	19	13	18	1001	11	32	1990	10
RTOR Reduction (vph)	0	30	0	0	7	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	103	0	0	93	0	0	1030	0	0	2032	0
Confl. Peds. (#/hr)	9		11	11		9	134		87	87		134
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	15	0
Parking (#/hr)		10			11			30				
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Actuated Green, G (s)		13.0			13.0			73.0			73.0	
Effective Green, g (s)		13.0			13.0			73.0			73.0	
Actuated g/C Ratio		0.13			0.13			0.73			0.73	
Clearance Time (s)		5.0			5.0			9.0			9.0	
Vehicle Extension (s)		1.0			1.0			1.0			1.0	
Lane Grp Cap (vph)		170			103			1756			2954	
v/s Ratio Prot												
v/s Ratio Perm		0.08			c0.12			0.43			c0.50	
v/c Ratio		0.60			0.90			0.59			0.69	
Uniform Delay, d1		41.1			42.9			6.4			7.3	
Progression Factor		1.07			1.00			0.49			0.73	
Incremental Delay, d2		4.1			57.6			1.0			1.0	
Delay (s)		48.0			100.5			4.1			6.3	
Level of Service		D			F			A			A	
Approach Delay (s)		48.0			100.5			4.1			6.3	
Approach LOS		D			F			A			A	

Intersection Summary

HCM Average Control Delay	10.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	122	6	16	115	10	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	128	6	17	121	11	119

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	135	138	129
Volume Left (vph)	0	17	11
Volume Right (vph)	6	0	119
Hadj (s)	0.06	0.11	-0.45
Departure Headway (s)	4.4	4.4	4.1
Degree Utilization, x	0.16	0.17	0.15
Capacity (veh/h)	791	775	829
Control Delay (s)	8.3	8.4	7.8
Approach Delay (s)	8.3	8.4	7.8
Approach LOS	A	A	A

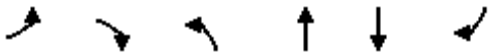
Intersection Summary			
Delay	8.1		
HCM Level of Service	A		
Intersection Capacity Utilization	34.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	443	4	92	174	14	11	530	274	6	694	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	10	11	12	12	10	12	12	10	12
Total Lost time (s)		6.0		6.0	6.0			6.0			6.0	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes		1.00		1.00	1.00			0.98			0.99	
Flpb, ped/bikes		1.00		1.00	1.00			1.00			1.00	
Frt		1.00		1.00	0.99			0.95			0.99	
Flt Protected		1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1743		1604	1727			2962			3148	
Flt Permitted		0.99		0.25	1.00			0.94			0.95	
Satd. Flow (perm)		1724		425	1727			2784			2985	
Peak-hour factor, PHF	0.96	0.96	0.96	0.95	0.95	0.95	0.91	0.91	0.91	0.82	0.82	0.82
Adj. Flow (vph)	15	461	4	97	183	15	12	582	301	7	846	37
RTOR Reduction (vph)	0	0	0	0	3	0	0	45	0	0	3	0
Lane Group Flow (vph)	0	480	0	97	195	0	0	850	0	0	887	0
Confl. Peds. (#/hr)	4		22	22		4	43		14	14		43
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	0	0	3	0
Parking (#/hr)						7						
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.0		29.0	29.0			59.0			59.0	
Effective Green, g (s)		29.0		29.0	29.0			59.0			59.0	
Actuated g/C Ratio		0.29		0.29	0.29			0.59			0.59	
Clearance Time (s)		6.0		6.0	6.0			6.0			6.0	
Lane Grp Cap (vph)		500		123	501			1643			1761	
v/s Ratio Prot					0.11							
v/s Ratio Perm		c0.28		0.23				c0.31			0.30	
v/c Ratio		0.96		0.79	0.39			0.52			0.50	
Uniform Delay, d1		34.9		32.7	28.4			12.1			12.0	
Progression Factor		1.00		1.21	1.22			0.55			0.61	
Incremental Delay, d2		31.4		26.2	1.4			0.7			1.0	
Delay (s)		66.4		65.6	36.1			7.4			8.3	
Level of Service		E		E	D			A			A	
Approach Delay (s)		66.4			45.8			7.4			8.3	
Approach LOS		E			D			A			A	

Intersection Summary

HCM Average Control Delay	23.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		

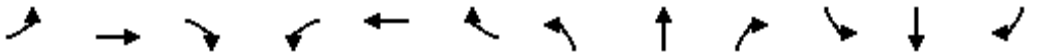
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	118	135	762	587	61
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.80	0.80	0.92	0.92	0.93	0.93
Hourly flow rate (vph)	1	148	147	828	631	66
Pedestrians	35					
Lane Width (ft)	14.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	3					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					311	
pX, platoon unblocked	0.90	0.90	0.90			
vC, conflicting volume	1821	383	732			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1693	100	486			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	82	84			
cM capacity (veh/h)	60	807	917			

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total	149	975	421	276
Volume Left	1	147	0	0
Volume Right	148	0	0	66
cSH	730	917	1700	1700
Volume to Capacity	0.20	0.16	0.25	0.16
Queue Length 95th (ft)	19	14	0	0
Control Delay (s)	11.2	4.0	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	11.2	4.0	0.0	
Approach LOS	B			

Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	83.4%	ICU Level of Service	E
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	257	91	71	234	53	35	1036	45	51	1732	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	9	9	12	12	10	12	12	10	12
Total Lost time (s)	6.0	6.0		6.0	6.0			5.0			5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.91	
Frpb, ped/bikes	1.00	0.99		1.00	0.99			0.99			0.99	
Flpb, ped/bikes	0.98	1.00		0.98	1.00			1.00			1.00	
Frt	1.00	0.96		1.00	0.97			0.99			1.00	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1517	1526		1523	1569			3154			4422	
Flt Permitted	0.37	1.00		0.26	1.00			0.79			0.85	
Satd. Flow (perm)	584	1526		410	1569			2488			3760	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	23	271	96	75	246	56	37	1091	47	54	1823	62
RTOR Reduction (vph)	0	8	0	0	0	0	0	3	0	0	4	0
Lane Group Flow (vph)	23	359	0	75	302	0	0	1172	0	0	1935	0
Confl. Peds. (#/hr)	29		29	29		29	151		77	77		151
Confl. Bikes (#/hr)			2			1			3			
Bus Blockages (#/hr)	0	3	0	0	0	0	0	0	0	0	15	0
Parking (#/hr)						22			12			
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	25.0	25.0		25.0	25.0			64.0			64.0	
Effective Green, g (s)	25.0	25.0		25.0	25.0			64.0			64.0	
Actuated g/C Ratio	0.25	0.25		0.25	0.25			0.64			0.64	
Clearance Time (s)	6.0	6.0		6.0	6.0			5.0			5.0	
Lane Grp Cap (vph)	146	382		103	392			1592			2406	
v/s Ratio Prot		c0.24			0.19							
v/s Ratio Perm	0.04			0.18				0.47			c0.51	
v/c Ratio	0.16	0.94		0.73	0.77			0.74			0.80	
Uniform Delay, d1	29.3	36.8		34.4	34.8			12.3			13.4	
Progression Factor	0.73	0.70		1.00	1.00			1.00			0.78	
Incremental Delay, d2	1.4	23.4		36.1	13.6			3.1			2.2	
Delay (s)	22.7	49.0		70.5	48.4			15.3			12.7	
Level of Service	C	D		E	D			B			B	
Approach Delay (s)		47.5			52.8			15.3			12.7	
Approach LOS		D			D			B			B	

Intersection Summary

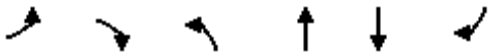
HCM Average Control Delay	20.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	114.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	181	20	11	84	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.65	0.65	0.58	0.58
Hourly flow rate (vph)	232	26	17	129	0	0
Pedestrians	1			4	12	
Lane Width (ft)	14.0			14.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			270		421	261
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			270		421	261
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1264		569	760

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	258	146	0
Volume Left	0	17	0
Volume Right	26	0	0
cSH	1700	1264	1700
Volume to Capacity	0.15	0.01	0.00
Queue Length 95th (ft)	0	1	0
Control Delay (s)	0.0	1.0	0.0
Lane LOS		A	A
Approach Delay (s)	0.0	1.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	24.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	45	506	731	98
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.33	0.33	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	0	0	57	641	925	124
Pedestrians	6					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				868	212	
pX, platoon unblocked	0.82					
vC, conflicting volume	1748	531	1055			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1804	531	1055			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	91			
cM capacity (veh/h)	51	483	635			

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total	0	697	617	432
Volume Left	0	57	0	0
Volume Right	0	0	0	124
cSH	1700	635	1700	1700
Volume to Capacity	0.00	0.09	0.36	0.25
Queue Length 95th (ft)	0	7	0	0
Control Delay (s)	0.0	2.4	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	0.0	2.4	0.0	
Approach LOS	A			

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	53	201	18	8	196	45	5	129	14	18	83	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	16	12	12	10	12	12	10	12	12	10	12
Total Lost time (s)		9.0			9.0			9.0			9.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.98			0.99			0.86	
Flpb, ped/bikes		0.99			1.00			0.99			0.99	
Frt		0.99			0.98			0.99			0.96	
Flt Protected		0.99			1.00			1.00			0.99	
Satd. Flow (prot)		1979			1409			1273			1151	
Flt Permitted		0.86			0.98			0.98			0.92	
Satd. Flow (perm)		1709			1385			1253			1068	
Peak-hour factor, PHF	0.88	0.88	0.88	0.85	0.85	0.85	0.71	0.71	0.71	0.81	0.81	0.81
Adj. Flow (vph)	60	228	20	9	231	53	7	182	20	22	102	57
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	308	0	0	293	0	0	209	0	0	181	0
Confl. Peds. (#/hr)	47		32	32		47	176		52	52		176
Parking (#/hr)					5			23			11	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		18.0			18.0			14.0			14.0	
Effective Green, g (s)		18.0			18.0			14.0			14.0	
Actuated g/C Ratio		0.36			0.36			0.28			0.28	
Clearance Time (s)		9.0			9.0			9.0			9.0	
Lane Grp Cap (vph)		615			499			351			299	
v/s Ratio Prot												
v/s Ratio Perm		0.18			c0.21			0.17			c0.17	
v/c Ratio		0.50			0.59			0.60			0.61	
Uniform Delay, d1		12.5			13.0			15.6			15.6	
Progression Factor		1.00			0.66			1.00			1.00	
Incremental Delay, d2		2.9			3.6			7.3			8.8	
Delay (s)		15.4			12.1			22.8			24.4	
Level of Service		B			B			C			C	
Approach Delay (s)		15.4			12.1			22.8			24.4	
Approach LOS		B			B			C			C	

Intersection Summary

HCM Average Control Delay	17.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

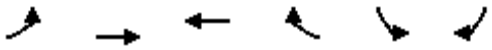
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	186	43	46	165	65	0	1542	58	0	1133	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00			0.91			0.91	
Frpb, ped/bikes	1.00	0.97			0.93			0.97			0.98	
Flpb, ped/bikes	0.96	1.00			0.98			1.00			1.00	
Frt	1.00	0.97			0.97			0.99			0.99	
Flt Protected	0.95	1.00			0.99			1.00			1.00	
Satd. Flow (prot)	1487	1535			1424			4465			4492	
Flt Permitted	0.35	1.00			0.89			1.00			1.00	
Satd. Flow (perm)	549	1535			1277			4465			4492	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	61	196	45	48	174	68	0	1623	61	0	1193	43
RTOR Reduction (vph)	0	6	0	0	11	0	0	4	0	0	4	0
Lane Group Flow (vph)	61	235	0	0	279	0	0	1680	0	0	1232	0
Confl. Peds. (#/hr)	210		132	132		210	312		576	576		312
Confl. Bikes (#/hr)			1			1						
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	12	0	0	10
Turn Type	pm+pt			Perm								
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8								
Actuated Green, G (s)	36.0	36.0			21.0			52.0			52.0	
Effective Green, g (s)	36.0	36.0			21.0			52.0			52.0	
Actuated g/C Ratio	0.36	0.36			0.21			0.52			0.52	
Clearance Time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Grp Cap (vph)	301	553			268			2322			2336	
v/s Ratio Prot	0.02	c0.15						c0.38			0.27	
v/s Ratio Perm	0.05				c0.22							
v/c Ratio	0.20	0.43			1.04			0.72			0.53	
Uniform Delay, d1	22.7	24.2			39.5			18.5			15.9	
Progression Factor	1.20	1.16			0.95			0.32			1.00	
Incremental Delay, d2	1.4	2.2			64.7			1.6			0.9	
Delay (s)	28.6	30.2			102.3			7.6			16.7	
Level of Service	C	C			F			A			B	
Approach Delay (s)		29.9			102.3			7.6			16.7	
Approach LOS		C			F			A			B	

Intersection Summary

HCM Average Control Delay	20.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	43	462	256	217	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	23	486	269	228	0	0
Pedestrians		66	27		171	
Lane Width (ft)		10.0	10.0		0.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		5	2		0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		330	334			
pX, platoon unblocked	0.88				0.91	0.88
vC, conflicting volume	669				1113	621
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	552				890	497
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	97				100	100
cM capacity (veh/h)	879				271	474

Direction, Lane #	EB 1	WB 1
Volume Total	509	498
Volume Left	23	0
Volume Right	0	228
cSH	879	1700
Volume to Capacity	0.03	0.29
Queue Length 95th (ft)	2	0
Control Delay (s)	0.7	0.0
Lane LOS	A	
Approach Delay (s)	0.7	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	337	125	16	296	0	110	0	16	191	0	67
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	355	132	17	312	0	116	0	17	201	0	71
Pedestrians		66			27			25			171	
Lane Width (ft)		10.0			10.0			11.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		5			2			2			14	
Right turn flare (veh)									1			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		393			271							
pX, platoon unblocked	0.87			0.94			0.90	0.90	0.94	0.90	0.90	0.87
vC, conflicting volume	483			511			927	962	473	972	1028	549
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	330			449			716	754	408	766	827	406
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			45	100	97	0	100	84
cM capacity (veh/h)	904			1011			211	249	577	201	226	454

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	486	328	133	272
Volume Left	0	17	116	201
Volume Right	132	0	17	71
cSH	1700	1011	235	235
Volume to Capacity	0.29	0.02	0.56	1.15
Queue Length 95th (ft)	0	1	78	315
Control Delay (s)	0.0	0.6	38.5	150.6
Lane LOS		A	E	F
Approach Delay (s)	0.0	0.6	38.5	150.6
Approach LOS			E	F

Intersection Summary			
Average Delay	37.9		
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	59	225	6	50	232	0	9	604	29	2	563	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	14	12	10	10	12	12	10	12	12	10	12
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.99	
Flpb, ped/bikes	0.91	1.00		0.95	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	1.00			0.99			0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1514	1917		1522	1689			3173			3126	
Flt Permitted	0.39	1.00		0.39	1.00			0.95			0.95	
Satd. Flow (perm)	625	1917		628	1689			3003			2983	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.90	0.90	0.90
Adj. Flow (vph)	64	245	7	54	252	0	9	636	31	2	626	67
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	64	252	0	54	252	0	0	676	0	0	695	0
Confl. Peds. (#/hr)	104		60	60		104	36		18	18		36
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	22.0	22.0		22.0	22.0			68.0			68.0	
Effective Green, g (s)	22.0	22.0		22.0	22.0			68.0			68.0	
Actuated g/C Ratio	0.22	0.22		0.22	0.22			0.68			0.68	
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Grp Cap (vph)	138	422		138	372			2042			2028	
v/s Ratio Prot		0.13			c0.15							
v/s Ratio Perm	0.10			0.09				0.23			c0.23	
v/c Ratio	0.46	0.60		0.39	0.68			0.33			0.34	
Uniform Delay, d1	33.9	35.0		33.3	35.7			6.6			6.7	
Progression Factor	1.05	1.05		1.00	1.00			0.41			1.00	
Incremental Delay, d2	10.7	6.1		8.1	9.5			0.4			0.5	
Delay (s)	46.4	42.9		41.4	45.3			3.1			7.1	
Level of Service	D	D		D	D			A			A	
Approach Delay (s)		43.6			44.6			3.1			7.1	
Approach LOS		D			D			A			A	

Intersection Summary

HCM Average Control Delay	17.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	114	679	0	0	0	0	538	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	14	14	12	12	12	12	10	12
Total Lost time (s)					5.0	6.0					4.0	
Lane Util. Factor					0.95	0.95					0.95	
Frpb, ped/bikes					0.98	1.00					1.00	
Flpb, ped/bikes					1.00	1.00					1.00	
Frt					0.89	0.85					1.00	
Flt Protected					1.00	1.00					1.00	
Satd. Flow (prot)					1512	1559					3205	
Flt Permitted					1.00	1.00					1.00	
Satd. Flow (perm)					1512	1559					3205	
Peak-hour factor, PHF	0.92	0.92	0.92	0.84	0.84	0.84	0.92	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	136	808	0	0	0	0	566	5
RTOR Reduction (vph)	0	0	0	0	99	78	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	0	384	383	0	0	0	0	570	0
Confl. Peds. (#/hr)	37					37						
Bus Blockages (#/hr)	0	0	13	0	13	0	0	0	0	0	0	0
Turn Type						custom						
Protected Phases					2 6	8 10 11					4	
Permitted Phases												
Actuated Green, G (s)					52.0	83.0					39.0	
Effective Green, g (s)					48.0	83.0					39.0	
Actuated g/C Ratio					0.48	0.83					0.39	
Clearance Time (s)											4.0	
Lane Grp Cap (vph)					726	1294					1250	
v/s Ratio Prot					c0.25	0.25					c0.18	
v/s Ratio Perm												
v/c Ratio					0.53	0.30					0.46	
Uniform Delay, d1					18.1	1.9					22.6	
Progression Factor					1.63	0.00					0.85	
Incremental Delay, d2					2.2	0.5					1.1	
Delay (s)					31.8	0.5					20.3	
Level of Service					C	A					C	
Approach Delay (s)		0.0			16.5			0.0			20.3	
Approach LOS		A			B			A			C	

Intersection Summary

HCM Average Control Delay	17.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	96	0	0	538	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.95	0.95
Hourly flow rate (vph)	0	104	0	0	566	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				175	69	
pX, platoon unblocked	0.87	0.87	0.87			
vC, conflicting volume	566	283	566			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	208	0	208			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	89	100			
cM capacity (veh/h)	657	937	1167			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	104	283	283
Volume Left	0	0	0
Volume Right	104	0	0
cSH	937	1700	1700
Volume to Capacity	0.11	0.17	0.17
Queue Length 95th (ft)	9	0	0
Control Delay (s)	9.3	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.3	0.0	
Approach LOS	A		

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	117	0	0	0	0	634
Sign Control	Yield		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.95	0.95
Hourly flow rate (vph)	127	0	0	0	0	667
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			110			134
pX, platoon unblocked	0.87					
vC, conflicting volume	334	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	86	100			100	
cM capacity (veh/h)	886	1075			1600	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	127	334	334
Volume Left	127	0	0
Volume Right	0	0	0
cSH	886	1700	1700
Volume to Capacity	0.14	0.20	0.20
Queue Length 95th (ft)	13	0	0
Control Delay (s)	9.7	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.7	0.0	
Approach LOS	A		

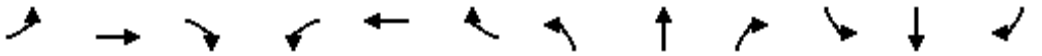
Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	940	209	0	1481	0	0	0	0	231	481	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	12	16	12
Total Lost time (s)		12.0			5.0						5.0	
Lane Util. Factor		0.91			0.91						0.95	
Frpb, ped/bikes		0.94			1.00						0.99	
Flpb, ped/bikes		1.00			1.00						1.00	
Frt		0.97			1.00						0.99	
Flt Protected		1.00			1.00						0.98	
Satd. Flow (prot)		4536			4940						3780	
Flt Permitted		1.00			1.00						0.98	
Satd. Flow (perm)		4536			4940						3780	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.92	0.92	0.90	0.90	0.90
Adj. Flow (vph)	0	1000	222	0	1576	0	0	0	0	257	534	43
RTOR Reduction (vph)	0	36	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	1186	0	0	1576	0	0	0	0	0	830	0
Confl. Peds. (#/hr)	16		52	52		16	102					102
Bus Blockages (#/hr)	0	0	0	0	0	8	0	0	0	0	0	0
Turn Type										Perm		
Protected Phases		8 12			2 6						4	
Permitted Phases										4		
Actuated Green, G (s)		45.0			52.0						38.0	
Effective Green, g (s)		43.0			50.0						38.0	
Actuated g/C Ratio		0.43			0.50						0.38	
Clearance Time (s)											5.0	
Lane Grp Cap (vph)		1950			2470						1436	
v/s Ratio Prot		0.26			c0.32							
v/s Ratio Perm											0.22	
v/c Ratio		0.61			0.64						0.58	
Uniform Delay, d1		22.0			18.4						24.6	
Progression Factor		0.83			0.61						0.35	
Incremental Delay, d2		1.2			0.9						1.6	
Delay (s)		19.5			12.1						10.4	
Level of Service		B			B						B	
Approach Delay (s)		19.5			12.1			0.0			10.4	
Approach LOS		B			B			A			B	

Intersection Summary

HCM Average Control Delay	14.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1171	0	0	1281	227	200	719	70	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	10	12	12	15	12	12	12	12
Total Lost time (s)		5.0			2.0			5.0				
Lane Util. Factor		0.91			0.91			0.95				
Frpb, ped/bikes		1.00			1.00			0.99				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.98			0.99				
Flt Protected		1.00			1.00			0.99				
Satd. Flow (prot)		4611			4487			3678				
Flt Permitted		1.00			1.00			0.99				
Satd. Flow (perm)		4611			4487			3678				
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.89	0.89	0.89	0.92	0.92	0.92
Growth Factor (vph)	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	0	1246	0	0	1363	241	225	808	79	0	0	0
RTOR Reduction (vph)	0	0	0	0	21	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	1246	0	0	1583	0	0	1106	0	0	0	0
Confl. Peds. (#/hr)	16		52	52		16			68	68		
Bus Blockages (#/hr)	0	0	8	0	0	0	0	0	0	0	0	0
Turn Type							Perm					
Protected Phases		2 12			6 8			10				
Permitted Phases							10					
Actuated Green, G (s)		52.0			45.0			38.0				
Effective Green, g (s)		50.0			45.0			38.0				
Actuated g/C Ratio		0.50			0.45			0.38				
Clearance Time (s)								5.0				
Lane Grp Cap (vph)		2306			2019			1398				
v/s Ratio Prot		0.27			c0.35							
v/s Ratio Perm								0.30				
v/c Ratio		0.54			0.78			0.79				
Uniform Delay, d1		17.1			23.4			27.5				
Progression Factor		0.38			0.93			0.39				
Incremental Delay, d2		0.7			2.5			4.0				
Delay (s)		7.3			24.2			14.7				
Level of Service		A			C			B				
Approach Delay (s)		7.3			24.2			14.7			0.0	
Approach LOS		A			C			B			A	

Intersection Summary

HCM Average Control Delay	16.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	117	793	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.89	0.89	0.92	0.92
Hourly flow rate (vph)	0	0	131	891	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				202	152	
pX, platoon unblocked	0.77					
vC, conflicting volume	708	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	35	0	0			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	92			
cM capacity (veh/h)	684	1075	1600			

Direction, Lane #	NB 1	NB 2
Volume Total	428	594
Volume Left	131	0
Volume Right	0	0
cSH	1600	1700
Volume to Capacity	0.08	0.35
Queue Length 95th (ft)	7	0
Control Delay (s)	2.8	0.0
Lane LOS	A	
Approach Delay (s)	1.2	
Approach LOS		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	96	814	130	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.92	0.92
Hourly flow rate (vph)	0	112	947	151	0	0
Pedestrians	29					
Lane Width (ft)	14.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	3					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			107			247
pX, platoon unblocked	0.74	0.74			0.74	
vC, conflicting volume	1051	578			1127	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	376	0			478	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	86			100	
cM capacity (veh/h)	426	776			765	

Direction, Lane #	WB 1	NB 1	NB 2
Volume Total	112	631	467
Volume Left	0	0	0
Volume Right	112	0	151
cSH	776	1700	1700
Volume to Capacity	0.14	0.37	0.27
Queue Length 95th (ft)	13	0	0
Control Delay (s)	10.4	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.4	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	39.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	46	0	0	568	121
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.69	0.69	0.92	0.92	0.69	0.69
Hourly flow rate (vph)	0	67	0	0	823	175
Pedestrians	139					
Lane Width (ft)	13.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	13					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				216	103	
pX, platoon unblocked	0.84	0.84	0.84			
vC, conflicting volume	1050	638	1138			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	685	196	789			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	89	100			
cM capacity (veh/h)	276	591	595			

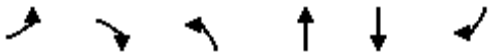
Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	67	549	450
Volume Left	0	0	0
Volume Right	67	0	175
cSH	591	1700	1700
Volume to Capacity	0.11	0.32	0.26
Queue Length 95th (ft)	9	0	0
Control Delay (s)	11.9	0.0	0.0
Lane LOS	B		
Approach Delay (s)	11.9	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	30.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	0	0	277	338
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.91	0.91
Hourly flow rate (vph)	0	0	0	0	304	371
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			123			196
pX, platoon unblocked						
vC, conflicting volume	795	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	795	0			0	
tC, single (s)	6.9	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			81	
cM capacity (veh/h)	258	1075			1600	

Direction, Lane #	SB 1	SB 2
Volume Total	428	248
Volume Left	304	0
Volume Right	0	0
cSH	1600	1700
Volume to Capacity	0.19	0.15
Queue Length 95th (ft)	18	0
Control Delay (s)	6.0	0.0
Lane LOS	A	
Approach Delay (s)	3.8	
Approach LOS		

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	20.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	277	0	0	712	0	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.91	0.91	0.92	0.92
Hourly flow rate (vph)	301	0	0	782	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				117	88	
pX, platoon unblocked						
vC, conflicting volume	391	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	391	0	0			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	48	100	100			
cM capacity (veh/h)	577	1075	1600			

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	301	391	391
Volume Left	301	0	0
Volume Right	0	0	0
cSH	577	1700	1700
Volume to Capacity	0.52	0.23	0.23
Queue Length 95th (ft)	75	0	0
Control Delay (s)	17.8	0.0	0.0
Lane LOS	C		
Approach Delay (s)	17.8	0.0	
Approach LOS	C		

Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	59.1%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	0	712	0	338
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	10	10	12	10
Total Lost time (s)			47.0	47.0		28.0
Lane Util. Factor			0.95	0.95		0.95
Frpb, ped/bikes			1.00	1.00		1.00
Flpb, ped/bikes			1.00	1.00		1.00
Frt			0.85	0.85		1.00
Flt Protected			1.00	1.00		1.00
Satd. Flow (prot)			1364	1347		3209
Flt Permitted			1.00	1.00		1.00
Satd. Flow (perm)			1364	1347		3209
Peak-hour factor, PHF	0.92	0.92	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	0	782	0	371
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	391	391	0	371
Confl. Peds. (#/hr)		118				
Bus Blockages (#/hr)	0	0	0	3	0	0
Turn Type				Prot		
Protected Phases			2	2		8
Permitted Phases						
Actuated Green, G (s)			37.0	37.0		100.0
Effective Green, g (s)			37.0	37.0		100.0
Actuated g/C Ratio			0.37	0.37		1.00
Clearance Time (s)			47.0	47.0		28.0
Lane Grp Cap (vph)			505	498		3209
v/s Ratio Prot			0.29	c0.29		c0.12
v/s Ratio Perm						
v/c Ratio			0.77	0.79		0.12
Uniform Delay, d1			27.8	28.0		0.0
Progression Factor			0.74	0.74		1.00
Incremental Delay, d2			9.8	10.5		0.1
Delay (s)			30.4	31.3		0.1
Level of Service			C	C		A
Approach Delay (s)	0.0		30.9			0.1
Approach LOS	A		C			A

Intersection Summary

HCM Average Control Delay	21.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	47.0
Intersection Capacity Utilization	70.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	9	42	5	10	63	36	18	221	18	28	219	10
Peak Hour Factor	0.67	0.67	0.67	0.77	0.77	0.77	0.76	0.76	0.76	0.83	0.83	0.83
Hourly flow rate (vph)	13	63	7	13	82	47	24	291	24	34	264	12

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	84	142	338	310
Volume Left (vph)	13	13	24	34
Volume Right (vph)	7	47	24	12
Hadj (s)	0.06	-0.09	0.06	0.08
Departure Headway (s)	5.9	5.6	5.1	5.1
Degree Utilization, x	0.14	0.22	0.48	0.44
Capacity (veh/h)	528	566	671	667
Control Delay (s)	9.9	10.2	12.6	12.1
Approach Delay (s)	9.9	10.2	12.6	12.1
Approach LOS	A	B	B	B

Intersection Summary			
Delay	11.8		
HCM Level of Service	B		
Intersection Capacity Utilization	36.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	27	59	177	2	9	226
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.84	0.84	0.92	0.92
Hourly flow rate (vph)	36	79	211	2	10	246
Pedestrians	9					4
Lane Width (ft)	10.0					11.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	1					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	486	225			222	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	486	225			222	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	90			99	
cM capacity (veh/h)	528	800			1321	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	115	213	255
Volume Left	36	0	10
Volume Right	79	2	0
cSH	688	1700	1321
Volume to Capacity	0.17	0.13	0.01
Queue Length 95th (ft)	15	0	1
Control Delay (s)	11.3	0.0	0.4
Lane LOS	B		A
Approach Delay (s)	11.3	0.0	0.4
Approach LOS	B		

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	32.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	3	6	12	30	28	25	741	17	22	383	43
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.63	0.63	0.63	0.71	0.71	0.71	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	6	5	10	17	42	39	29	852	20	25	440	49
Pedestrians		187			71			2			8	
Lane Width (ft)		10.0			10.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		13			5			0			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								710			385	
pX, platoon unblocked	0.90	0.90		0.90	0.90	0.90				0.90		
vC, conflicting volume	1254	1702	434	1275	1717	515	677			942		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1056	1555	434	1079	1572	233	677			709		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	94	98	85	42	94	96			97		
cM capacity (veh/h)	59	75	488	111	73	646	775			740		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	21	99	455	445	245	270
Volume Left	6	17	29	0	25	0
Volume Right	10	39	0	20	0	49
cSH	108	125	775	1700	740	1700
Volume to Capacity	0.19	0.79	0.04	0.26	0.03	0.16
Queue Length 95th (ft)	17	116	3	0	3	0
Control Delay (s)	46.1	98.2	1.1	0.0	1.4	0.0
Lane LOS	E	F	A		A	
Approach Delay (s)	46.1	98.2	0.5		0.7	
Approach LOS	E	F				

Intersection Summary			
Average Delay	7.5		
Intersection Capacity Utilization	52.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	19	2	6	77	6	1	0	4	3	2	14
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.67	0.67	0.67	0.79	0.79	0.79	0.42	0.42	0.42	0.59	0.59	0.59
Hourly flow rate (vph)	3	28	3	8	97	8	2	0	10	5	3	24
Pedestrians		1			7			12			6	
Lane Width (ft)		10.0			10.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		0			0			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					229							
pX, platoon unblocked												
vC, conflicting volume	111			43			191	174	49	175	172	108
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	111			43			191	174	49	175	172	108
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	99	99	100	97
cM capacity (veh/h)	1454			1533			723	700	998	755	702	933

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	34	113	12	32
Volume Left	3	8	2	5
Volume Right	3	8	10	24
cSH	1454	1533	927	870
Volume to Capacity	0.00	0.00	0.01	0.04
Queue Length 95th (ft)	0	0	1	3
Control Delay (s)	0.7	0.5	8.9	9.3
Lane LOS	A	A	A	A
Approach Delay (s)	0.7	0.5	8.9	9.3
Approach LOS			A	A

Intersection Summary				
Average Delay	2.6			
Intersection Capacity Utilization	19.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	23	18	19	13	20	51	1588	24	49	1233	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	10	12	12	10	12	12	10	12
Total Lost time (s)		5.0			5.0			9.0			9.0	
Lane Util. Factor		1.00			1.00			0.91			0.91	
Frpb, ped/bikes		0.99			0.97			1.00			0.99	
Flpb, ped/bikes		0.99			0.99			1.00			1.00	
Frt		0.95			0.95			1.00			1.00	
Flt Protected		0.99			0.98			1.00			1.00	
Satd. Flow (prot)		1326			1283			4568			4461	
Flt Permitted		0.96			0.81			0.79			0.75	
Satd. Flow (perm)		1278			1053			3614			3337	
Peak-hour factor, PHF	0.53	0.53	0.53	0.68	0.68	0.68	0.91	0.91	0.91	0.86	0.86	0.86
Adj. Flow (vph)	11	43	34	28	19	29	56	1745	26	57	1434	22
RTOR Reduction (vph)	0	28	0	0	27	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	60	0	0	49	0	0	1826	0	0	1512	0
Confl. Peds. (#/hr)	45		15	15		45	169		104	104		169
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	16	0
Parking (#/hr)		10			11							
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Actuated Green, G (s)		8.4			8.4			77.6			77.6	
Effective Green, g (s)		8.4			8.4			77.6			77.6	
Actuated g/C Ratio		0.08			0.08			0.78			0.78	
Clearance Time (s)		5.0			5.0			9.0			9.0	
Vehicle Extension (s)		1.0			1.0			1.0			1.0	
Lane Grp Cap (vph)		107			88			2804			2590	
v/s Ratio Prot												
v/s Ratio Perm		0.05			c0.05			c0.51			0.45	
v/c Ratio		0.56			0.56			0.65			0.58	
Uniform Delay, d1		44.0			44.0			5.1			4.6	
Progression Factor		1.01			1.00			2.90			1.36	
Incremental Delay, d2		3.5			4.8			0.9			0.9	
Delay (s)		48.1			48.8			15.6			7.1	
Level of Service		D			D			B			A	
Approach Delay (s)		48.1			48.8			15.6			7.1	
Approach LOS		D			D			B			A	

Intersection Summary

HCM Average Control Delay	13.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	92.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	70	16	32	194	18	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	74	17	34	204	19	66

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	91	238	85
Volume Left (vph)	0	34	19
Volume Right (vph)	17	0	66
Hadj (s)	-0.03	0.11	-0.34
Departure Headway (s)	4.3	4.3	4.3
Degree Utilization, x	0.11	0.28	0.10
Capacity (veh/h)	806	809	777
Control Delay (s)	7.8	9.0	7.8
Approach Delay (s)	7.8	9.0	7.8
Approach LOS	A	A	A

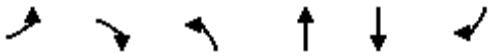
Intersection Summary			
Delay	8.5		
HCM Level of Service	A		
Intersection Capacity Utilization	34.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	170	9	213	313	21	12	702	180	9	334	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	10	11	12	12	10	12	12	10	12
Total Lost time (s)		6.0		6.0	6.0			6.0			6.0	6.0
Lane Util. Factor		1.00		1.00	1.00			0.95			1.00	1.00
Frpb, ped/bikes		0.99		1.00	1.00			0.92			1.00	0.66
Flpb, ped/bikes		1.00		0.94	1.00			1.00			1.00	1.00
Frt		0.99		1.00	0.99			0.97			1.00	0.85
Flt Protected		1.00		0.95	1.00			1.00			1.00	1.00
Satd. Flow (prot)		1719		1514	1726			2828			1664	1013
Flt Permitted		0.95		0.52	1.00			0.95			0.97	1.00
Satd. Flow (perm)		1634		828	1726			2684			1616	1013
Peak-hour factor, PHF	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.90	0.90	0.90
Adj. Flow (vph)	19	212	11	234	344	23	13	771	198	10	371	23
RTOR Reduction (vph)	0	1	0	0	2	0	0	22	0	0	0	6
Lane Group Flow (vph)	0	241	0	234	365	0	0	960	0	0	381	17
Confl. Peds. (#/hr)	26		34	34		26	105		128	128		105
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	0	0	3	0
Parking (#/hr)						7						
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)		31.0		31.0	31.0			57.0			57.0	57.0
Effective Green, g (s)		31.0		31.0	31.0			57.0			57.0	57.0
Actuated g/C Ratio		0.31		0.31	0.31			0.57			0.57	0.57
Clearance Time (s)		6.0		6.0	6.0			6.0			6.0	6.0
Lane Grp Cap (vph)		507		257	535			1530			921	577
v/s Ratio Prot					0.21							
v/s Ratio Perm		0.15		c0.28				c0.36			0.24	0.02
v/c Ratio		0.47		0.91	0.68			0.63			0.41	0.03
Uniform Delay, d1		27.9		33.2	30.2			14.4			12.1	9.4
Progression Factor		1.00		0.62	0.60			1.50			1.06	0.93
Incremental Delay, d2		3.2		34.8	6.3			1.8			1.4	0.1
Delay (s)		31.1		55.4	24.3			23.4			14.2	8.8
Level of Service		C		E	C			C			B	A
Approach Delay (s)		31.1			36.4			23.4			13.9	
Approach LOS		C			D			C			B	

Intersection Summary

HCM Average Control Delay	26.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	96	138	805	602	16
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.77	0.77	0.75	0.75	0.83	0.83
Hourly flow rate (vph)	0	125	184	1073	725	19
Pedestrians	85					
Lane Width (ft)	14.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	8					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					296	
pX, platoon unblocked	0.77	0.77	0.77			
vC, conflicting volume	1725	820	830			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1790	621	633			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	58	72			
cM capacity (veh/h)	36	300	657			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	125	542	716	745
Volume Left	0	184	0	0
Volume Right	125	0	0	19
cSH	300	657	1700	1700
Volume to Capacity	0.42	0.28	0.42	0.44
Queue Length 95th (ft)	49	29	0	0
Control Delay (s)	25.2	7.2	0.0	0.0
Lane LOS	D	A		
Approach Delay (s)	25.2	3.1		0.0
Approach LOS	D			

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	61	227	95	57	256	98	0	1714	65	61	1098	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	9	9	12	12	10	12	12	10	12
Total Lost time (s)	6.0	6.0		6.0	6.0			5.0			5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.91			0.91	
Frpb, ped/bikes	1.00	0.98		1.00	0.99			0.98			0.98	
Flpb, ped/bikes	0.98	1.00		0.97	1.00			1.00			1.00	
Frt	1.00	0.96		1.00	0.96			0.99			0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)	1519	1503		1499	1538			4509			4389	
Flt Permitted	0.28	1.00		0.33	1.00			1.00			0.72	
Satd. Flow (perm)	447	1503		523	1538			4509			3175	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	64	239	100	60	269	103	0	1804	68	64	1156	44
RTOR Reduction (vph)	0	15	0	0	0	0	0	4	0	0	4	0
Lane Group Flow (vph)	64	324	0	60	372	0	0	1868	0	0	1260	0
Confl. Peds. (#/hr)	33		52	52		33	266		151	151		266
Confl. Bikes (#/hr)			2			1			11			
Bus Blockages (#/hr)	0	3	0	0	0	0	0	0	0	0	16	0
Parking (#/hr)						22			12			
Turn Type	Perm			Perm						Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8						6		
Actuated Green, G (s)	27.0	27.0		27.0	27.0			62.0			62.0	
Effective Green, g (s)	27.0	27.0		27.0	27.0			62.0			62.0	
Actuated g/C Ratio	0.27	0.27		0.27	0.27			0.62			0.62	
Clearance Time (s)	6.0	6.0		6.0	6.0			5.0			5.0	
Lane Grp Cap (vph)	121	406		141	415			2796			1969	
v/s Ratio Prot		0.22			c0.24			c0.41				
v/s Ratio Perm	0.14			0.11							0.40	
v/c Ratio	0.53	0.80		0.43	0.90			0.67			0.64	
Uniform Delay, d1	31.1	34.0		30.1	35.2			12.3			12.0	
Progression Factor	0.87	0.86		1.00	1.00			1.00			2.17	
Incremental Delay, d2	13.3	12.9		9.1	24.6			1.3			1.4	
Delay (s)	40.3	42.2		39.2	59.7			13.6			27.4	
Level of Service	D	D		D	E			B			C	
Approach Delay (s)		41.9			56.9			13.6			27.4	
Approach LOS		D			E			B			C	

Intersection Summary

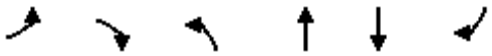
HCM Average Control Delay	25.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	105.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	85	6	5	102	8	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.84	0.84	0.90	0.90
Hourly flow rate (vph)	113	8	6	121	9	2
Pedestrians	1			2	6	
Lane Width (ft)	14.0			14.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			127		258	125
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			127		258	125
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1433		717	911

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	121	127	11
Volume Left	0	6	9
Volume Right	8	0	2
cSH	1700	1433	749
Volume to Capacity	0.07	0.00	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.4	9.9
Lane LOS		A	A
Approach Delay (s)	0.0	0.4	9.9
Approach LOS			A

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	20.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	38	39	47	714	401	48
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.50	0.50	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	76	78	52	785	441	53
Pedestrians	22					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				883	212	
pX, platoon unblocked						
vC, conflicting volume	985	269	515			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	985	269	515			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	66	89	95			
cM capacity (veh/h)	224	707	1007			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	154	313	523	294	200
Volume Left	76	52	0	0	0
Volume Right	78	0	0	0	53
cSH	342	1007	1700	1700	1700
Volume to Capacity	0.45	0.05	0.31	0.17	0.12
Queue Length 95th (ft)	56	4	0	0	0
Control Delay (s)	23.9	1.9	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	23.9	0.7		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	218	104	60	149	63	0	919	30	0	2006	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00			0.91			0.91	
Frpb, ped/bikes	1.00	0.97			0.94			0.98			0.99	
Flpb, ped/bikes	0.96	1.00			0.99			1.00			1.00	
Frt	1.00	0.95			0.97			1.00			1.00	
Flt Protected	0.95	1.00			0.99			1.00			1.00	
Satd. Flow (prot)	1481	1501			1454			4503			4574	
Flt Permitted	0.44	1.00			0.83			1.00			1.00	
Satd. Flow (perm)	684	1501			1223			4503			4574	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	57	229	109	63	157	66	0	967	32	0	2112	23
RTOR Reduction (vph)	0	0	0	0	11	0	0	3	0	0	1	0
Lane Group Flow (vph)	57	338	0	0	275	0	0	996	0	0	2134	0
Confl. Peds. (#/hr)	160		75	75		160	314		311	311		314
Confl. Bikes (#/hr)						1			2			2
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	10	0	0	12
Turn Type	pm+pt			Perm								
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8								
Actuated Green, G (s)	42.0	42.0			27.0			46.0			46.0	
Effective Green, g (s)	42.0	42.0			27.0			46.0			46.0	
Actuated g/C Ratio	0.42	0.42			0.27			0.46			0.46	
Clearance Time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Grp Cap (vph)	375	630			330			2071			2104	
v/s Ratio Prot	0.02	c0.23						0.22			c0.47	
v/s Ratio Perm	0.05				c0.22							
v/c Ratio	0.15	0.54			0.83			0.48			1.01	
Uniform Delay, d1	18.5	21.7			34.4			18.7			27.0	
Progression Factor	1.11	1.08			1.00			0.97			1.00	
Incremental Delay, d2	0.8	3.1			21.3			0.8			23.2	
Delay (s)	21.4	26.6			55.6			18.9			50.2	
Level of Service	C	C			E			B			D	
Approach Delay (s)		25.8			55.6			18.9			50.2	
Approach LOS		C			E			B			D	

Intersection Summary

HCM Average Control Delay	39.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	93.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	220	49	122	302	0	100	0	27	102	0	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	232	52	128	318	0	105	0	28	107	0	44

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total (vph)	283	446	105	28	152
Volume Left (vph)	0	128	105	0	107
Volume Right (vph)	52	0	0	28	44
Hadj (s)	-0.02	0.14	0.58	-0.61	0.05
Departure Headway (s)	5.6	5.5	7.4	6.2	6.4
Degree Utilization, x	0.44	0.68	0.22	0.05	0.27
Capacity (veh/h)	603	635	426	503	493
Control Delay (s)	12.9	19.2	11.3	8.3	11.8
Approach Delay (s)	12.9	19.2	10.7		11.8
Approach LOS	B	C	B		B

Intersection Summary			
Delay	15.2		
HCM Level of Service	C		
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	13	12	8	5	18	16	566	21	6	734	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.69	0.69	0.69	0.56	0.56	0.56	0.89	0.89	0.89	0.80	0.80	0.80
Hourly flow rate (vph)	4	19	17	14	9	32	18	636	24	8	918	10
Pedestrians		54			34			4			6	
Lane Width (ft)		10.0			11.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		4			3			0			0	
Right turn flare (veh)						2						
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								695			385	
pX, platoon unblocked												
vC, conflicting volume	1372	1721	522	1222	1714	370	982			694		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1372	1721	522	1222	1714	370	982			694		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	76	96	85	89	95	97			99		
cM capacity (veh/h)	78	77	472	93	78	600	656			855		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	41	55	336	342	466	469
Volume Left	4	14	18	0	8	0
Volume Right	17	32	0	24	0	10
cSH	121	209	656	1700	855	1700
Volume to Capacity	0.34	0.27	0.03	0.20	0.01	0.28
Queue Length 95th (ft)	33	26	2	0	1	0
Control Delay (s)	49.1	31.9	0.9	0.0	0.3	0.0
Lane LOS	E	D	A		A	
Approach Delay (s)	49.1	31.9	0.5		0.1	
Approach LOS	E	D				

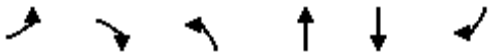
Intersection Summary				
Average Delay	2.4			
Intersection Capacity Utilization	40.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	51	37	47	13	9	16	901	10	29	1831	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	10	12	12	10	12	12	10	12
Total Lost time (s)		5.0		5.0	5.0			9.0			9.0	
Lane Util. Factor		1.00		1.00	1.00			0.95			0.91	
Frpb, ped/bikes		0.99		1.00	0.99			1.00			1.00	
Flpb, ped/bikes		1.00		0.99	1.00			1.00			1.00	
Frt		0.95		1.00	0.94			1.00			1.00	
Flt Protected		1.00		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1336		1696	1325			2791			4498	
Flt Permitted		0.97		0.48	1.00			0.86			0.90	
Satd. Flow (perm)		1304		854	1325			2407			4046	
Peak-hour factor, PHF	0.73	0.73	0.73	0.69	0.69	0.69	0.90	0.90	0.90	0.92	0.92	0.92
Adj. Flow (vph)	12	70	51	68	19	13	18	1001	11	32	1990	10
RTOR Reduction (vph)	0	31	0	0	11	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	102	0	68	21	0	0	1030	0	0	2032	0
Confl. Peds. (#/hr)	9		11	11		9	134		87	87		134
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	15	0
Parking (#/hr)		10			11			30				
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Actuated Green, G (s)		11.8		11.8	11.8			74.2			74.2	
Effective Green, g (s)		11.8		11.8	11.8			74.2			74.2	
Actuated g/C Ratio		0.12		0.12	0.12			0.74			0.74	
Clearance Time (s)		5.0		5.0	5.0			9.0			9.0	
Vehicle Extension (s)		1.0		1.0	1.0			1.0			1.0	
Lane Grp Cap (vph)		154		101	156			1786			3002	
v/s Ratio Prot					0.02							
v/s Ratio Perm		0.08		c0.08				0.43			c0.50	
v/c Ratio		0.66		0.67	0.13			0.58			0.68	
Uniform Delay, d1		42.2		42.3	39.5			5.8			6.7	
Progression Factor		1.06		1.00	1.00			0.51			0.82	
Incremental Delay, d2		8.0		13.0	0.1			0.9			0.9	
Delay (s)		52.8		55.3	39.6			3.9			6.4	
Level of Service		D		E	D			A			A	
Approach Delay (s)		52.8			50.3			3.9			6.4	
Approach LOS		D			D			A			A	

Intersection Summary

HCM Average Control Delay	8.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		

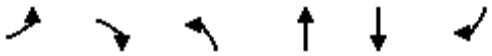
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	45	506	731	98
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.33	0.33	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	0	0	57	641	925	124
Pedestrians	6					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				868	212	
pX, platoon unblocked						
vC, conflicting volume	1428	531	1055			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1428	531	1055			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	91			
cM capacity (veh/h)	111	483	635			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	0	270	427	617	432
Volume Left	0	57	0	0	0
Volume Right	0	0	0	0	124
cSH	1700	635	1700	1700	1700
Volume to Capacity	0.00	0.09	0.25	0.36	0.25
Queue Length 95th (ft)	0	7	0	0	0
Control Delay (s)	0.0	3.3	0.0	0.0	0.0
Lane LOS	A	A			
Approach Delay (s)	0.0	1.3		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	45	506	731	98
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.33	0.33	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	0	0	57	641	925	124
Pedestrians	6					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				868	212	
pX, platoon unblocked	0.84					
vC, conflicting volume	1748	531	1055			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1796	531	1055			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	91			
cM capacity (veh/h)	52	483	635			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	0	57	641	617	432
Volume Left	0	57	0	0	0
Volume Right	0	0	0	0	124
cSH	1700	635	1700	1700	1700
Volume to Capacity	0.00	0.09	0.38	0.36	0.25
Queue Length 95th (ft)	0	7	0	0	0
Control Delay (s)	0.0	11.2	0.0	0.0	0.0
Lane LOS	A	B			
Approach Delay (s)	0.0	0.9		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	33.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	186	43	46	165	65	0	1542	58	0	1133	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00			0.91			0.91	
Frpb, ped/bikes	1.00	0.97			0.93			0.97			0.98	
Flpb, ped/bikes	0.95	1.00			0.98			1.00			1.00	
Frt	1.00	0.97			0.97			0.99			0.99	
Flt Protected	0.95	1.00			0.99			1.00			1.00	
Satd. Flow (prot)	1472	1535			1424			4465			4492	
Flt Permitted	0.41	1.00			0.90			1.00			1.00	
Satd. Flow (perm)	633	1535			1288			4465			4492	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	61	196	45	48	174	68	0	1623	61	0	1193	43
RTOR Reduction (vph)	0	3	0	0	11	0	0	4	0	0	4	0
Lane Group Flow (vph)	61	238	0	0	279	0	0	1680	0	0	1232	0
Confl. Peds. (#/hr)	210		132	132		210	312		576	576		312
Confl. Bikes (#/hr)			1			1						
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	12	0	0	10
Turn Type	pm+pt			Perm								
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8								
Actuated Green, G (s)	41.0	41.0			26.0			47.0			47.0	
Effective Green, g (s)	41.0	41.0			26.0			47.0			47.0	
Actuated g/C Ratio	0.41	0.41			0.26			0.47			0.47	
Clearance Time (s)	4.0	7.0			7.0			5.0			5.0	
Lane Grp Cap (vph)	352	629			335			2099			2111	
v/s Ratio Prot	0.02	c0.16						c0.38			0.27	
v/s Ratio Perm	0.05				c0.22							
v/c Ratio	0.17	0.38			0.83			0.80			0.58	
Uniform Delay, d1	19.3	20.6			34.9			22.5			19.4	
Progression Factor	1.21	1.15			1.00			0.30			1.00	
Incremental Delay, d2	1.0	1.6			20.9			2.7			1.2	
Delay (s)	24.3	25.3			55.9			9.5			20.5	
Level of Service	C	C			E			A			C	
Approach Delay (s)		25.1			55.9			9.5			20.5	
Approach LOS		C			E			A			C	

Intersection Summary

HCM Average Control Delay	18.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	337	125	16	296	0	110	0	16	191	0	67
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	355	132	17	312	0	116	0	17	201	0	71

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total (vph)	486	328	116	17	272
Volume Left (vph)	0	17	116	0	201
Volume Right (vph)	132	0	0	17	71
Hadj (s)	-0.08	0.10	0.58	-0.61	0.08
Departure Headway (s)	6.1	6.5	8.4	7.2	7.1
Degree Utilization, x	0.82	0.60	0.27	0.03	0.53
Capacity (veh/h)	486	515	382	443	457
Control Delay (s)	30.9	18.8	13.3	9.2	17.8
Approach Delay (s)	30.9	18.8	12.8		17.8
Approach LOS	D	C	B		C

Intersection Summary			
Delay	22.8		
HCM Level of Service	C		
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	3	6	12	30	28	25	741	17	22	383	43
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.63	0.63	0.63	0.71	0.71	0.71	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	6	5	10	17	42	39	29	852	20	25	440	49
Pedestrians		187			71			2			8	
Lane Width (ft)		10.0			11.0			10.0			10.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		13			5			0			1	
Right turn flare (veh)						2						
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								710			385	
pX, platoon unblocked	0.90	0.90		0.90	0.90	0.90				0.90		
vC, conflicting volume	1235	1702	434	1275	1717	515	677			942		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1034	1555	434	1079	1572	233	677			709		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	94	98	85	42	94	96			97		
cM capacity (veh/h)	60	75	488	110	73	642	775			736		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	21	99	455	445	245	270
Volume Left	6	17	29	0	25	0
Volume Right	10	39	0	20	0	49
cSH	109	134	775	1700	736	1700
Volume to Capacity	0.19	0.73	0.04	0.26	0.03	0.16
Queue Length 95th (ft)	16	106	3	0	3	0
Control Delay (s)	45.4	83.7	1.1	0.0	1.4	0.0
Lane LOS	E	F	A		A	
Approach Delay (s)	45.4	83.7	0.5		0.7	
Approach LOS	E	F				

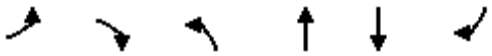
Intersection Summary			
Average Delay	6.5		
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	23	18	19	13	20	51	1588	24	49	1233	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	10	12	12	10	12	12	10	12
Total Lost time (s)		5.0		5.0	5.0			9.0			9.0	
Lane Util. Factor		1.00		1.00	1.00			0.91			0.91	
Frpb, ped/bikes		0.99		1.00	0.95			1.00			0.99	
Flpb, ped/bikes		0.99		0.98	1.00			1.00			1.00	
Frt		0.95		1.00	0.91			1.00			1.00	
Flt Protected		0.99		0.95	1.00			1.00			1.00	
Satd. Flow (prot)		1325		1690	1239			4567			4461	
Flt Permitted		0.95		0.62	1.00			0.79			0.75	
Satd. Flow (perm)		1264		1098	1239			3615			3338	
Peak-hour factor, PHF	0.53	0.53	0.53	0.68	0.68	0.68	0.91	0.91	0.91	0.86	0.86	0.86
Adj. Flow (vph)	11	43	34	28	19	29	56	1745	26	57	1434	22
RTOR Reduction (vph)	0	29	0	0	27	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	59	0	28	21	0	0	1826	0	0	1512	0
Confl. Peds. (#/hr)	45		15	15		45	169		104	104		169
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	16	0
Parking (#/hr)		10			11							
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Actuated Green, G (s)		7.8		7.8	7.8			78.2			78.2	
Effective Green, g (s)		7.8		7.8	7.8			78.2			78.2	
Actuated g/C Ratio		0.08		0.08	0.08			0.78			0.78	
Clearance Time (s)		5.0		5.0	5.0			9.0			9.0	
Vehicle Extension (s)		1.0		1.0	1.0			1.0			1.0	
Lane Grp Cap (vph)		99		86	97			2827			2610	
v/s Ratio Prot					0.02							
v/s Ratio Perm		c0.05		0.03				c0.51			0.45	
v/c Ratio		0.60		0.33	0.22			0.65			0.58	
Uniform Delay, d1		44.6		43.6	43.2			4.8			4.3	
Progression Factor		1.01		1.00	1.00			2.99			1.34	
Incremental Delay, d2		6.8		0.8	0.4			0.8			0.8	
Delay (s)		51.9		44.4	43.7			15.2			6.7	
Level of Service		D		D	D			B			A	
Approach Delay (s)		51.9			43.9			15.2			6.7	
Approach LOS		D			D			B			A	

Intersection Summary

HCM Average Control Delay	13.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	91.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	38	39	47	714	401	48
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.50	0.50	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	76	78	52	785	441	53
Pedestrians	22					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	2					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				883	212	
pX, platoon unblocked						
vC, conflicting volume	985	269	515			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	985	269	515			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	66	89	95			
cM capacity (veh/h)	224	707	1007			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	154	52	392	392	294	200
Volume Left	76	52	0	0	0	0
Volume Right	78	0	0	0	0	53
cSH	342	1007	1700	1700	1700	1700
Volume to Capacity	0.45	0.05	0.23	0.23	0.17	0.12
Queue Length 95th (ft)	56	4	0	0	0	0
Control Delay (s)	23.9	8.8	0.0	0.0	0.0	0.0
Lane LOS	C	A				
Approach Delay (s)	23.9	0.5			0.0	
Approach LOS	C					

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	30.9%	ICU Level of Service	A
Analysis Period (min)	15		