CARPENTER MARTY transportation

Bexley Trinity Development

Traffic Impact Study

Prepared for: Continental Real Estate Companies

November 22, 2023

6612 Singletree Drive
Columbus, OH 43229
614.656.2424
www.cmtran.com

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I. Purpose of Report & Study Objectives

The purpose of this traffic analysis and report is to document the potential traffic impacts of a mixed-use development located in Bexley, Ohio. This traffic impact study (TIS) is required by the City of Bexley as part of the development approval process.

II. Proposed Development

A. Off-Site Developments

The surrounding area largely consists of housing developments/single family homes to the north, commercial developments to the east and west, and Capital University to the south. The existing site is currently developed as college housing for Capital University.

B. On-Site Development

Location

The site is located on the north side of E. Main Street, between The Alexander and Bexley Square. **Figure 1** shows the location of the proposed site in central Ohio and **Figure 2** shows the study area.

Figure 1 – Location in Central Ohio

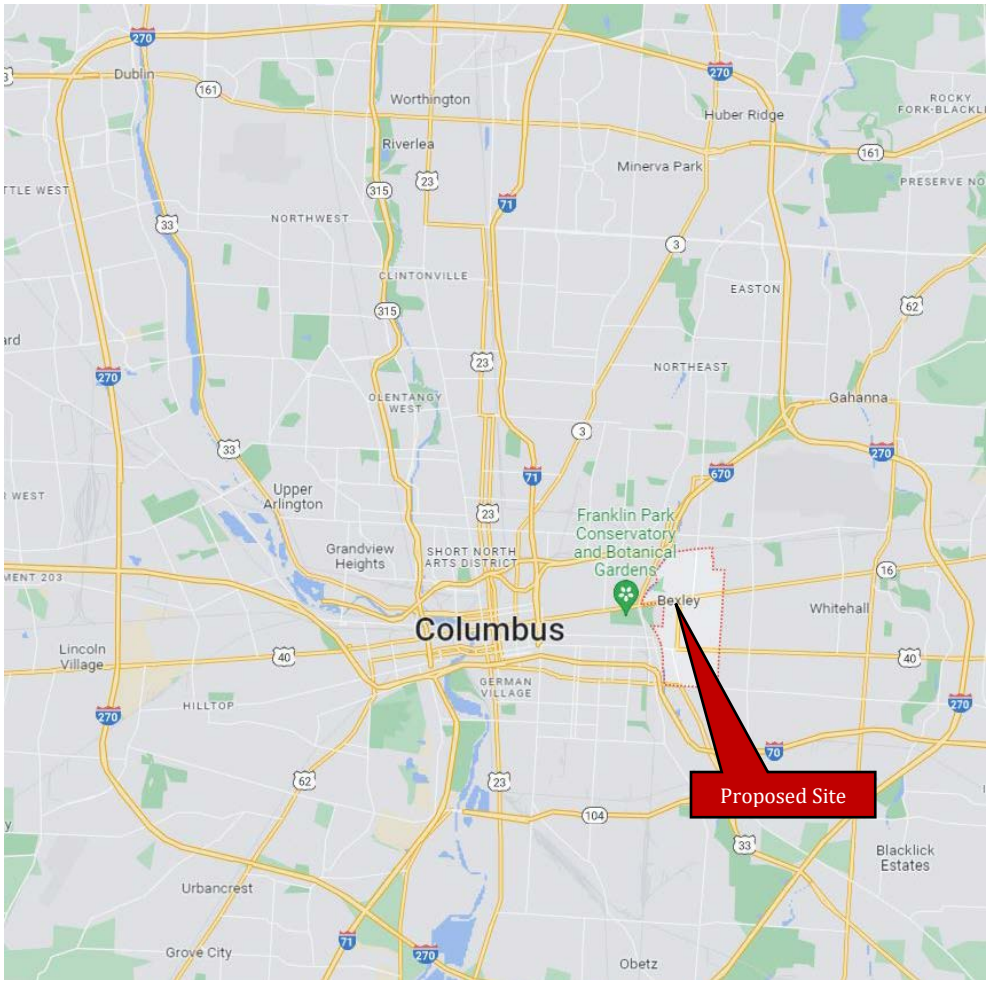


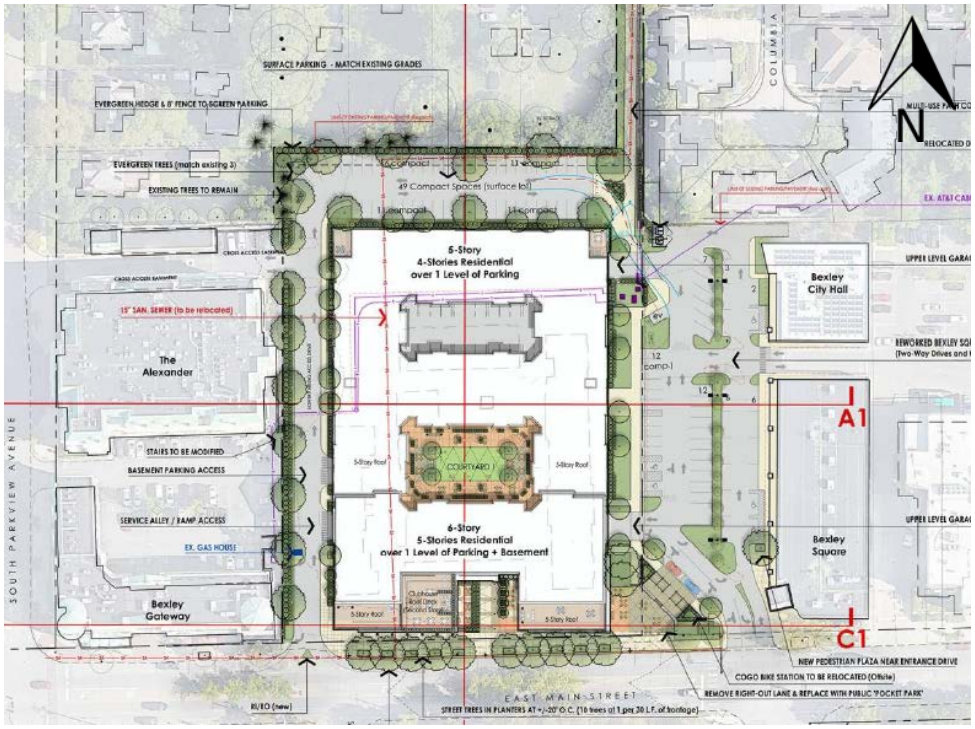
Figure 2 – Location of the Proposed Development (Yellow), Site Drives, and Study Intersections

Land Use & Intensity

The site is proposed to develop as a 232-unit multifamily housing development above office/retail space and a parking garage. The development is proposed to have one full access point on S. Parkview Avenue via cross access to The Alexander development, a right-in/right-out (RIRO) access along E. Main Street, and cross access to Bexley Square. It should be noted that there is existing access to Bryden Road which permits two-way vehicular traffic, but this access is proposed to be changed to a pedestrian and bicycle accessway only.

Figure 3 below shows the proposed site access and cross access for adjacent developments which encourages exiting drivers to access E. Main Street via Site Access 2 and Site Access 3. Traffic volumes within the TIS represent these conditions. The previous development did not have access to E. Main Street. A higher resolution graphic of the site plan can be found in **Appendix A**.

Figure 3 – Concept Plan Exhibit



III. Area Conditions

A. Area of Influence

The study intersections for the proposed development are listed below. Numbers correspond to **Figure 2**.

1. S. Parkview Avenue & Site Access 1 (full access)
2. E. Main Street & S. Parkview Avenue
3. E. Main Street & Site Access 2 (RIRO access)
4. E. Main Street & College Avenue/Site Access 3 (full access)

E. Main Street is a five-lane section roadway with a center median, street parking, and a posted speed limit of 25 MPH. S. Parkview Avenue has a two-lane section with a posted speed limit of 25 MPH.

B. Jurisdictions

The proposed site and all access points are under City of Bexley jurisdiction.

C. Traffic Volumes & Conditions

Turning movement count data for the intersections of S. Parkview Avenue & The Alexander Access (Site Access 1), E. Main Street & S. Parkview Avenue, and E. Main Street & College Avenue was collected by Carpenter Marty Transportation (CM) on May 25th, 2023. Mid-Ohio Regional Planning Commission (MORPC) provided linear, annual growth rates for the study intersections. Count data and MORPC growth rates can be found in **Appendix B**.

IV. Projected Traffic

A. Background Traffic

For analysis, the Opening Year of the development is 2025 and the Design, or Horizon Year, is 2035. The previously described MORPC growth rates were applied to the Background volumes to produce No Build volumes for the Opening and Horizon Years. Note that trips generated by the existing site were not removed from the count data, in order to produce conservative results.

B. Proposed Site Trip Generation

Trips for the proposed development site were generated using the ITE methodologies and the Trip Generation Manual, 11th Edition. Land Use Codes (LUC) *221 – Multifamily Housing (Mid-Rise) – Not Close to Rail Transit, 710 – General Office Building, 822 – Strip Retail Plaza (<40k),* and *932 – High-Turnover (Sit-Down) Restaurant* were used to generate trips for the proposed development. ITE recommended pass-by and internal capture reductions were applied.

Table 2 summarizes the trip generation for the proposed development. Trip generation outputs from ITE can be found in **Appendix C**.

Table 1 – Proposed Site Trip Generation Summary

Land Use	Size	Weekday AM Peak		Weekday PM Peak	
		Entry	Exit	Entry	Exit
221 – Multifamily Housing (Mid-Rise) – Not Close to Rail Transit	232 Dwelling Units	21	70	55	35
Internal		1	8	11	8
Pass-By		0	0	0	0
Non-Pass-By		20	62	44	27
710 – General Office Building	12,450 SF	25	3	5	24
Internal		6	3	2	4
Pass-By		0	0	0	0
Non-Pass-By		19	0	3	20
822 – Strip Retail Plaza (<40k)	5,000 SF	11	7	24	24
Internal		3	2	13	13
Pass-By		0	0	4	4
Non-Pass-By		8	5	7	7
932 – High-Turnover (Sit-Down) Restaurant	6,000 SF	32	26	33	21
		9	6	13	14
		0	0	9	3
		23	20	11	4
Total Internal Trips		**19**	**19**	**39**	**39**
Total Pass-By Trips		**0**	**0**	**13**	**7**
Total Non-Pass-By Trips		**70**	**87**	**65**	**58**

Trips for the proposed development were distributed to/from the site based on count data, knowledge of the surrounding area, and engineering judgement. Proposed development site

traffic was added to the No Build traffic to produce Build traffic for the Opening and Horizon Years. The full volume calculations can be found in **Appendix D.**

V. Traffic Analysis

A. Turn Lane Warrant & Length Analysis

A turn lane warrant analysis was conducted at all unsignalized study intersections using standard ODOT turn lane warrant graphs. If a turn lane was warranted in any particular scenario, the length was calculated using methodologies in the ODOT Location and Design (L&D) Manual and it was represented as such in the capacity analysis unless otherwise noted. Lengths for existing turn lanes were also calculated for both No Build and Build volumes in the Horizon Year.

B. Capacity Analysis

The Highway Capacity Manual module of Synchro 11 was used to analyze capacity at all study intersections. A minimum Level-of-Service (LOS) of D for the overall intersection and approaches, and LOS E for individual movements during peak traffic hours was considered acceptable at each intersection. If unacceptable LOS/delay occurred, mitigation was attempted to bring LOS/delay back to acceptable levels. Signal timings for all signalized intersections follow the recommendations in the ODOT Analysis and Traffic Simulation (OATS) Manual.

VI. Results

A. Turn Lane Warrant & Length Analysis

Based on the results of the turn lane warrant analysis, no turn lanes are warranted at either unsignalized site access point. Existing and calculated turn lane lengths are shown in **Table 3**. The full turn lane warrant and length analysis can be found in **Appendix E.**

Table 2 – Turn Lane Length Summary

Intersection	Turn Lane	Existing	No Build	Build
E. Main Street & S. Parkview Avenue	Eastbound Left	150’	200’	200’
	Westbound Left	90’	100’	100’
	Southbound Right	200’	150’	200’
E. Main Street & College Avenue	Eastbound Left	95’	100’	100’
	Westbound Left	140’	250’	250’
	Southbound Left	65’	150’	200’
	Northbound Right	190’	300’	300’

As shown in **Table 3**, several existing turn lanes do not meet calculated lengths per ODOT methodologies. However, calculated No Build lengths are the same as Build calculated lengths. The exception to this is the southbound left turn lane at E. Main Street & College Avenue, which requires 50’ more in the Build scenario than the No Build scenario.

Thus, any future turn lane length extensions, with the exception of the southbound left turn lane listed above, would not be the responsibility of the development. Note, the development

of the property will add storage for the southbound left turn movement compared to its existing condition.

B. Capacity Analysis

Results of the capacity analysis for the study intersections in No Build and Build scenarios can be seen in **Table 4** below. The full capacity analysis can be found in **Appendix F.**

Table 3 – Capacity Analysis Summary (LOS/delay)

Intersection	Approach/ Movement	Opening Year (2025)				Horizon Year (2035)			
		AM No Build	AM Build	PM No Build	PM Build	AM No Build	AM Build	PM No Build	PM Build
S. Parkview Ave. & Site Access 1	EB	A/0.0	A/0.0	A/9.0	A/9.0	A/0.0	A/0.0	A/9.0	A/9.0
	WB	A/10.1	B/10.1	B/11.1	B/11.2	B/10.2	B/10.1	A/11.2	B/11.3
	NBL	A/7.6	A/7.6	A/7.5	A/7.5	A/7.6	A/7.6	A/7.5	A/7.5
	SBL	A/7.5	A/7.5	A/7.7	A/7.8	A/7.5	A/7.5	A/7.7	A/7.8
E. Main St. & S. Parkview Ave.	EB	A/3.5	A/4.3	A/4.1	A/4.6	A/3.9	A/4.5	A/4.2	A/5.2
	WB	A/0.5	A/8.8	A/0.5	A/3.9	A/4.0	A/9.1	A/0.5	A/9.0
	NB	D/35.9	D/35.8	D/36.1	D/36.1	D/35.9	D/35.8	D/36.1	D/36.1
	SB	D/42.0	D/43.1	D/40.5	D/41.2	D/42.3	D/43.7	D/40.7	D/41.5
	Total	**A/5.8**	**B/10.2**	**A/6.0**	**A/7.7**	**A/7.5**	**B/10.4**	**A/6.0**	**B/10.0**
E. Main St. & Site Access 2	SBR	---	B/11.3	---	B/11.3	---	B/11.6	---	B/11.5
E. Main St. & College Ave./ Site Access 3	EB	C/20.9	C/22.3	C/25.9	C/27.4	C/21.5	C/23.0	C/27.3	C/28.8
	WB	A/5.2	A/6.3	A/6.5	A/7.6	A/5.4	A/6.6	A/7.1	A/8.2
	NB	D/41.7	D/37.0	D/40.9	D/36.1	D/41.6	D/36.7	D/40.0	D/35.6
	SB	D/36.6	D/36.9	D/36.6	D/35.7	D/36.5	D/36.6	D/36.2	D/35.4
	Total	**B/17.5**	**B/18.2**	**C/22.0**	**C/22.4**	**B/17.6**	**B/18.4**	**C/22.5**	**C/23.0**

As seen in **Table 4** above, all study intersections show acceptable LOS/delay levels in all scenarios.

VII. Recommendations and Conclusions

Based on the analysis herein, no turn lane or capacity improvements are required for any study intersection in No Build or Build conditions. Thus, none are recommended. It is recommended that the site access points be permitted as shown in the site plan. Approximately three or four street parking spots will need to be removed to accommodate the right-in, right-out access to the north side of E. Main Street.

The proposed site plan promotes vehicular access to Main Street, but also provides cross access to adjacent developments on the north side of E. Main Street. Cross access to adjacent developments, along with accommodations for pedestrians and cyclists, are always encouraged as they reduce vehicular impacts to public roadways. In summary, based on the design of the site, drivers are encouraged to enter and exit the site via E. Main Street via the right-in right-out or the E. Main/College signalized intersection, but also have the ability to travel to adjacent developments without needing to access public roadways if residents are destined to any of the adjacent developments. Based on the data collected and analyzed

herein, the E. Main Street access points are expected to be the most heavily utilized for vehicular traffic.

VIII. Appendices

Appendix A – Site Plan
Appendix B – Count Data & Growth Rate Data
Appendix C – Trip Generation
Appendix D – Volume Calculations
Appendix E – Turn Lane Warrant and Length Analysis
Appendix F – Capacity Analysis

Appendix A
Site Plan

CARPENTER MARTY transportation

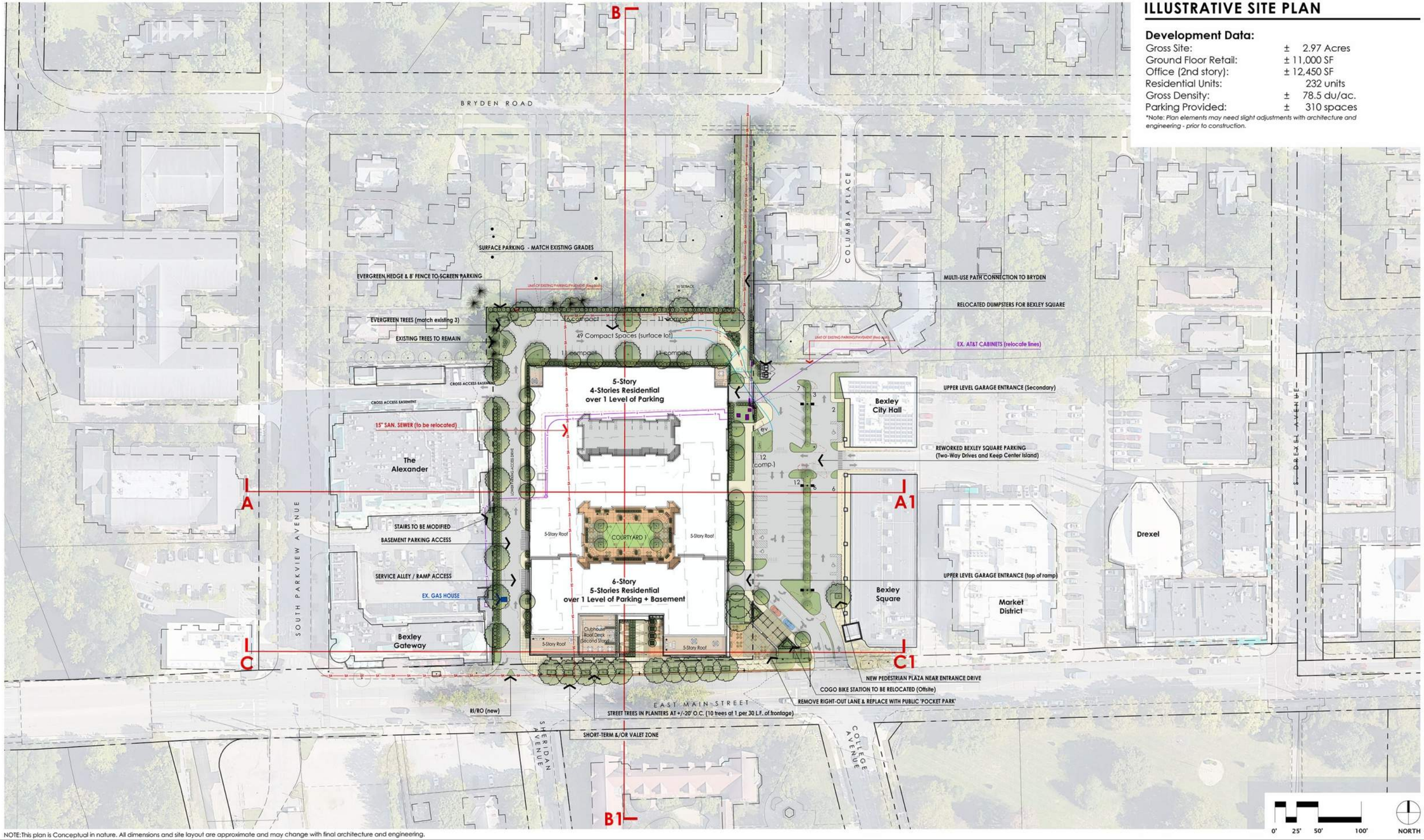
Appendix A

ILLUSTRATIVE SITE PLAN

Development Data:

Gross Site:	± 2.97 Acres
Ground Floor Retail:	± 11,000 SF
Office (2nd story):	± 12,450 SF
Residential Units:	232 units
Gross Density:	± 78.5 du/ac.
Parking Provided:	± 310 spaces

*Note: Plan elements may need slight adjustments with architecture and engineering - prior to construction.



NOTE: This plan is Conceptual in nature. All dimensions and site layout are approximate and may change with final architecture and engineering.

CONCEPTUAL DEVELOPMENT PLAN

2200 E. Main Street

Bexley, OH

July 13, 2023 (rev.: 8.10.23, 9.8.23, 10.6.23, 11.03.23 - ARB)

EDGE
www.EDGELA.com

Appendix B
Count Data & Growth Rate Data

Appendix B

CARPENTER MARTY transportation

E. Main Street & College Avenue - TMC

Thu May 25, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1074890, Location: 39.957237, -82.940004

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

Leg	E. Main Street					E. Main Street					College Avenue					Private Drive					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2023-05-25 7:00AM	0	58	4	0	**62**	15	99	0	0	**114**	18	0	9	0	**27**	2	0	0	0	**2**	**205**
7:15AM	3	80	7	0	**90**	12	124	0	0	**136**	24	1	21	0	**46**	3	0	1	0	**4**	**276**
7:30AM	2	91	7	0	**100**	22	147	1	0	**170**	24	0	32	0	**56**	4	1	1	0	**6**	**332**
7:45AM	7	98	12	0	**117**	22	173	2	0	**197**	20	4	42	0	**66**	3	1	0	0	**4**	**384**
Hourly Total	12	327	30	0	**369**	71	543	3	0	**617**	86	5	104	0	**195**	12	2	2	0	**16**	**1197**
8:00AM	3	107	13	1	**124**	32	147	1	0	**180**	23	1	41	0	**65**	1	0	0	0	**1**	**370**
8:15AM	4	112	8	0	**124**	58	161	1	0	**220**	27	1	59	0	**87**	4	1	0	0	**5**	**436**
8:30AM	5	117	18	1	**141**	38	155	4	0	**197**	27	3	33	0	**63**	6	1	0	0	**7**	**408**
8:45AM	7	132	19	0	**158**	23	141	9	0	**173**	22	1	39	0	**62**	6	4	0	0	**10**	**403**
Hourly Total	19	468	58	2	**547**	151	604	15	0	**770**	99	6	172	0	**277**	17	6	0	0	**23**	**1617**
4:00PM	14	154	29	0	**197**	30	156	2	0	**188**	45	4	66	0	**115**	16	1	1	0	**18**	**518**
4:15PM	7	139	23	0	**169**	34	156	3	0	**193**	30	3	50	0	**83**	13	2	5	0	**20**	**465**
4:30PM	5	178	23	0	**206**	29	145	2	0	**176**	31	4	38	1	**74**	11	3	0	0	**14**	**470**
4:45PM	2	197	24	0	**223**	31	151	3	0	**185**	17	6	57	0	**80**	17	3	5	0	**25**	**513**
Hourly Total	28	668	99	0	**795**	124	608	10	0	**742**	123	17	211	1	**352**	57	9	11	0	**77**	**1966**
5:00PM	5	211	14	0	**230**	21	151	3	0	**175**	16	2	47	0	**65**	19	5	2	0	**26**	**496**
5:15PM	3	182	9	0	**194**	31	141	7	0	**179**	26	1	61	0	**88**	16	3	0	0	**19**	**480**
5:30PM	13	179	15	0	**207**	34	139	5	0	**178**	24	2	51	1	**78**	12	4	0	0	**16**	**479**
5:45PM	11	185	18	0	**214**	23	148	4	0	**175**	17	7	41	0	**65**	17	3	1	0	**21**	**475**
Hourly Total	32	757	56	0	**845**	109	579	19	0	**707**	83	12	200	1	**296**	64	15	3	0	**82**	**1930**
Total	91	2220	243	2	**2556**	455	2334	47	0	**2836**	391	40	687	2	**1120**	150	32	16	0	**198**	**6710**
% Approach	3.6%	86.9%	9.5%	0.1%	-	16.0%	82.3%	1.7%	0%	-	34.9%	3.6%	61.3%	0.2%	-	75.8%	16.2%	8.1%	0%	-	-
% Total	1.4%	33.1%	3.6%	0%	**38.1%**	6.8%	34.8%	0.7%	0%	**42.3%**	5.8%	0.6%	10.2%	0%	**16.7%**	2.2%	0.5%	0.2%	0%	**3.0%**	-
Lights	91	2168	241	1	**2501**	454	2285	47	0	**2786**	390	40	679	2	**1111**	147	32	15	0	**194**	6592
% Lights	100%	97.7%	99.2%	50.0%	**97.8%**	99.8%	97.9%	100%	0%	**98.2%**	99.7%	100%	98.8%	100%	**99.2%**	98.0%	100%	93.8%	0%	**98.0%**	98.2%
Articulated Trucks	0	3	0	0	**3**	0	3	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	6
% Articulated Trucks	0%	0.1%	0%	0%	**0.1%**	0%	0.1%	0%	0%	**0.1%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0.1%
Buses and Single-Unit Trucks	0	49	2	1	**52**	1	46	0	0	**47**	1	0	8	0	**9**	3	0	1	0	**4**	112
% Buses and Single-Unit Trucks	0%	2.2%	0.8%	50.0%	**2.0%**	0.2%	2.0%	0%	0%	**1.7%**	0.3%	0%	1.2%	0%	**0.8%**	2.0%	0%	6.3%	0%	**2.0%**	1.7%

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

E. Main Street & College Avenue - TMC
Thu May 25, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1074890, Location: 39.957237, -82.940004

Provided by: Carpenter Marty (CM) Transportation Inc.
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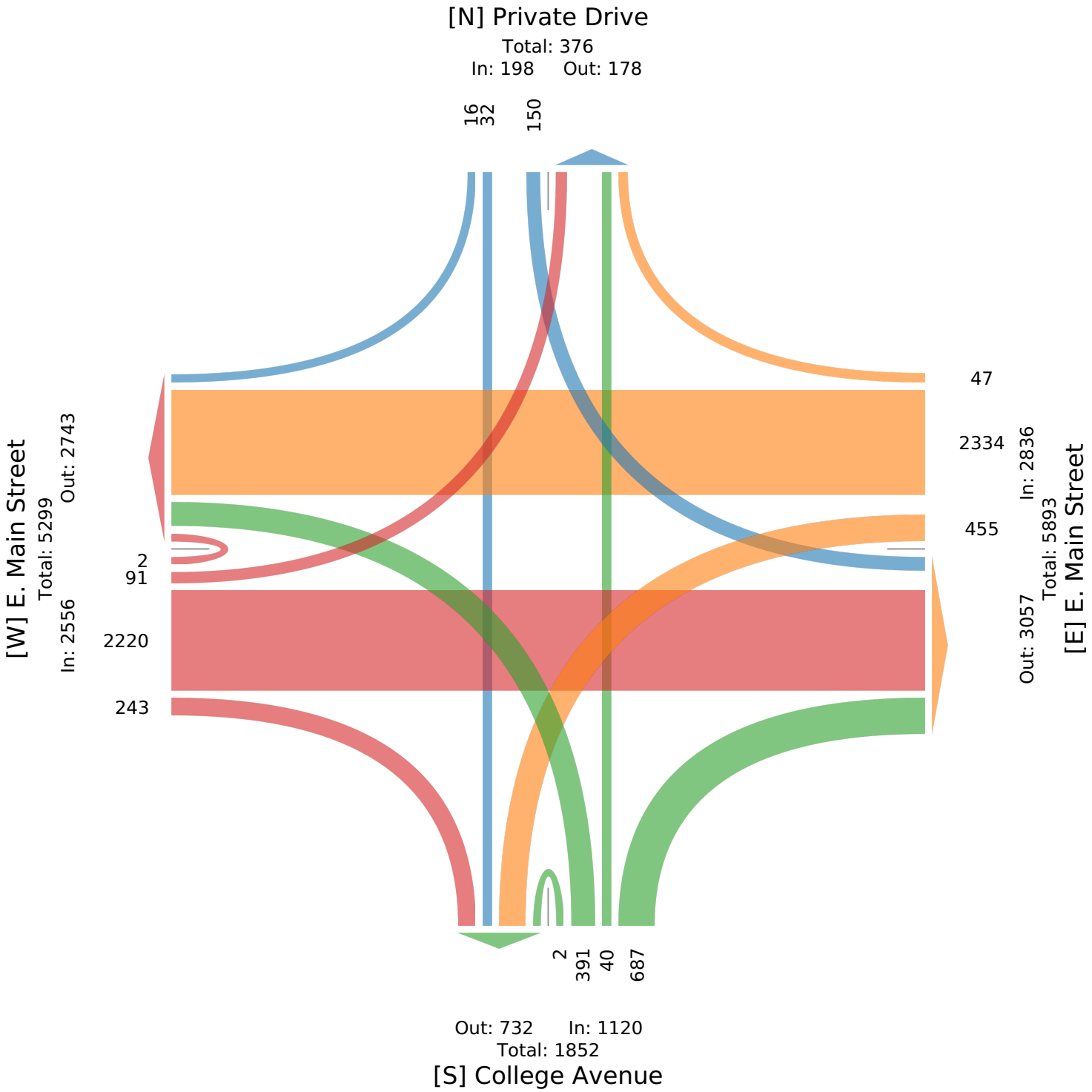

E. Main Street & College Avenue - TMC

Thu May 25, 2023
AM Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1074890, Location: 39.957237, -82.940004

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

Leg	E. Main Street					E. Main Street					College Avenue					Private Drive					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2023-05-25 8:00AM	3	107	13	1	**124**	32	147	1	0	**180**	23	1	41	0	**65**	1	0	0	0	**1**	**370**
8:15AM	4	112	8	0	**124**	58	161	1	0	**220**	27	1	59	0	**87**	4	1	0	0	**5**	**436**
8:30AM	5	117	18	1	**141**	38	155	4	0	**197**	27	3	33	0	**63**	6	1	0	0	**7**	**408**
8:45AM	7	132	19	0	**158**	23	141	9	0	**173**	22	1	39	0	**62**	6	4	0	0	**10**	**403**
Total	19	468	58	2	**547**	151	604	15	0	**770**	99	6	172	0	**277**	17	6	0	0	**23**	**1617**
% Approach	3.5%	85.6%	10.6%	0.4%	**-**	19.6%	78.4%	1.9%	0%	**-**	35.7%	2.2%	62.1%	0%	**-**	73.9%	26.1%	0%	0%	**-**	-
% Total	1.2%	28.9%	3.6%	0.1%	**33.8%**	9.3%	37.4%	0.9%	0%	**47.6%**	6.1%	0.4%	10.6%	0%	**17.1%**	1.1%	0.4%	0%	0%	**1.4%**	-
PHF	0.679	0.886	0.763	0.500	**0.866**	0.651	0.938	0.417	-	**0.875**	0.917	0.500	0.729	-	**0.796**	0.708	0.375	-	-	**0.575**	0.927
Lights	19	455	58	1	**533**	151	586	15	0	**752**	98	6	169	0	**273**	15	6	0	0	**21**	1579
% Lights	100%	97.2%	100%	50.0%	**97.4%**	100%	97.0%	100%	0%	**97.7%**	99.0%	100%	98.3%	0%	**98.6%**	88.2%	100%	0%	0%	**91.3%**	97.6%
Articulated Trucks	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0.2%	0%	0%	**0.1%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0.1%
Buses and Single-Unit Trucks	0	13	0	1	**14**	0	17	0	0	**17**	1	0	3	0	**4**	2	0	0	0	**2**	37
% Buses and Single-Unit Trucks	0%	2.8%	0%	50.0%	**2.6%**	0%	2.8%	0%	0%	**2.2%**	1.0%	0%	1.7%	0%	**1.4%**	11.8%	0%	0%	0%	**8.7%**	2.3%

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

E. Main Street & College Avenue - TMC
Thu May 25, 2023
AM Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
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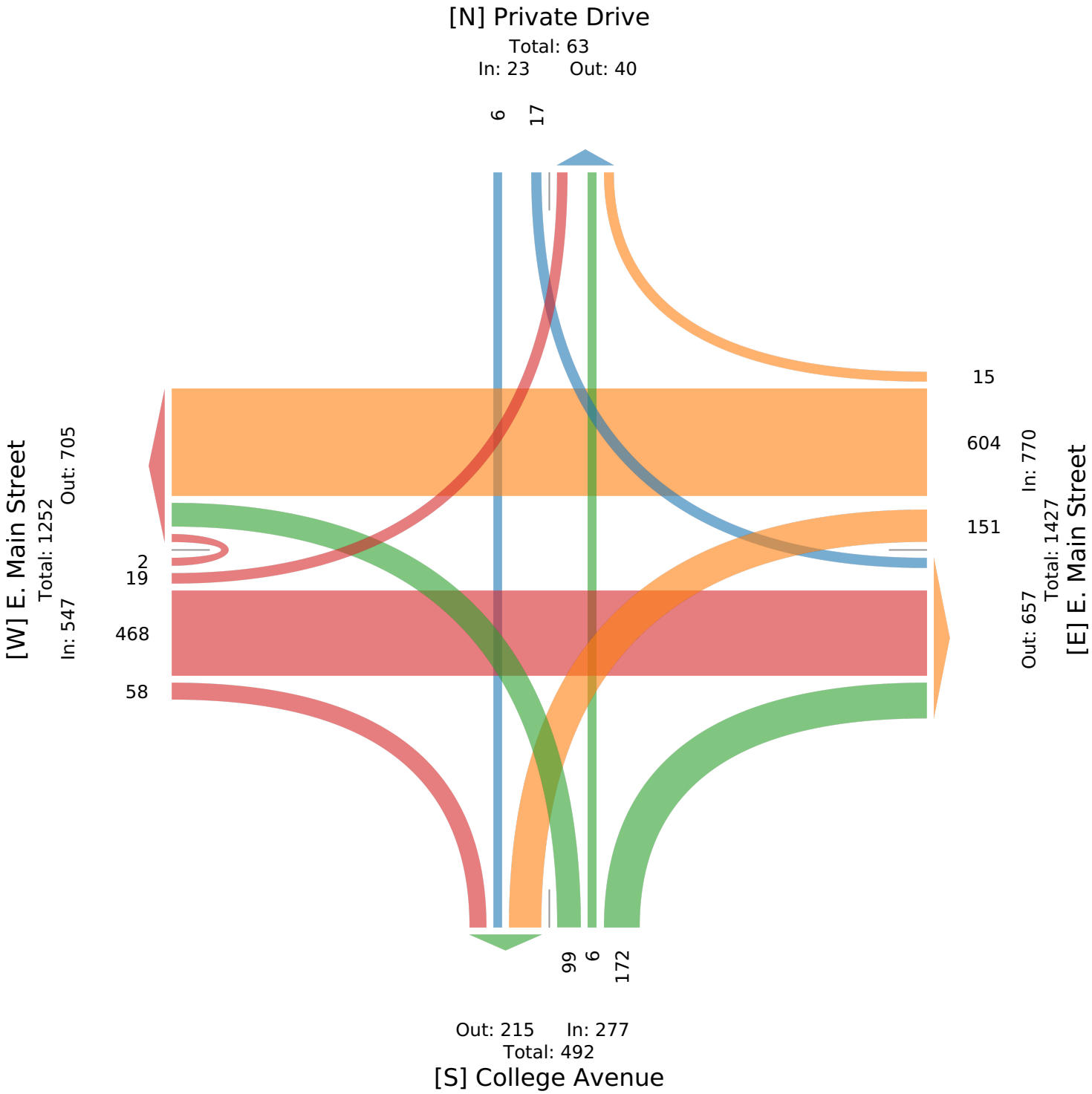


E. Main Street & College Avenue - TMC

Thu May 25, 2023
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1074890, Location: 39.957237, -82.940004

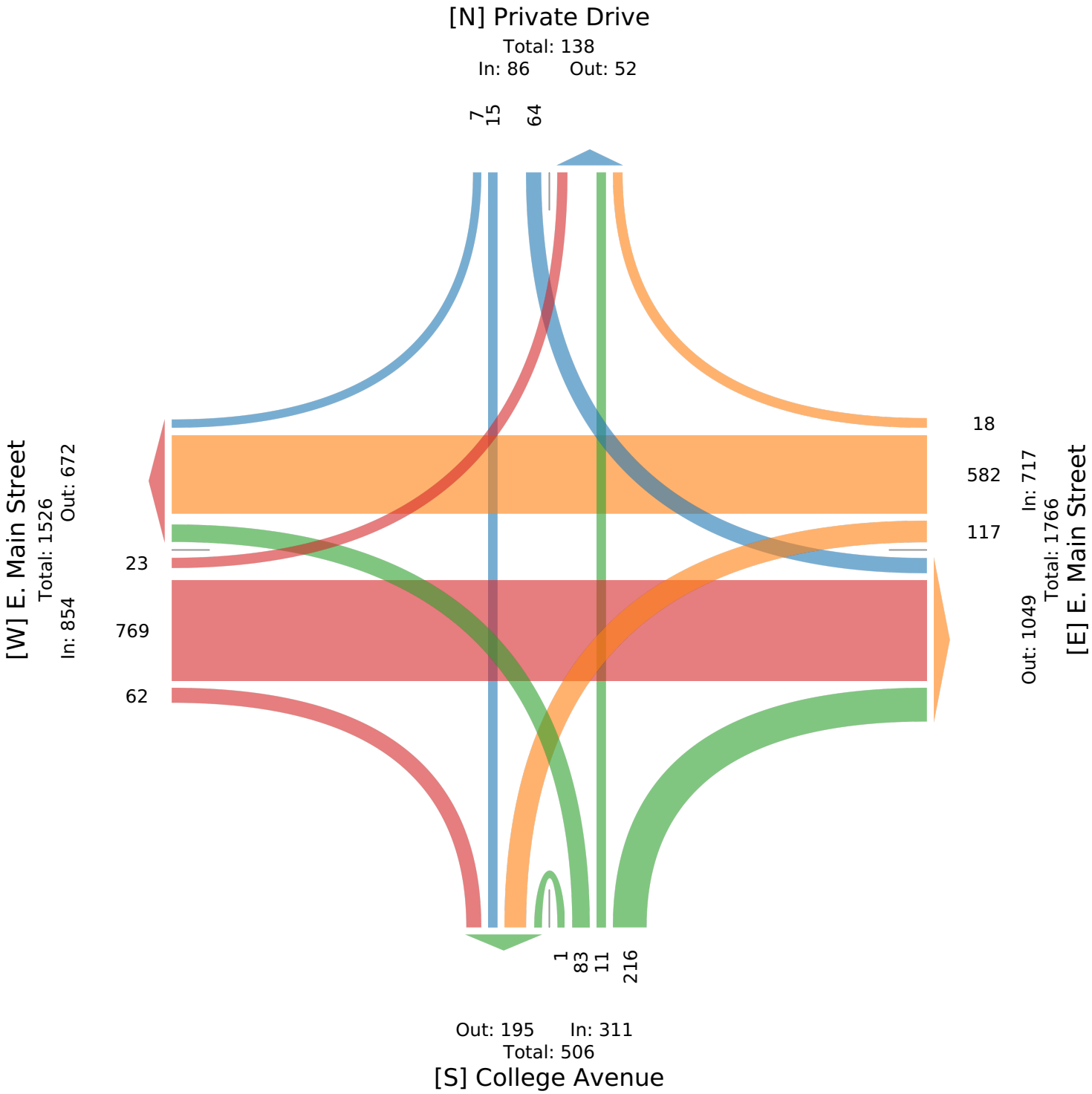
Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

Leg	E. Main Street					E. Main Street					College Avenue					Private Drive					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2023-05-25 4:45PM	2	197	24	0	**223**	31	151	3	0	**185**	17	6	57	0	**80**	17	3	5	0	**25**	**513**
5:00PM	5	211	14	0	**230**	21	151	3	0	**175**	16	2	47	0	**65**	19	5	2	0	**26**	**496**
5:15PM	3	182	9	0	**194**	31	141	7	0	**179**	26	1	61	0	**88**	16	3	0	0	**19**	**480**
5:30PM	13	179	15	0	**207**	34	139	5	0	**178**	24	2	51	1	**78**	12	4	0	0	**16**	**479**
Total	23	769	62	0	**854**	117	582	18	0	**717**	83	11	216	1	**311**	64	15	7	0	**86**	**1968**
% Approach	2.7%	90.0%	7.3%	0%	**-**	16.3%	81.2%	2.5%	0%	**-**	26.7%	3.5%	69.5%	0.3%	**-**	74.4%	17.4%	8.1%	0%	**-**	-
% Total	1.2%	39.1%	3.2%	0%	**43.4%**	5.9%	29.6%	0.9%	0%	**36.4%**	4.2%	0.6%	11.0%	0.1%	**15.8%**	3.3%	0.8%	0.4%	0%	**4.4%**	-
PHF	0.442	0.911	0.646	-	**0.928**	0.860	0.964	0.643	-	**0.969**	0.798	0.458	0.885	0.250	**0.884**	0.842	0.750	0.350	-	**0.827**	0.959
Lights	23	759	62	0	**844**	117	576	18	0	**711**	83	11	214	1	**309**	64	15	7	0	**86**	1950
% Lights	100%	98.7%	100%	0%	**98.8%**	100%	99.0%	100%	0%	**99.2%**	100%	100%	99.1%	100%	**99.4%**	100%	100%	100%	0%	**100%**	99.1%
Articulated Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%
Buses and Single-Unit Trucks	0	10	0	0	**10**	0	6	0	0	**6**	0	0	2	0	**2**	0	0	0	0	**0**	18
% Buses and Single-Unit Trucks	0%	1.3%	0%	0%	**1.2%**	0%	1.0%	0%	0%	**0.8%**	0%	0%	0.9%	0%	**0.6%**	0%	0%	0%	0%	**0%**	0.9%

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

E. Main Street & College Avenue - TMC
Thu May 25, 2023
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1074890, Location: 39.957237, -82.940004

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



E. Main Street & College Avenue - Slip Right - ATR

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

Tue Jul 11, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Channels
ID: 1089713, Location: 39.957283, -82.94037

Leg Direction	North Southbound		
Time	T	**App**	**Int**
2023-07-11 7:00AM	4	**4**	**4**
7:15AM	15	**15**	**15**
7:30AM	4	**4**	**4**
7:45AM	3	**3**	**3**
Hourly Total	26	**26**	**26**
8:00AM	5	**5**	**5**
8:15AM	3	**3**	**3**
8:30AM	0	**0**	**0**
8:45AM	5	**5**	**5**
Hourly Total	13	**13**	**13**
4:00PM	9	**9**	**9**
4:15PM	11	**11**	**11**
4:30PM	9	**9**	**9**
4:45PM	10	**10**	**10**
Hourly Total	39	**39**	**39**
5:00PM	16	**16**	**16**
5:15PM	13	**13**	**13**
5:30PM	12	**12**	**12**
5:45PM	15	**15**	**15**
Hourly Total	56	**56**	**56**
Total	134	**134**	**134**
% Approach	100%	**-**	-
% Total	100%	**100%**	-
Lights	133	**133**	133
% Lights	99.3%	**99.3%**	99.3%
Articulated Trucks	0	**0**	0
% Articulated Trucks	0%	**0%**	0%
Buses and Single-Unit Trucks	1	**1**	1
% Buses and Single-Unit Trucks	0.7%	**0.7%**	0.7%

*T: Thru

E. Main Street & College Avenue - Slip Right - ATR

Tue Jul 11, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Channels
ID: 1089713, Location: 39.957283, -82.94037

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

E. Main Street & College Avenue - Slip Right - ATR

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

Tue Jul 11, 2023
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Channels
ID: 1089713, Location: 39.957283, -82.94037

Leg Direction	North Southbound		
Time	T	**App**	**Int**
2023-07-11 7:15AM	15	**15**	**15**
7:30AM	4	**4**	**4**
7:45AM	3	**3**	**3**
8:00AM	5	**5**	**5**
Total	27	**27**	**27**
% Approach	100%	**-**	-
% Total	100%	**100%**	-
PHF	0.450	**0.450**	0.450
Lights	26	**26**	26
% Lights	96.3%	**96.3%**	96.3%
Articulated Trucks	0	**0**	0
% Articulated Trucks	0%	**0%**	0%
Buses and Single-Unit Trucks	1	**1**	1
% Buses and Single-Unit Trucks	3.7%	**3.7%**	3.7%

*T: Thru

E. Main Street & College Avenue - Slip Right - ATR

Tue Jul 11, 2023
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Channels
ID: 1089713, Location: 39.957283, -82.94037

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

E. Main Street & College Avenue - Slip Right - ATR

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

Tue Jul 11, 2023
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Channels
ID: 1089713, Location: 39.957283, -82.94037

Leg Direction	North Southbound		
Time	T	**App**	**Int**
2023-07-11 5:00PM	16	**16**	**16**
5:15PM	13	**13**	**13**
5:30PM	12	**12**	**12**
5:45PM	15	**15**	**15**
Total	56	**56**	**56**
% Approach	100%	**-**	-
% Total	100%	**100%**	-
PHF	0.875	**0.875**	0.875
Lights	56	**56**	56
% Lights	100%	**100%**	100%
Articulated Trucks	0	**0**	0
% Articulated Trucks	0%	**0%**	0%
Buses and Single-Unit Trucks	0	**0**	0
% Buses and Single-Unit Trucks	0%	**0%**	0%

*T: Thru

E. Main Street & College Avenue - Slip Right - ATR

Tue Jul 11, 2023
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Channels
ID: 1089713, Location: 39.957283, -82.94037

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

E. Main Street & S. Parkview Avenue - TMC

Thu May 25, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1074891, Location: 39.957323, -82.942265

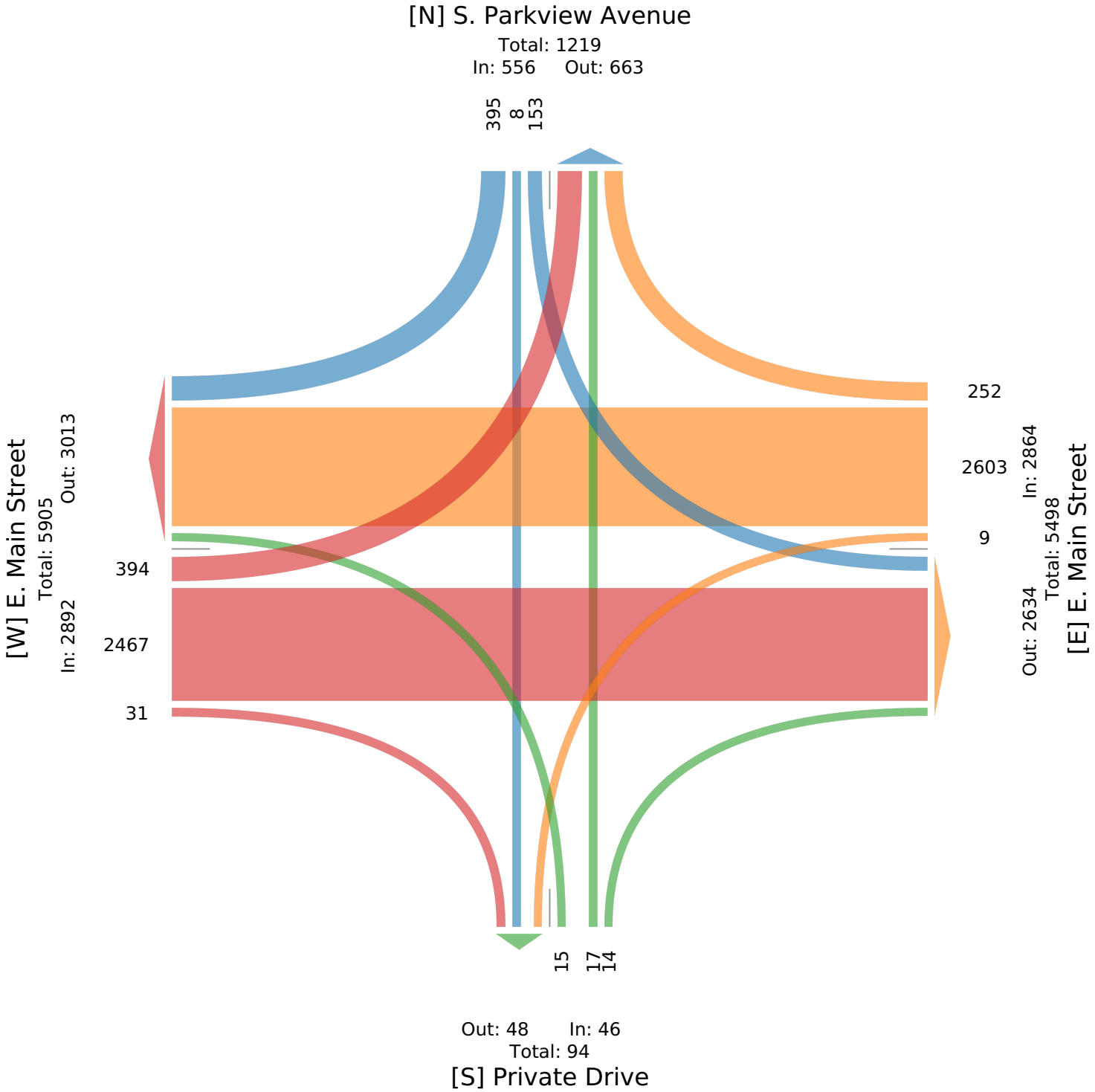
Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

Leg	E. Main Street					E. Main Street					Private Drive					S. Parkview Avenue					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2023-05-25 7:00AM	8	60	0	0	**68**	0	120	8	0	**128**	0	1	0	0	**1**	2	0	8	0	**10**	**207**
7:15AM	11	84	6	0	**101**	0	153	6	0	**159**	0	1	2	0	**3**	1	1	14	0	**16**	**279**
7:30AM	17	101	0	0	**118**	1	163	6	0	**170**	3	0	0	0	**3**	3	0	24	0	**27**	**318**
7:45AM	13	113	0	0	**126**	0	188	5	0	**193**	0	0	1	0	**1**	4	0	18	0	**22**	**342**
Hourly Total	49	358	6	0	**413**	1	624	25	0	**650**	3	2	3	0	**8**	10	1	64	0	**75**	**1146**
8:00AM	26	118	2	0	**146**	0	168	11	0	**179**	0	1	0	0	**1**	6	0	25	0	**31**	**357**
8:15AM	21	122	2	0	**145**	2	171	10	0	**183**	0	0	1	0	**1**	9	0	29	0	**38**	**367**
8:30AM	28	136	0	0	**164**	0	167	15	0	**182**	1	0	0	0	**1**	7	0	30	0	**37**	**384**
8:45AM	19	171	1	0	**191**	0	145	24	0	**169**	0	1	0	0	**1**	8	0	27	0	**35**	**396**
Hourly Total	94	547	5	0	**646**	2	651	60	0	**713**	1	2	1	0	**4**	30	0	111	0	**141**	**1504**
4:00PM	32	177	1	0	**210**	0	183	21	0	**204**	2	1	3	0	**6**	17	1	30	0	**48**	**468**
4:15PM	19	171	3	0	**193**	0	180	26	0	**206**	1	3	0	0	**4**	16	1	25	0	**42**	**445**
4:30PM	29	191	3	0	**223**	2	173	14	0	**189**	2	4	1	0	**7**	17	2	22	0	**41**	**460**
4:45PM	32	225	4	0	**261**	0	166	20	0	**186**	1	1	2	0	**4**	13	0	25	0	**38**	**489**
Hourly Total	112	764	11	0	**887**	2	702	81	0	**785**	6	9	6	0	**21**	63	4	102	0	**169**	**1862**
5:00PM	35	200	3	0	**238**	0	150	25	0	**175**	3	1	2	0	**6**	10	1	28	0	**39**	**458**
5:15PM	44	211	1	0	**256**	2	175	14	0	**191**	0	0	1	0	**1**	10	0	31	0	**41**	**489**
5:30PM	33	179	2	0	**214**	1	151	25	0	**177**	0	0	1	0	**1**	16	2	26	0	**44**	**436**
5:45PM	27	208	3	0	**238**	1	150	22	0	**173**	2	3	0	0	**5**	14	0	33	0	**47**	**463**
Hourly Total	139	798	9	0	**946**	4	626	86	0	**716**	5	4	4	0	**13**	50	3	118	0	**171**	**1846**
Total	394	2467	31	0	**2892**	9	2603	252	0	**2864**	15	17	14	0	**46**	153	8	395	0	**556**	**6358**
% Approach	13.6%	85.3%	1.1%	0%	**-**	0.3%	90.9%	8.8%	0%	**-**	32.6%	37.0%	30.4%	0%	**-**	27.5%	1.4%	71.0%	0%	**-**	-
% Total	6.2%	38.8%	0.5%	0%	**45.5%**	0.1%	40.9%	4.0%	0%	**45.0%**	0.2%	0.3%	0.2%	0%	**0.7%**	2.4%	0.1%	6.2%	0%	**8.7%**	-
Lights	388	2419	31	0	**2838**	8	2550	247	0	**2805**	15	16	14	0	**45**	151	8	386	0	**545**	6233
% Lights	98.5%	98.1%	100%	0%	**98.1%**	88.9%	98.0%	98.0%	0%	**97.9%**	100%	94.1%	100%	0%	**97.8%**	98.7%	100%	97.7%	0%	**98.0%**	98.0%
Articulated Trucks	0	3	0	0	**3**	0	3	1	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	7
% Articulated Trucks	0%	0.1%	0%	0%	**0.1%**	0%	0.1%	0.4%	0%	**0.1%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0.1%
Buses and Single-Unit Trucks	6	45	0	0	**51**	1	50	4	0	**55**	0	1	0	0	**1**	2	0	9	0	**11**	118
% Buses and Single-Unit Trucks	1.5%	1.8%	0%	0%	**1.8%**	11.1%	1.9%	1.6%	0%	**1.9%**	0%	5.9%	0%	0%	**2.2%**	1.3%	0%	2.3%	0%	**2.0%**	1.9%

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

E. Main Street & S. Parkview Avenue - TMC
Thu May 25, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1074891, Location: 39.957323, -82.942265

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



E. Main Street & S. Parkview Avenue - TMC

Thu May 25, 2023
AM Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1074891, Location: 39.957323, -82.942265

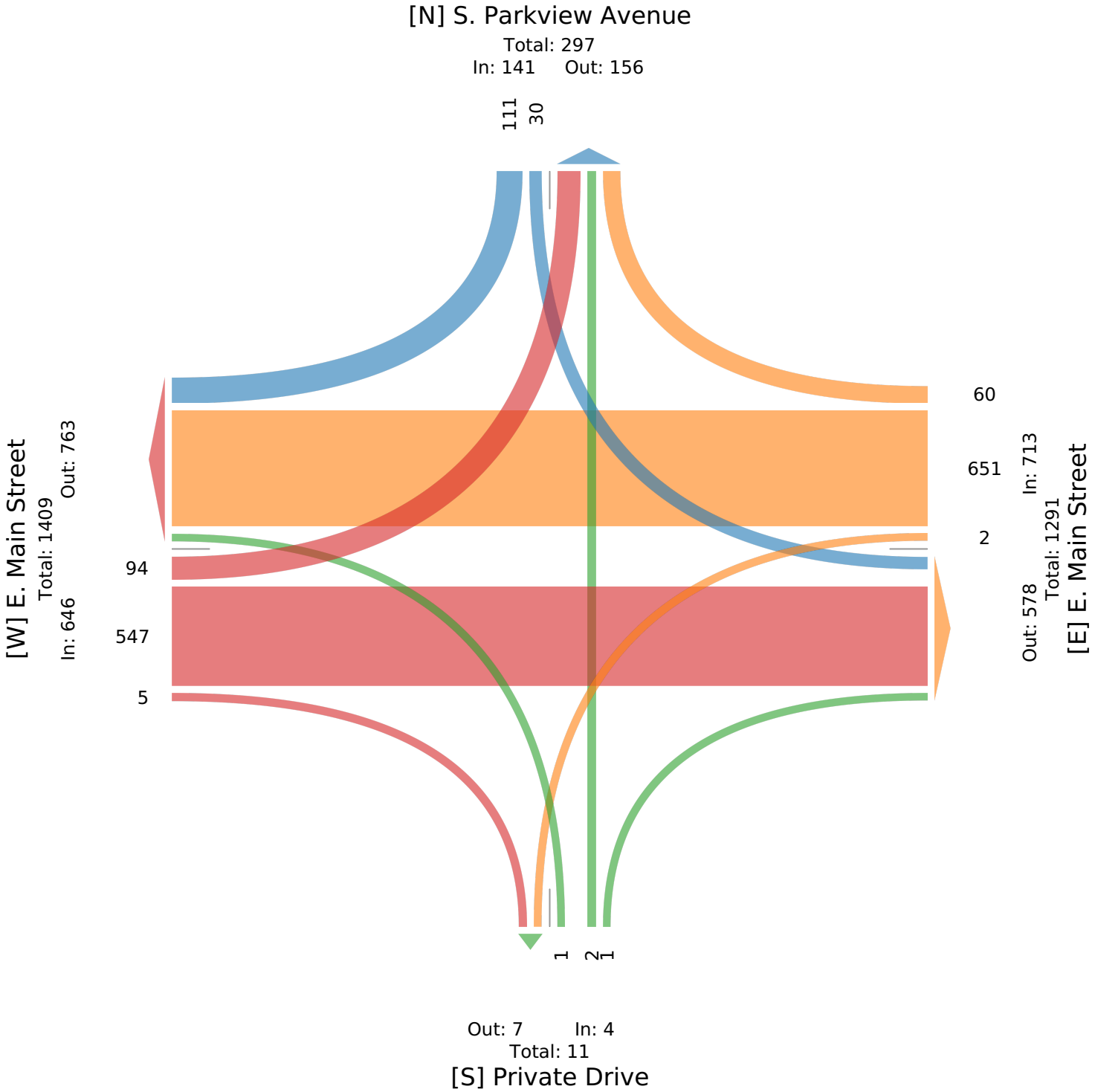
Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

Leg	E. Main Street					E. Main Street					Private Drive					S. Parkview Avenue					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2023-05-25 8:00AM	26	118	2	0	**146**	0	168	11	0	**179**	0	1	0	0	**1**	6	0	25	0	**31**	**357**
8:15AM	21	122	2	0	**145**	2	171	10	0	**183**	0	0	1	0	**1**	9	0	29	0	**38**	**367**
8:30AM	28	136	0	0	**164**	0	167	15	0	**182**	1	0	0	0	**1**	7	0	30	0	**37**	**384**
8:45AM	19	171	1	0	**191**	0	145	24	0	**169**	0	1	0	0	**1**	8	0	27	0	**35**	**396**
Total	94	547	5	0	**646**	2	651	60	0	**713**	1	2	1	0	**4**	30	0	111	0	**141**	**1504**
% Approach	14.6%	84.7%	0.8%	0%	**-**	0.3%	91.3%	8.4%	0%	**-**	25.0%	50.0%	25.0%	0%	**-**	21.3%	0%	78.7%	0%	**-**	-
% Total	6.3%	36.4%	0.3%	0%	**43.0%**	0.1%	43.3%	4.0%	0%	**47.4%**	0.1%	0.1%	0.1%	0%	**0.3%**	2.0%	0%	7.4%	0%	**9.4%**	-
PHF	0.839	0.800	0.625	-	**0.846**	0.250	0.952	0.625	-	**0.974**	0.250	0.500	0.250	-	**1.000**	0.833	-	0.925	-	**0.928**	0.949
Lights	90	534	5	0	**629**	1	630	56	0	**687**	1	1	1	0	**3**	29	0	109	0	**138**	1457
% Lights	95.7%	97.6%	100%	0%	**97.4%**	50.0%	96.8%	93.3%	0%	**96.4%**	100%	50.0%	100%	0%	**75.0%**	96.7%	0%	98.2%	0%	**97.9%**	96.9%
Articulated Trucks	0	0	0	0	**0**	0	1	1	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0.2%	1.7%	0%	**0.3%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0.1%
Buses and Single-Unit Trucks	4	13	0	0	**17**	1	20	3	0	**24**	0	1	0	0	**1**	1	0	2	0	**3**	45
% Buses and Single-Unit Trucks	4.3%	2.4%	0%	0%	**2.6%**	50.0%	3.1%	5.0%	0%	**3.4%**	0%	50.0%	0%	0%	**25.0%**	3.3%	0%	1.8%	0%	**2.1%**	3.0%

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

E. Main Street & S. Parkview Avenue - TMC
Thu May 25, 2023
AM Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1074891, Location: 39.957323, -82.942265

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



E. Main Street & S. Parkview Avenue - TMC

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

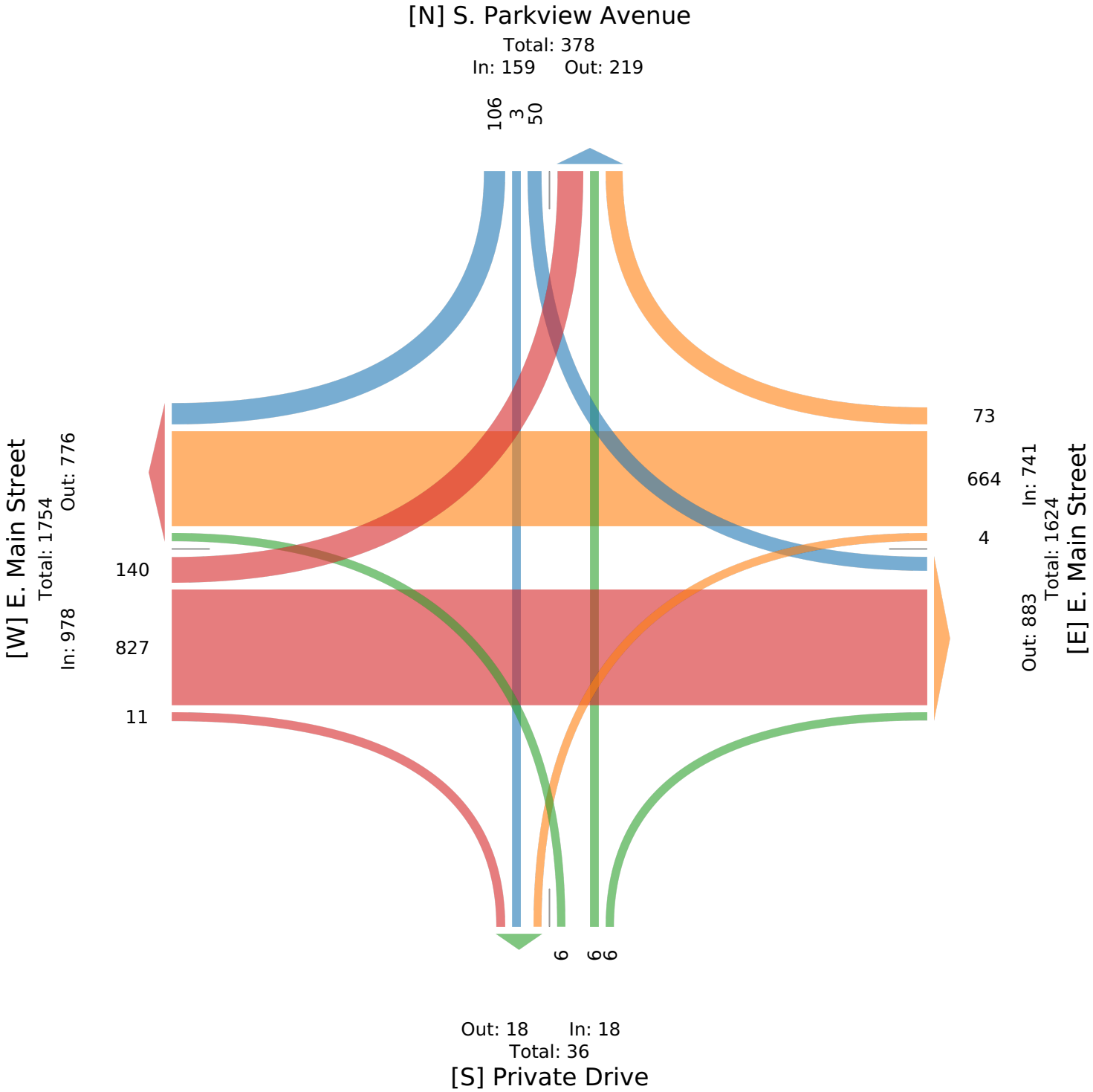
Thu May 25, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1074891, Location: 39.957323, -82.942265

Leg	E. Main Street					E. Main Street					Private Drive					S. Parkview Avenue					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2023-05-25 4:30PM	29	191	3	0	**223**	2	173	14	0	**189**	2	4	1	0	**7**	17	2	22	0	**41**	**460**
4:45PM	32	225	4	0	**261**	0	166	20	0	**186**	1	1	2	0	**4**	13	0	25	0	**38**	**489**
5:00PM	35	200	3	0	**238**	0	150	25	0	**175**	3	1	2	0	**6**	10	1	28	0	**39**	**458**
5:15PM	44	211	1	0	**256**	2	175	14	0	**191**	0	0	1	0	**1**	10	0	31	0	**41**	**489**
Total	140	827	11	0	**978**	4	664	73	0	**741**	6	6	6	0	**18**	50	3	106	0	**159**	**1896**
% Approach	14.3%	84.6%	1.1%	0%	**-**	0.5%	89.6%	9.9%	0%	**-**	33.3%	33.3%	33.3%	0%	**-**	31.4%	1.9%	66.7%	0%	**-**	-
% Total	7.4%	43.6%	0.6%	0%	**51.6%**	0.2%	35.0%	3.9%	0%	**39.1%**	0.3%	0.3%	0.3%	0%	**0.9%**	2.6%	0.2%	5.6%	0%	**8.4%**	-
PHF	0.795	0.919	0.688	-	**0.937**	0.500	0.949	0.730	-	**0.970**	0.500	0.375	0.750	-	**0.643**	0.735	0.375	0.855	-	**0.970**	0.969
Lights	140	818	11	0	**969**	4	654	73	0	**731**	6	6	6	0	**18**	50	3	103	0	**156**	1874
% Lights	100%	98.9%	100%	0%	**99.1%**	100%	98.5%	100%	0%	**98.7%**	100%	100%	100%	0%	**100%**	100%	100%	97.2%	0%	**98.1%**	98.8%
Articulated Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%
Buses and Single-Unit Trucks	0	9	0	0	**9**	0	10	0	0	**10**	0	0	0	0	**0**	0	0	3	0	**3**	22
% Buses and Single-Unit Trucks	0%	1.1%	0%	0%	**0.9%**	0%	1.5%	0%	0%	**1.3%**	0%	0%	0%	0%	**0%**	0%	0%	2.8%	0%	**1.9%**	1.2%

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

E. Main Street & S. Parkview Avenue - TMC
Thu May 25, 2023
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1074891, Location: 39.957323, -82.942265

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



S. Parkview Avenue & The Alexander Access - TMC

Thu May 25, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1074892, Location: 39.958212, -82.942195

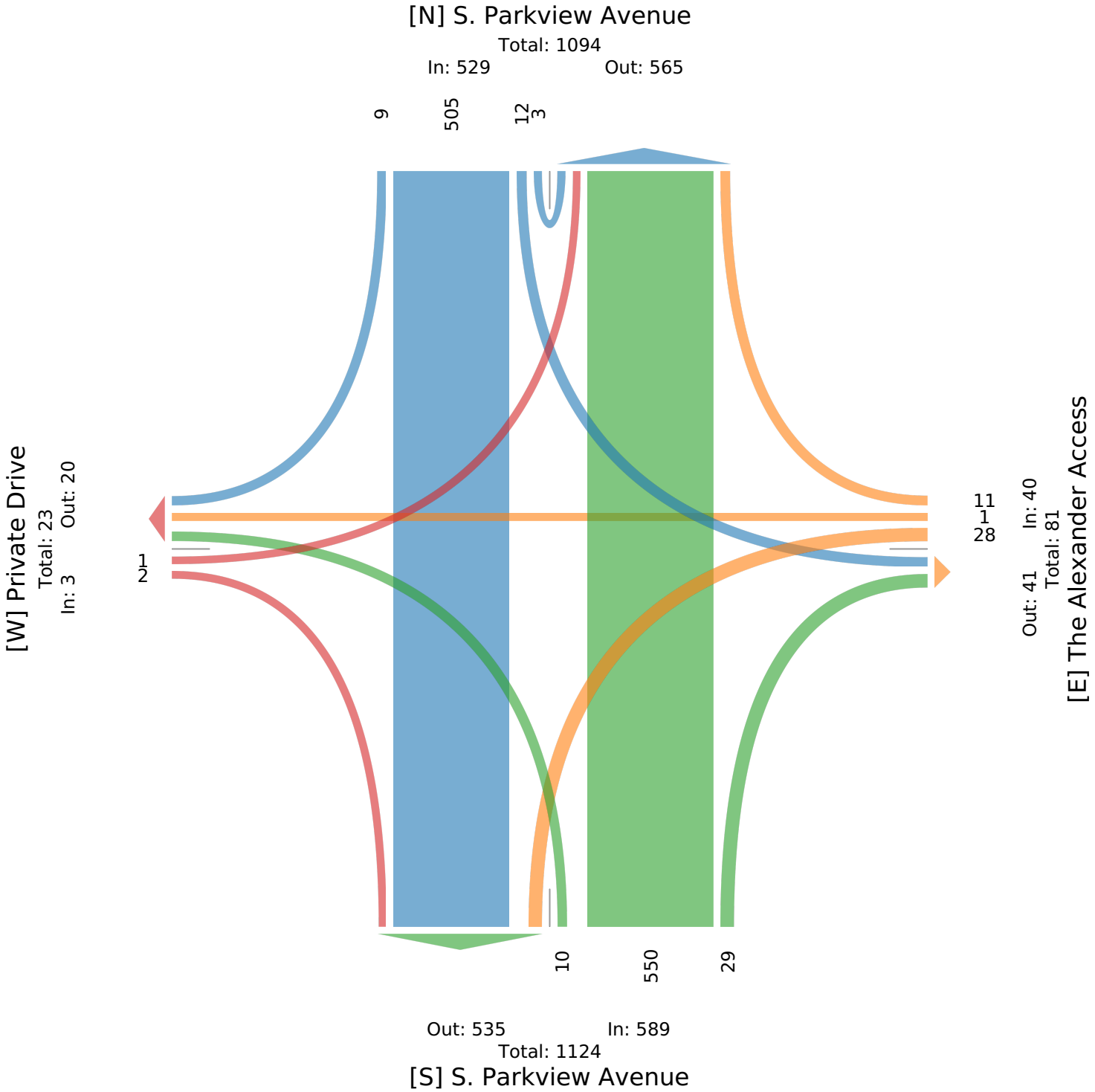
Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

Leg	Private Drive					The Alexander Access					S. Parkview Avenue					S. Parkview Avenue					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2023-05-25 7:00AM	0	0	0	0	**0**	1	0	1	0	**2**	0	14	2	0	**16**	2	9	0	0	**11**	**29**
7:15AM	0	0	0	0	**0**	1	0	1	0	**2**	1	14	0	0	**15**	0	16	0	0	**16**	**33**
7:30AM	0	0	0	0	**0**	3	0	0	0	**3**	1	18	2	0	**21**	1	24	0	0	**25**	**49**
7:45AM	0	0	0	0	**0**	1	0	0	0	**1**	0	17	2	0	**19**	0	21	0	1	**22**	**42**
Hourly Total	0	0	0	0	**0**	6	0	2	0	**8**	2	63	6	0	**71**	3	70	0	1	**74**	**153**
8:00AM	0	0	0	0	**0**	1	0	1	0	**2**	1	29	1	0	**31**	1	31	1	0	**33**	**66**
8:15AM	0	0	0	0	**0**	0	0	0	0	**0**	0	26	2	0	**28**	0	38	0	0	**38**	**66**
8:30AM	0	0	0	0	**0**	2	1	1	0	**4**	2	25	4	0	**31**	0	36	2	1	**39**	**74**
8:45AM	0	0	0	0	**0**	2	0	0	0	**2**	0	26	0	0	**26**	1	44	0	0	**45**	**73**
Hourly Total	0	0	0	0	**0**	5	1	2	0	**8**	3	106	7	0	**116**	2	149	3	1	**155**	**279**
4:00PM	0	0	1	0	**1**	1	0	2	0	**3**	0	54	2	0	**56**	1	39	1	0	**41**	**101**
4:15PM	0	0	0	0	**0**	1	0	1	0	**2**	1	44	0	0	**45**	2	45	1	0	**48**	**95**
4:30PM	0	0	0	0	**0**	0	0	0	0	**0**	1	33	3	0	**37**	2	27	1	0	**30**	**67**
4:45PM	1	0	0	0	**1**	3	0	2	0	**5**	0	48	2	0	**50**	0	36	1	0	**37**	**93**
Hourly Total	1	0	1	0	**2**	5	0	5	0	**10**	2	179	7	0	**188**	5	147	4	0	**156**	**356**
5:00PM	0	0	0	0	**0**	2	0	0	0	**2**	1	50	4	0	**55**	0	30	1	0	**31**	**88**
5:15PM	0	0	0	0	**0**	2	0	1	0	**3**	0	58	0	0	**58**	2	35	0	1	**38**	**99**
5:30PM	0	0	1	0	**1**	3	0	0	0	**3**	2	45	3	0	**50**	0	34	0	0	**34**	**88**
5:45PM	0	0	0	0	**0**	5	0	1	0	**6**	0	49	2	0	**51**	0	40	1	0	**41**	**98**
Hourly Total	0	0	1	0	**1**	12	0	2	0	**14**	3	202	9	0	**214**	2	139	2	1	**144**	**373**
Total	1	0	2	0	**3**	28	1	11	0	**40**	10	550	29	0	**589**	12	505	9	3	**529**	**1161**
% Approach	33.3%	0%	66.7%	0%	**-**	70.0%	2.5%	27.5%	0%	**-**	1.7%	93.4%	4.9%	0%	**-**	2.3%	95.5%	1.7%	0.6%	**-**	-
% Total	0.1%	0%	0.2%	0%	**0.3%**	2.4%	0.1%	0.9%	0%	**3.4%**	0.9%	47.4%	2.5%	0%	**50.7%**	1.0%	43.5%	0.8%	0.3%	**45.6%**	-
Lights	1	0	2	0	**3**	28	1	11	0	**40**	10	542	29	0	**581**	12	492	9	3	**516**	1140
% Lights	100%	0%	100%	0%	**100%**	100%	100%	100%	0%	**100%**	100%	98.5%	100%	0%	**98.6%**	100%	97.4%	100%	100%	**97.5%**	98.2%
Articulated Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0.2%	0%	0%	**0.2%**	0%	0%	0%	0%	**0%**	0.1%
Buses and Single-Unit Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	7	0	0	**7**	0	13	0	0	**13**	20
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	1.3%	0%	0%	**1.2%**	0%	2.6%	0%	0%	**2.5%**	1.7%

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

S. Parkview Avenue & The Alexander Access - TMC
Thu May 25, 2023
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1074892, Location: 39.958212, -82.942195

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



S. Parkview Avenue & The Alexander Access - TMC

Thu May 25, 2023
AM Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1074892, Location: 39.958212, -82.942195

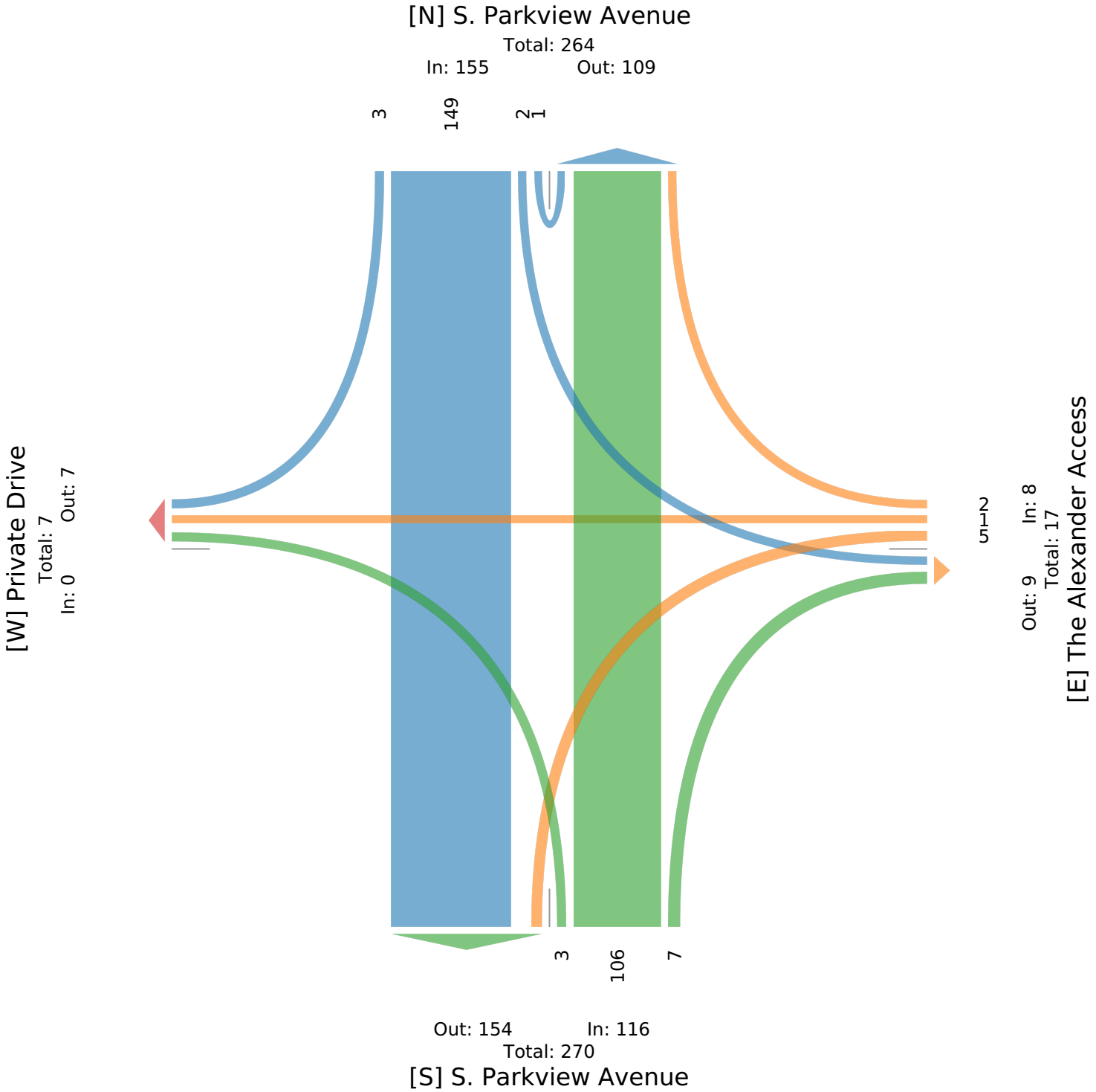
Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

Leg	Private Drive					The Alexander Access					S. Parkview Avenue					S. Parkview Avenue					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2023-05-25 8:00AM	0	0	0	0	**0**	1	0	1	0	**2**	1	29	1	0	**31**	1	31	1	0	**33**	**66**
8:15AM	0	0	0	0	**0**	0	0	0	0	**0**	0	26	2	0	**28**	0	38	0	0	**38**	**66**
8:30AM	0	0	0	0	**0**	2	1	1	0	**4**	2	25	4	0	**31**	0	36	2	1	**39**	**74**
8:45AM	0	0	0	0	**0**	2	0	0	0	**2**	0	26	0	0	**26**	1	44	0	0	**45**	**73**
Total	0	0	0	0	**0**	5	1	2	0	**8**	3	106	7	0	**116**	2	149	3	1	**155**	**279**
% Approach	0%	0%	0%	0%	**-**	62.5%	12.5%	25.0%	0%	**-**	2.6%	91.4%	6.0%	0%	**-**	1.3%	96.1%	1.9%	0.6%	**-**	-
% Total	0%	0%	0%	0%	**0%**	1.8%	0.4%	0.7%	0%	**2.9%**	1.1%	38.0%	2.5%	0%	**41.6%**	0.7%	53.4%	1.1%	0.4%	**55.6%**	-
PHF	-	-	-	-	**-**	0.625	0.250	0.500		**0.500**	0.375	0.914	0.438	-	**0.935**	0.500	0.847	0.375	0.250	**0.861**	0.943
Lights	0	0	0	0	**0**	5	1	2	0	**8**	3	100	7	0	**110**	2	146	3	1	**152**	270
% Lights	0%	0%	0%	0%	**-**	100%	100%	100%	0%	**100%**	100%	94.3%	100%	0%	**94.8%**	100%	98.0%	100%	100%	**98.1%**	96.8%
Articulated Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	1
% Articulated Trucks	0%	0%	0%	0%	**-**	0%	0%	0%	0%	**0%**	0%	0.9%	0%	0%	**0.9%**	0%	0%	0%	0%	**0%**	0.4%
Buses and Single-Unit Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	5	0	0	**5**	0	3	0	0	**3**	8
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**-**	0%	0%	0%	0%	**0%**	0%	4.7%	0%	0%	**4.3%**	0%	2.0%	0%	0%	**1.9%**	2.9%

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

S. Parkview Avenue & The Alexander Access - TMC
Thu May 25, 2023
AM Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1074892, Location: 39.958212, -82.942195

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



S. Parkview Avenue & The Alexander Access - TMC

Thu May 25, 2023
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1074892, Location: 39.958212, -82.942195

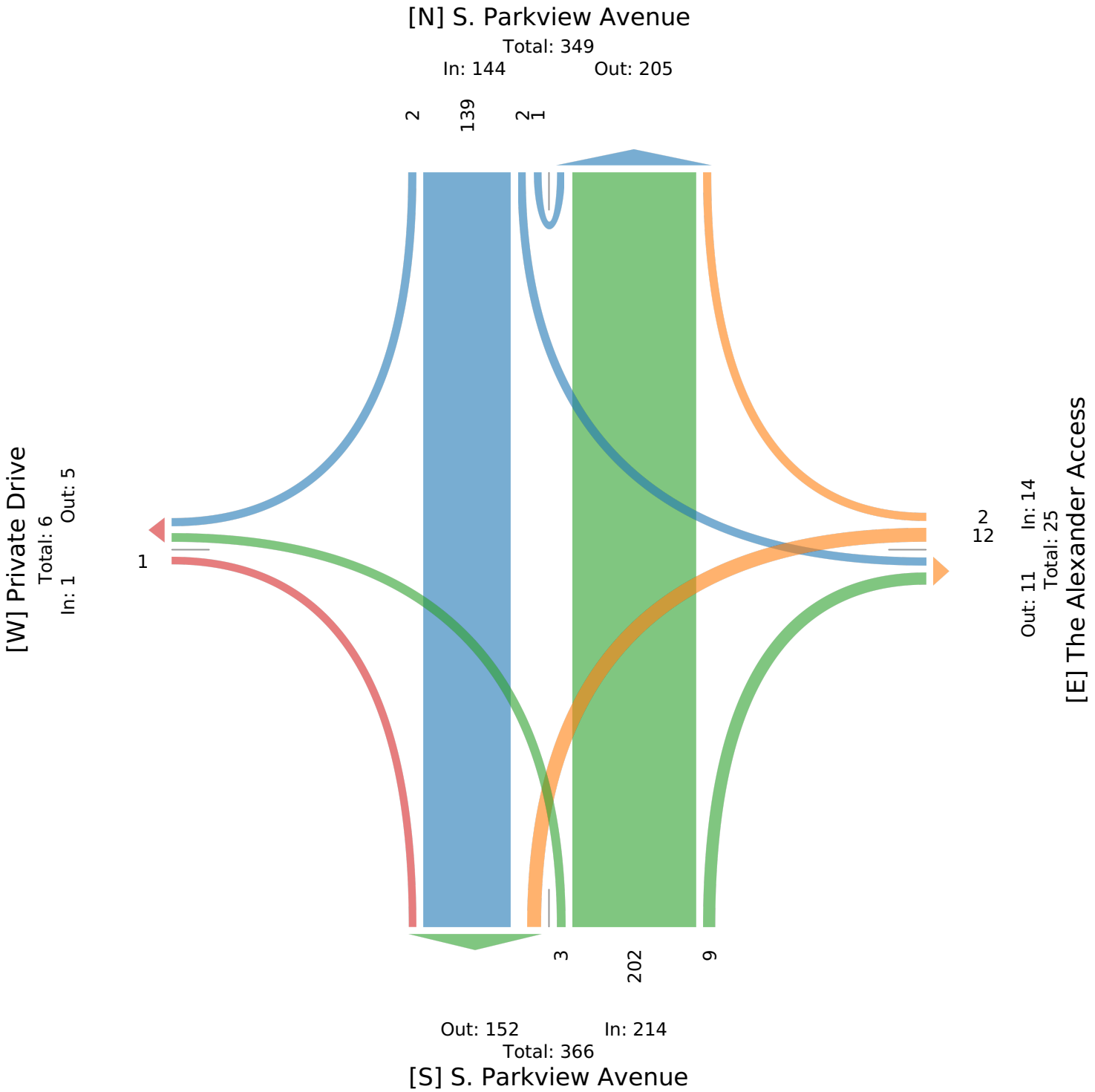
Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US

Leg	Private Drive					The Alexander Access					S. Parkview Avenue					S. Parkview Avenue					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	L	T	R	U	**App**	**Int**
2023-05-25 5:00PM	0	0	0	0	**0**	2	0	0	0	**2**	1	50	4	0	**55**	0	30	1	0	**31**	**88**
5:15PM	0	0	0	0	**0**	2	0	1	0	**3**	0	58	0	0	**58**	2	35	0	1	**38**	**99**
5:30PM	0	0	1	0	**1**	3	0	0	0	**3**	2	45	3	0	**50**	0	34	0	0	**34**	**88**
5:45PM	0	0	0	0	**0**	5	0	1	0	**6**	0	49	2	0	**51**	0	40	1	0	**41**	**98**
Total	0	0	1	0	**1**	12	0	2	0	**14**	3	202	9	0	**214**	2	139	2	1	**144**	**373**
% Approach	0%	0%	100%	0%	**-**	85.7%	0%	14.3%	0%	**-**	1.4%	94.4%	4.2%	0%	**-**	1.4%	96.5%	1.4%	0.7%	**-**	-
% Total	0%	0%	0.3%	0%	**0.3%**	3.2%	0%	0.5%	0%	**3.8%**	0.8%	54.2%	2.4%	0%	**57.4%**	0.5%	37.3%	0.5%	0.3%	**38.6%**	-
PHF	-	-	0.250	-	**0.250**	0.600	-	0.500	-	**0.583**	0.375	0.871	0.563	-	**0.922**	0.250	0.869	0.500	0.250	**0.878**	0.942
Lights	0	0	1	0	**1**	12	0	2	0	**14**	3	202	9	0	**214**	2	134	2	1	**139**	368
% Lights	0%	0%	100%	0%	**100%**	100%	0%	100%	0%	**100%**	100%	100%	100%	0%	**100%**	100%	96.4%	100%	100%	**96.5%**	98.7%
Articulated Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	5	0	0	**5**	5
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	3.6%	0%	0%	**3.5%**	1.3%

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

S. Parkview Avenue & The Alexander Access - TMC
Thu May 25, 2023
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 1074892, Location: 39.958212, -82.942195

Provided by: Carpenter Marty (CM) Transportation Inc.
6612 Singletree Drive, Columbus, OH, 43229, US



From: Hwashik Jang
To: Leiana Yates
Cc: Nick Gill; Drew Laurent
Subject: RE: Growth Rate Request - Bexley Trinity Development TIS
Date: Wednesday, June 28, 2023 11:36:07 AM
Attachments: image002.png
image003.png

Leiana,

We have completed processing growth rates for your traffic study.

Please use linear annual growth rates as summarized below.

Location	Linear Annual Growth Rate
E Main St e/o College Ave	0.70%
College Ave n/o E Main St	0.70%
E Main St w/o College Ave	0.70%
College Ave s/o E Main St	0.30%
E Main St e/o Parkview Ave	0.70%
Parkview Ave n/o E Main St	0.30%
E Main St w/o Parkview Ave	0.50%
Parkview Ave n/o Alexander Access	0.30%
Parkview Ave s/o Alexander Access	0.30%

Note: The above rate was derived based on planning level analysis by using MORPC's regional travel demand model.

If you have any questions, please let me know.

Thanks,

HWASHIK JANG
Senior Planner | **Mid-Ohio Regional Planning Commission**
T: 614.233.4145 | hjang@morpc.org
111 Liberty Street, Suite 100 | Columbus, OH 43215

From: Leiana Yates <lyates@cmtran.com>
Sent: Tuesday, June 13, 2023 11:41 AM

Appendix C
Trip Generation

CARPENTER MARTY transportation

Scenario - 1

Scenario Name: AM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
221 - Multifamily Housing (Mid-Rise) - Not Close	General Urban/Suburban	Dwelling Units	232	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	21	70	91
Data Source: Trip Generation Manual, 11th Ed					T = 0.44(X) - 11.61	23%	77%	
710 - General Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	12.45	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	25	3	28
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.86Ln(X) + 1.16	88%	12%	
822 - Strip Retail Plaza (<40k)	General Urban/Suburban	1000 Sq. Ft. GLA	5	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	11	7	18
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.66Ln(X) + 1.84	60%	40%	
932 - High-Turnover (Sit-Down) Restaurant	General Urban/Suburban	1000 Sq. Ft. GFA	6	Weekday, Peak Hour of Adjacent Street Traffic,	Average	32	26	58
Data Source: Trip Generation Manual, 11th Ed					9.57	55%	45%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	100	100	1	1	23	77
710 - General Office Building	99	100	1.1	1.1	88	12
822 - Strip Retail Plaza (<40k)	100	100	1	1	60	40
932 - High-Turnover (Sit-Down) Restaurant	100	100	1	1	55	45

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	21	70	0	0	21	70
	91		0		91	
710 - General Office Building	27	4	0	0	27	4
	31		0		31	
822 - Strip Retail Plaza (<40k)	11	7	0	0	11	7
	18		0		18	
932 - High-Turnover (Sit-Down) Restaurant	32	26	0	0	32	26
	58		0		58	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	Residential
710 - General Office Building	Office
822 - Strip Retail Plaza (<40k)	Retail
932 - High-Turnover (Sit-Down) Restaurant	Resturant

BALANCED PERSON TRIPS:

221 - Multifamily Housing (Mid-Rise)-Not Close to Rail Transit								710 - General Office Building
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
70	1	2	1	**1**	1	3	1	27
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
21	1	0	0	**0**	0	1	1	4

221 - Multifamily Housing (Mid-Rise)-Not Close to Rail Transit								822 - Strip Retail Plaza (<40k)
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
70	1	1	1	**1**	2	17	1	11
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
21	1	2	0	**0**	1	14	1	7

221 - Multifamily Housing (Mid-Rise)-Not Close to Rail Transit								932 - High-Turnover (Sit-Down) Restaurant
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
70	1	20	14	**6**	6	20	1	32
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
21	1	5	1	**1**	1	4	1	26

710 - General Office Building								822 - Strip Retail Plaza (<40k)
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
4	1	28	1	**1**	3	32	1	11
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
27	1	4	1	**1**	2	29	1	7

710 - General Office Building								932 - High-Turnover (Sit-Down) Restaurant
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
4	1	63	2	**2**	7	23	1	32
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
27	1	14	4	**4**	8	31	1	26

822 - Strip Retail Plaza (<40k)								932 - High-Turnover (Sit-Down) Restaurant
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
7	1	13	1	**1**	16	50	1	32
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
11	1	8	1	**1**	4	14	1	26

INTERNAL PERSON TRIPS:

221 - Multifamily Housing (Mid-Rise)-Not Close to Rail Transit

Internal Person Trips From	Entry	Exit	Total
710 - General Office Building	0	1	1

822 - Strip Retail Plaza (<40k)	0	1	1
932 - High-Turnover (Sit-Down) Restaurant	1	6	7
Total Internal Person Trips	**1**	**8**	**9**

710 - General Office Building

Internal Person Trips From	Entry	Exit	Total
221 - Multifamily Housing (Mid-Rise)-Not Close to Rail Transit	1	0	1
822 - Strip Retail Plaza (<40k)	1	1	2
932 - High-Turnover (Sit-Down) Restaurant	4	2	6
Total Internal Person Trips	**6**	**3**	**9**

822 - Strip Retail Plaza (<40k)

Internal Person Trips From	Entry	Exit	Total
221 - Multifamily Housing (Mid-Rise)-Not Close to Rail Transit	1	0	1
710 - General Office Building	1	1	2
932 - High-Turnover (Sit-Down) Restaurant	1	1	2
Total Internal Person Trips	**3**	**2**	**5**

932 - High-Turnover (Sit-Down) Restaurant

Internal Person Trips From	Entry	Exit	Total
221 - Multifamily Housing (Mid-Rise)-Not Close to Rail Transit	6	1	7
710 - General Office Building	2	4	6
822 - Strip Retail Plaza (<40k)	1	1	2
Total Internal Person Trips	**9**	**6**	**15**

INTERNAL VEHICLE TRIPS AND CAPTURE:

221 - Multifamily Housing (Mid-Rise)-Not Close to Rail Transit

Total Internal Person Trips	1	8	9
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**1**	**8**	**9**
Total External Vehicle Trips	20	62	82
Internal Vehicle Trip Capture	**5%**	**11%**	**0%**

710 - General Office Building

Total Internal Person Trips	6	3	9
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**6**	**3**	**9**
Total External Vehicle Trips	19	0	19
Internal Vehicle Trip Capture	**24%**	**90%**	**0%**

822 - Strip Retail Plaza (<40k)

Total Internal Person Trips	3	2	5
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**3**	**2**	**5**
Total External Vehicle Trips	8	5	13
Internal Vehicle Trip Capture	**27%**	**27%**	**0%**

932 - High-Turnover (Sit-Down) Restaurant

Total Internal Person Trips	9	6	15
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**9**	**6**	**15**
Total External Vehicle Trips	23	20	43
Internal Vehicle Trip Capture	**28%**	**23%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	20	62	0.00%	0.00%	0	0
710 - General Office Building	19	0	0.00%	0.00%	0	0
822 - Strip Retail Plaza (<40k)	8	5	0.00%	0.00%	0	0
932 - High-Turnover (Sit-Down) Restaurant	23	20	0.00%	0.00%	0	0

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	20	62	0.00%	0.00%	0	0
710 - General Office Building	19	0	0.00%	0.00%	0	0
822 - Strip Retail Plaza (<40k)	8	5	0.00%	0.00%	0	0
932 - High-Turnover (Sit-Down) Restaurant	23	20	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	20	62	0.00%	0.00%	0	0
710 - General Office Building	19	0	0.00%	0.00%	0	0
822 - Strip Retail Plaza (<40k)	8	5	0.00%	0.00%	0	0
932 - High-Turnover (Sit-Down) Restaurant	23	20	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	20	62	82
710 - General Office Building	19	0	19
822 - Strip Retail Plaza (<40k)	8	5	13
932 - High-Turnover (Sit-Down) Restaurant	23	20	43

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	89	106	195
Internal Vehicle Trips	19	19	38
External Vehicle Trips	70	87	157
Internal Vehicle Trip Capture	21%	18%	20%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0

Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	70	87	157

Scenario - 2

Scenario Name: PM Peak
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
221 - Multifamily Housing (Mid-Rise) - Not Close	General Urban/Suburban	Dwelling Units	232	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LIN)	55	35	90
Data Source: Trip Generation Manual, 11th Ed					T = 0.39(X) + 0.34	61%	39%	
710 - General Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	12.45	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	5	24	29
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.83Ln(X) + 1.29	17%	83%	
822 - Strip Retail Plaza (<40k)	General Urban/Suburban	1000 Sq. Ft. GLA	5	Weekday, Peak Hour of Adjacent Street Traffic,	Best Fit (LOG)	24	24	48
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.71Ln(X) + 2.72	50%	50%	
932 - High-Turnover (Sit-Down) Restaurant	General Urban/Suburban	1000 Sq. Ft. GFA	6	Weekday, Peak Hour of Adjacent Street Traffic,	Average	33	21	54
Data Source: Trip Generation Manual, 11th Ed					9.05	61%	39%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	100	100	1	1	61	39
710 - General Office Building	100	99	1.1	1.1	17	83
822 - Strip Retail Plaza (<40k)	100	100	1	1	50	50
932 - High-Turnover (Sit-Down) Restaurant	100	100	1	1	61	39

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	55	35	0	0	55	35
	90		0		90	
710 - General Office Building	6	27	0	0	6	27
	33		0		33	
822 - Strip Retail Plaza (<40k)	24	24	0	0	24	24
	48		0		48	
932 - High-Turnover (Sit-Down) Restaurant	33	21	0	0	33	21
	54		0		54	

INTERNAL VEHICLE TRIP REDUCTION

LAND USE GROUP ASSIGNMENT:

Land Use	Land Use Group
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	Residential
710 - General Office Building	Office
822 - Strip Retail Plaza (<40k)	Retail
932 - High-Turnover (Sit-Down) Restaurant	Resturant

BALANCED PERSON TRIPS:

221 - Multifamily Housing (Mid-Rise)-Not Close to Rail Transit								710 - General Office Building
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
35	1	4	1	**1**	3	57	1	6
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
55	1	4	2	**1**	1	2	1	27

221 - Multifamily Housing (Mid-Rise)-Not Close to Rail Transit								822 - Strip Retail Plaza (<40k)
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
35	1	42	15	**2**	2	10	1	24
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
55	1	46	25	**6**	6	26	1	24

221 - Multifamily Housing (Mid-Rise)-Not Close to Rail Transit								932 - High-Turnover (Sit-Down) Restaurant
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
35	1	21	7	**5**	5	14	1	33
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
55	1	16	9	**4**	4	18	1	21

710 - General Office Building								822 - Strip Retail Plaza (<40k)
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
27	1	20	5	**2**	2	8	1	24
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
6	1	31	2	**0**	0	2	1	24

710 - General Office Building								932 - High-Turnover (Sit-Down) Restaurant
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
27	1	4	1	**1**	1	2	1	33
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
6	1	30	2	**1**	1	3	1	21

822 - Strip Retail Plaza (<40k)								932 - High-Turnover (Sit-Down) Restaurant
Persons Exit	PAF	UIPTC	Unconstrained Demand	==>>> BALANCED ==>>>	Unconstrained Demand	UIPTC	PAF	Persons Entry
24	1	29	7	**7**	10	29	1	33
Persons Entry	PAF	UIPTC	Unconstrained Demand	<<<== BALANCED <<<==	Unconstrained Demand	UIPTC	PAF	Persons Exit
24	1	50	12	**9**	9	41	1	21

INTERNAL PERSON TRIPS:

221 - Multifamily Housing (Mid-Rise)-Not Close to Rail Transit

Internal Person Trips From	Entry	Exit	Total
710 - General Office Building	1	1	2

822 - Strip Retail Plaza (<40k)	6	2	9
932 - High-Turnover (Sit-Down) Restaurant	4	5	8
Total Internal Person Trips	**11**	**8**	**19**

710 - General Office Building

Internal Person Trips From	Entry	Exit	Total
221 - Multifamily Housing (Mid-Rise)-Not Close to Rail Transit	1	1	2
822 - Strip Retail Plaza (<40k)	0	2	2
932 - High-Turnover (Sit-Down) Restaurant	1	1	1
Total Internal Person Trips	**2**	**4**	**6**

822 - Strip Retail Plaza (<40k)

Internal Person Trips From	Entry	Exit	Total
221 - Multifamily Housing (Mid-Rise)-Not Close to Rail Transit	2	6	9
710 - General Office Building	2	0	2
932 - High-Turnover (Sit-Down) Restaurant	9	7	16
Total Internal Person Trips	**13**	**13**	**26**

932 - High-Turnover (Sit-Down) Restaurant

Internal Person Trips From	Entry	Exit	Total
221 - Multifamily Housing (Mid-Rise)-Not Close to Rail Transit	5	4	8
710 - General Office Building	1	1	1
822 - Strip Retail Plaza (<40k)	7	9	16
Total Internal Person Trips	**13**	**14**	**27**

INTERNAL VEHICLE TRIPS AND CAPTURE:

221 - Multifamily Housing (Mid-Rise)-Not Close to Rail Transit

Total Internal Person Trips	11	8	19
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**11**	**8**	**19**
Total External Vehicle Trips	44	27	71
Internal Vehicle Trip Capture	**20%**	**23%**	**0%**

710 - General Office Building

Total Internal Person Trips	2	4	6
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**2**	**4**	**6**
Total External Vehicle Trips	3	20	23
Internal Vehicle Trip Capture	**40%**	**16%**	**0%**

822 - Strip Retail Plaza (<40k)

Total Internal Person Trips	13	13	26
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**13**	**13**	**26**
Total External Vehicle Trips	11	11	22
Internal Vehicle Trip Capture	**55%**	**55%**	**0%**

932 - High-Turnover (Sit-Down) Restaurant

Total Internal Person Trips	13	14	27
Vehicle Mode Share	100%	100%	-
Vehicle Occupancy	1.00	1.00	-
Total Vehicle Internal Trips	**13**	**14**	**27**
Total External Vehicle Trips	20	7	27
Internal Vehicle Trip Capture	**39%**	**66%**	**0%**

PASS-BY VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Pass-by Vehicle Trip %		Pass-by Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	44	27	0.00%	0.00%	0	0
710 - General Office Building	3	20	0.00%	0.00%	0	0
822 - Strip Retail Plaza (<40k)	11	11	34.00%	34.00%	4	4
932 - High-Turnover (Sit-Down) Restaurant	20	7	43.00%	43.00%	9	3

DIVERTED VEHICLE TRIP REDUCTION

Land Use	External Vehicle Trips		Diverted Vehicle Trip %		Diverted Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	44	27	0.00%	0.00%	0	0
710 - General Office Building	3	20	0.00%	0.00%	0	0
822 - Strip Retail Plaza (<40k)	11	11	0.00%	0.00%	0	0
932 - High-Turnover (Sit-Down) Restaurant	20	7	0.00%	0.00%	0	0

EXTRA VEHICLE TRIP REDUCTION

Land Use	(External - (Pass-by + Diverted)) Vehicle Trips		Extra Vehicle Trip Reduction %		Extra Reduced Vehicle Trips	
	Entry	Exit	Entry (%)	Exit (%)	Entry	Exit
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	44	27	0.00%	0.00%	0	0
710 - General Office Building	3	20	0.00%	0.00%	0	0
822 - Strip Retail Plaza (<40k)	7	7	0.00%	0.00%	0	0
932 - High-Turnover (Sit-Down) Restaurant	11	4	0.00%	0.00%	0	0

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	44	27	71
710 - General Office Building	3	20	23
822 - Strip Retail Plaza (<40k)	7	7	14
932 - High-Turnover (Sit-Down) Restaurant	11	4	15

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	117	104	221
Internal Vehicle Trips	39	39	78
External Vehicle Trips	78	65	143
Internal Vehicle Trip Capture	33%	38%	36%
Pass-by Vehicle Trips	13	7	20
Diverted Vehicle Trips	0	0	0

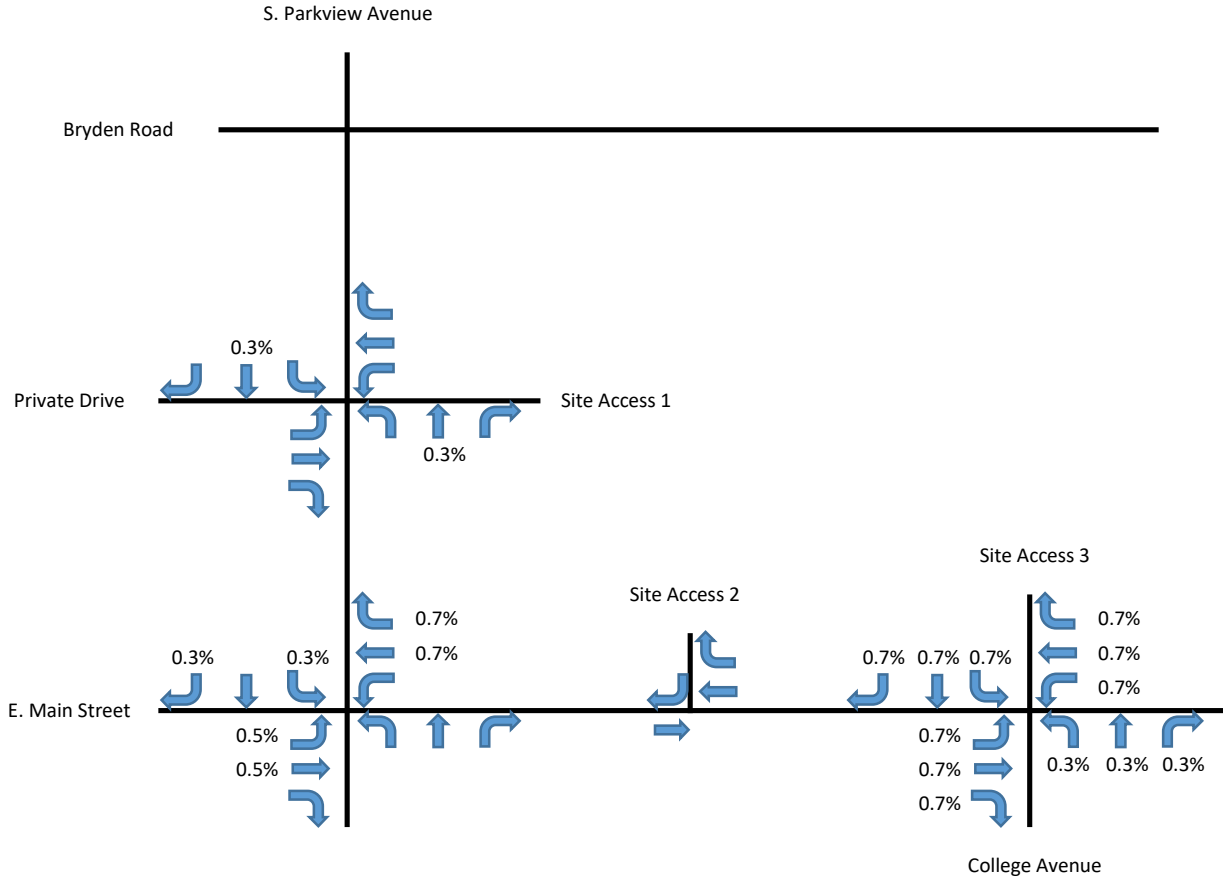
Extra Reduced Vehicle Trips	0	0	0
New Vehicle Trips	65	58	123

Appendix D
Volume Calculations

CARPENTER MARTY transportation

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
			Growth Rates	

^
N



CARPENTER MARTY transportation	Year	Period	Scenario	Plate
			Proposed Development Non-Pass-By Distribution	

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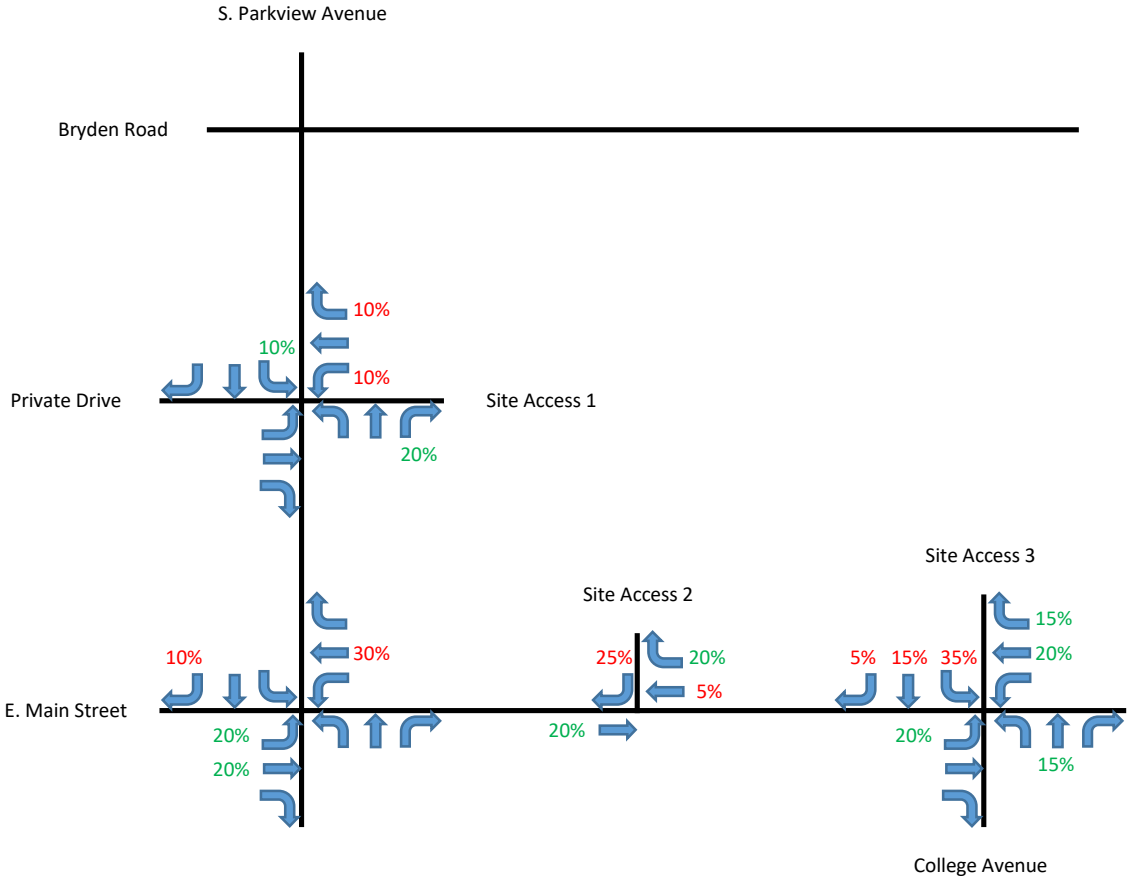

CARPENTER MARTY transportation	Year	Period	Scenario	Plate
			Proposed Development Pass-By Distribution	

^
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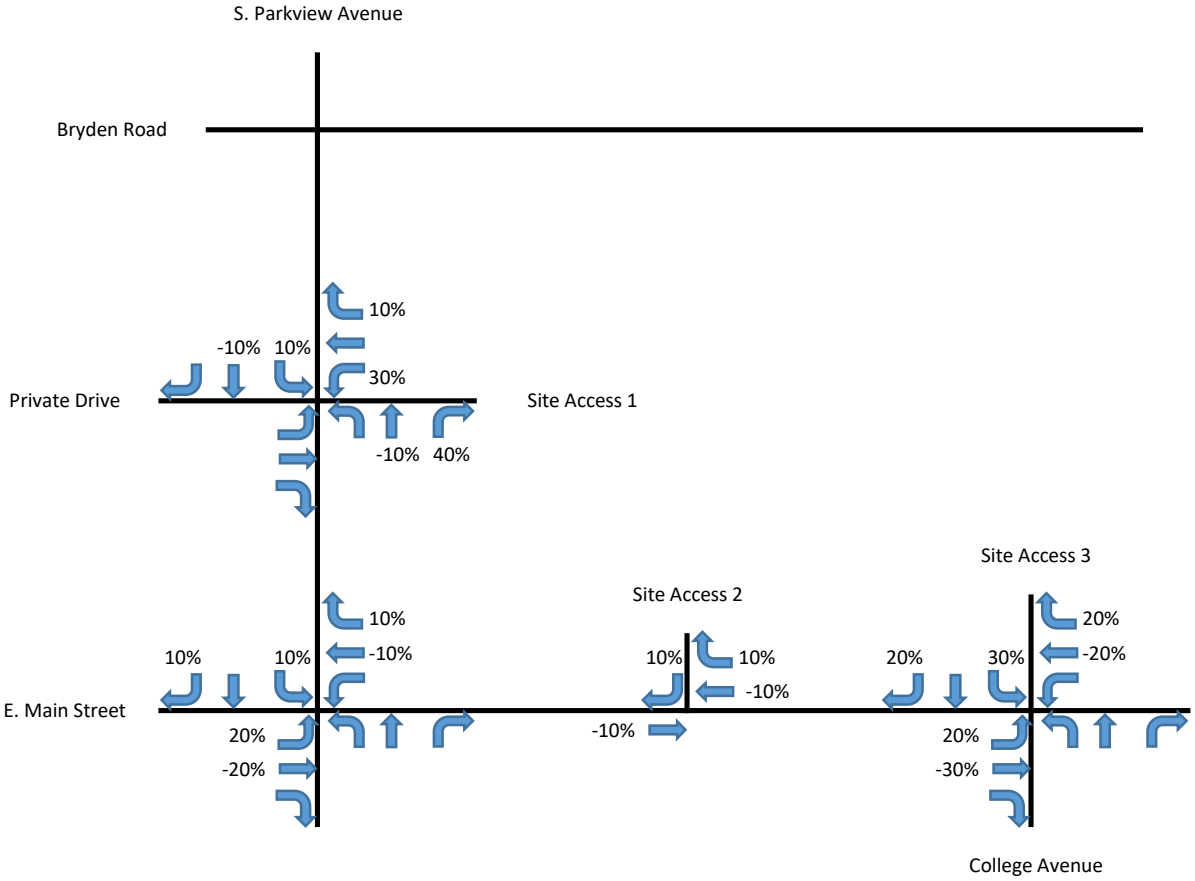
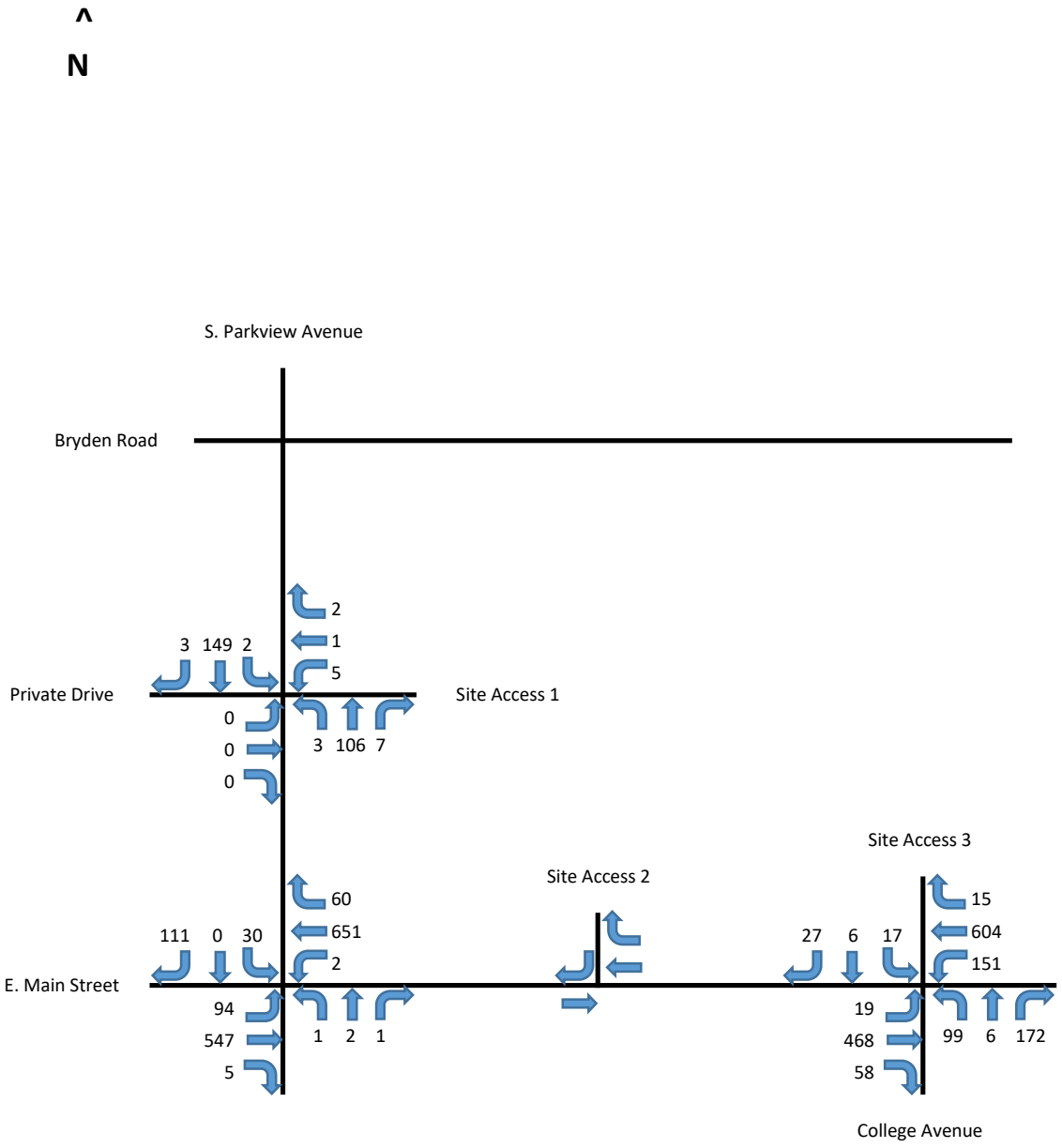
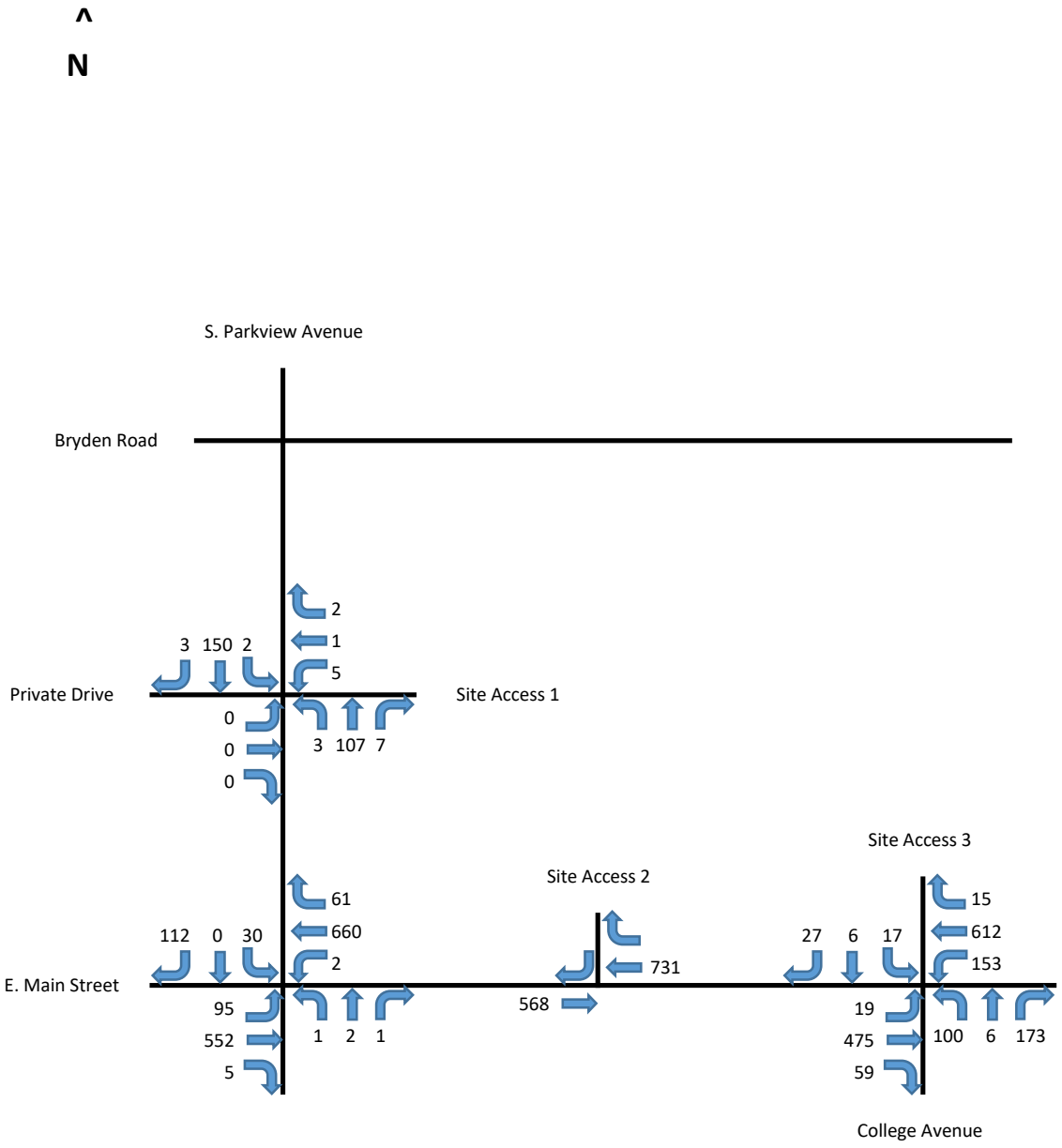


CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2023	AM	Count	A1



CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2025	AM	No Build	B1 = A1 Grown



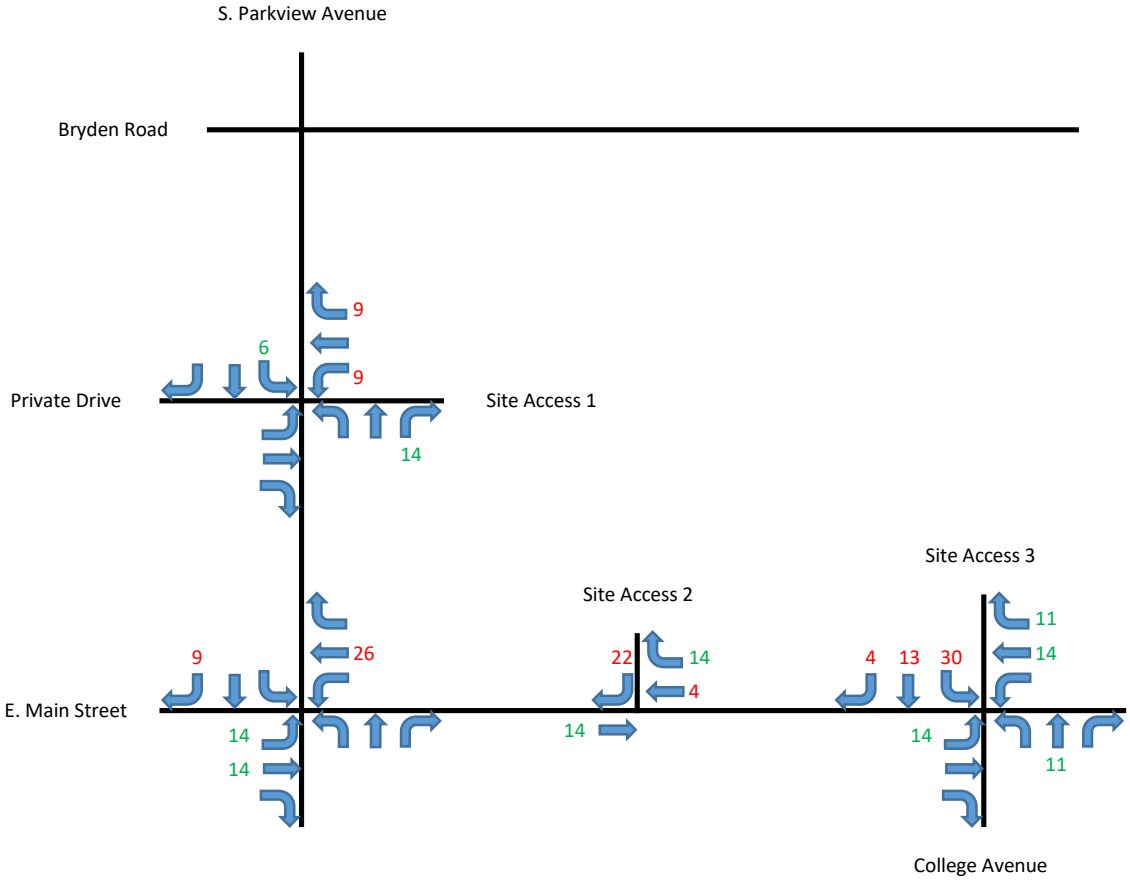
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
		AM	Non-Pass-By Traffic	C1

^

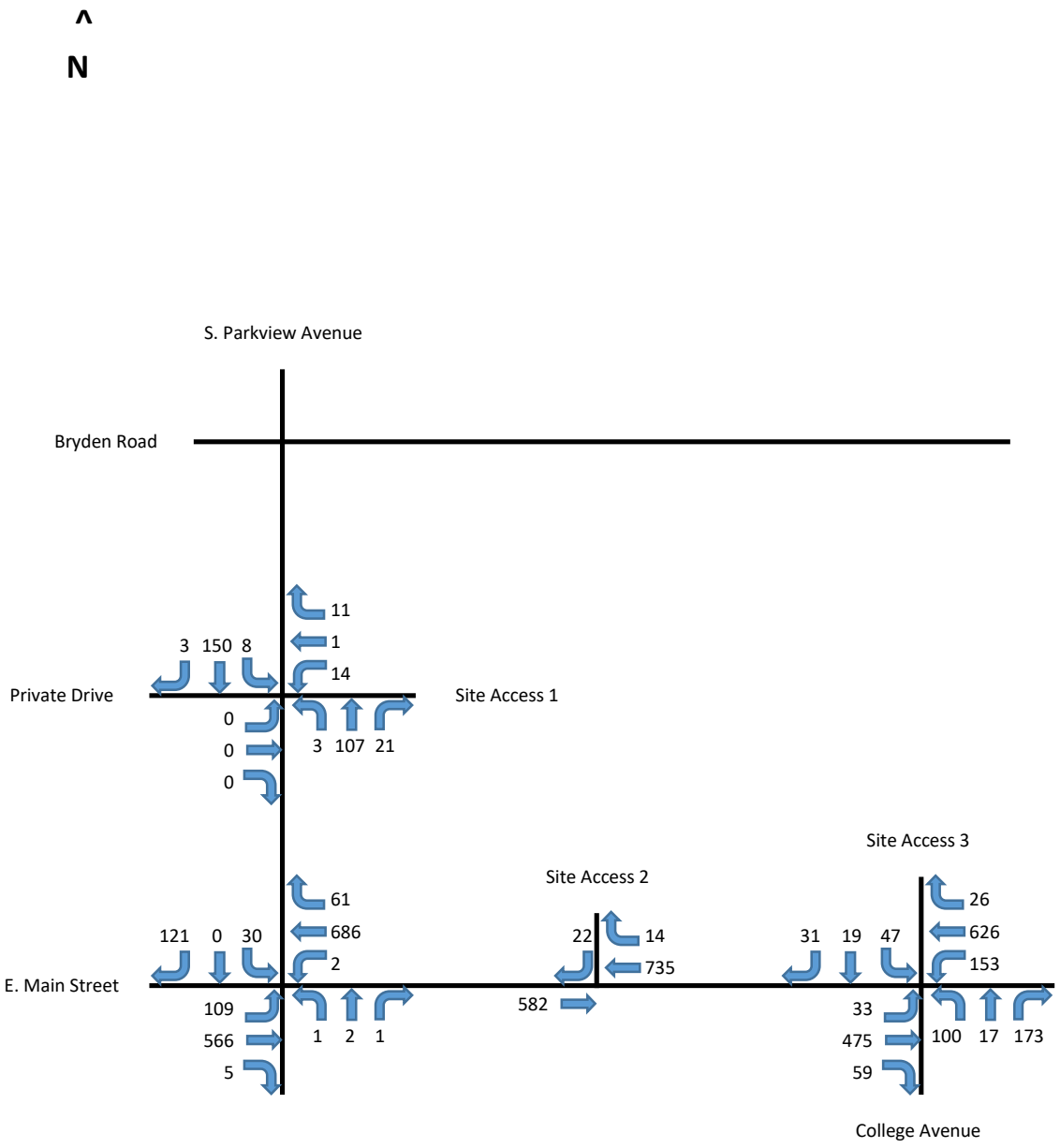
N

Entry 70

Exit 87



CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2025	AM	Build	D1 = B1 + C1



CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2035	AM	No Build	E1 = A1 Grown

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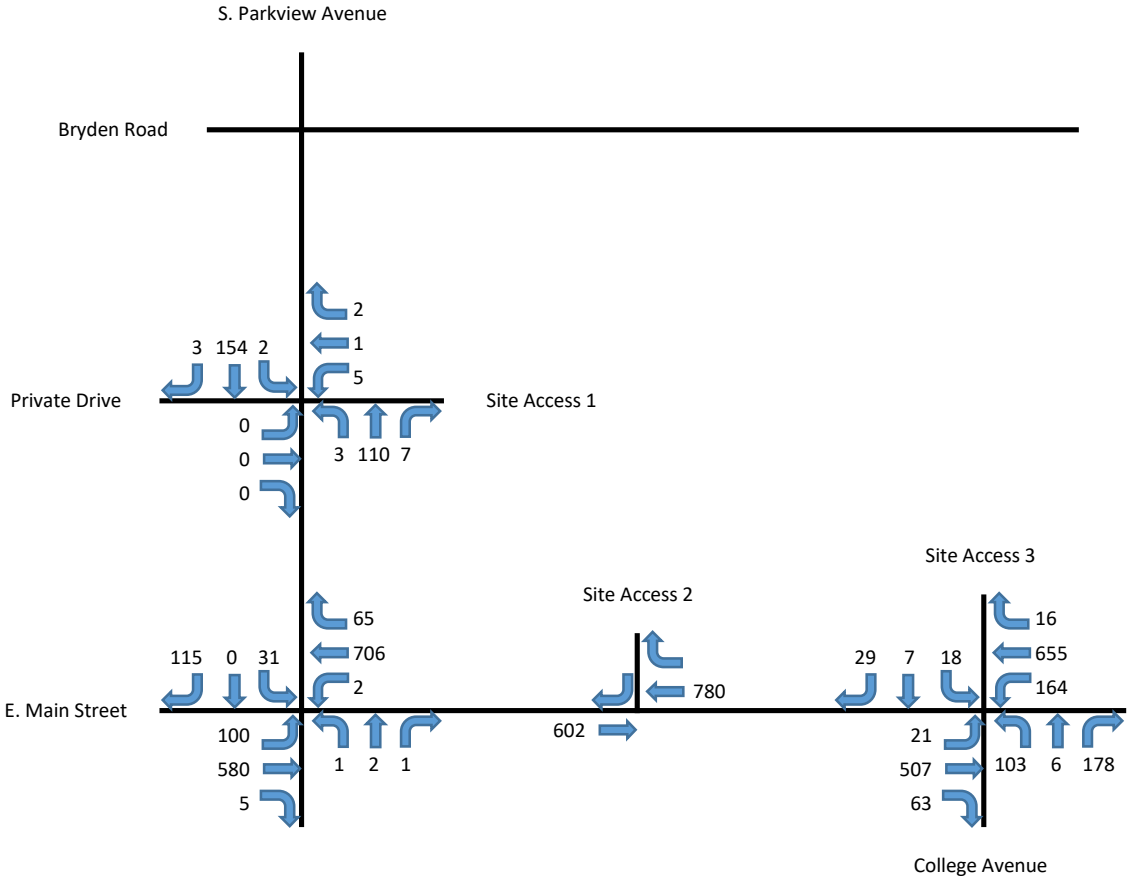
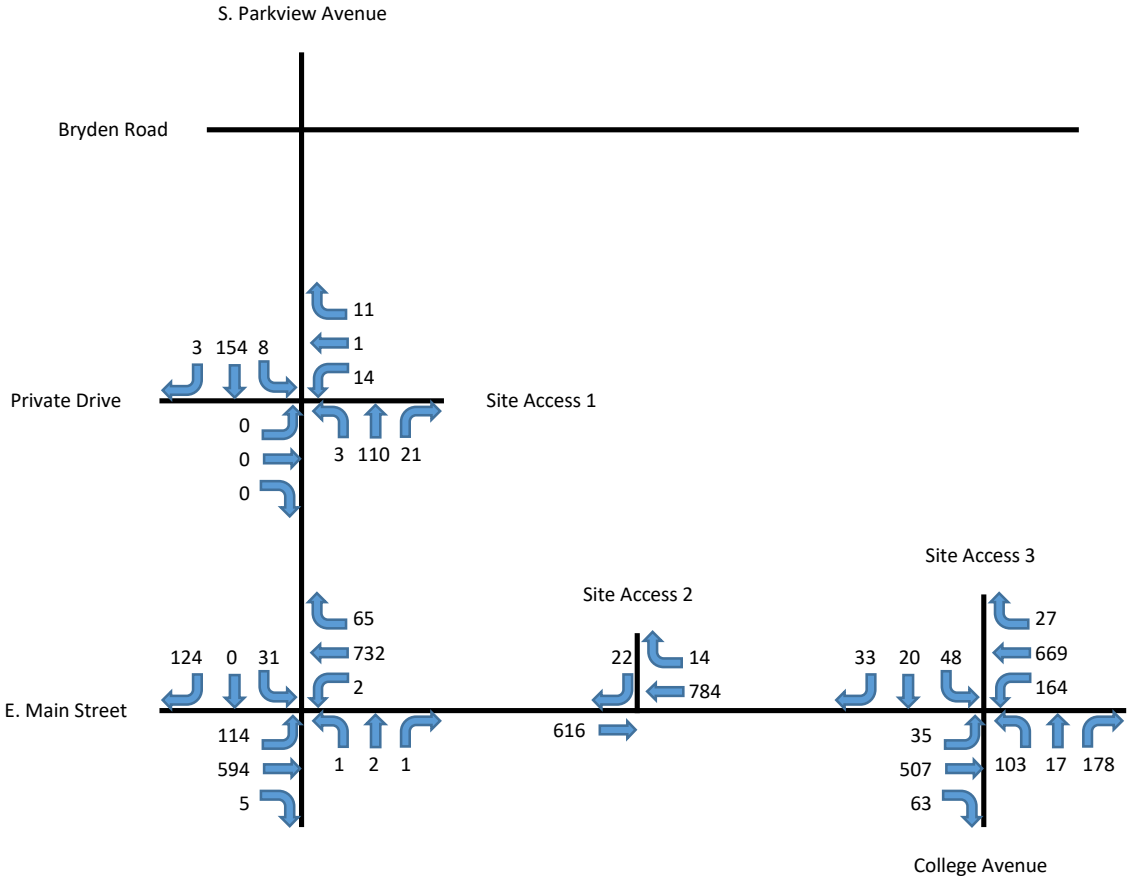
N



CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2035	AM	Build	F1 = C1 + E1

^
N



CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2023	PM	Count	A2

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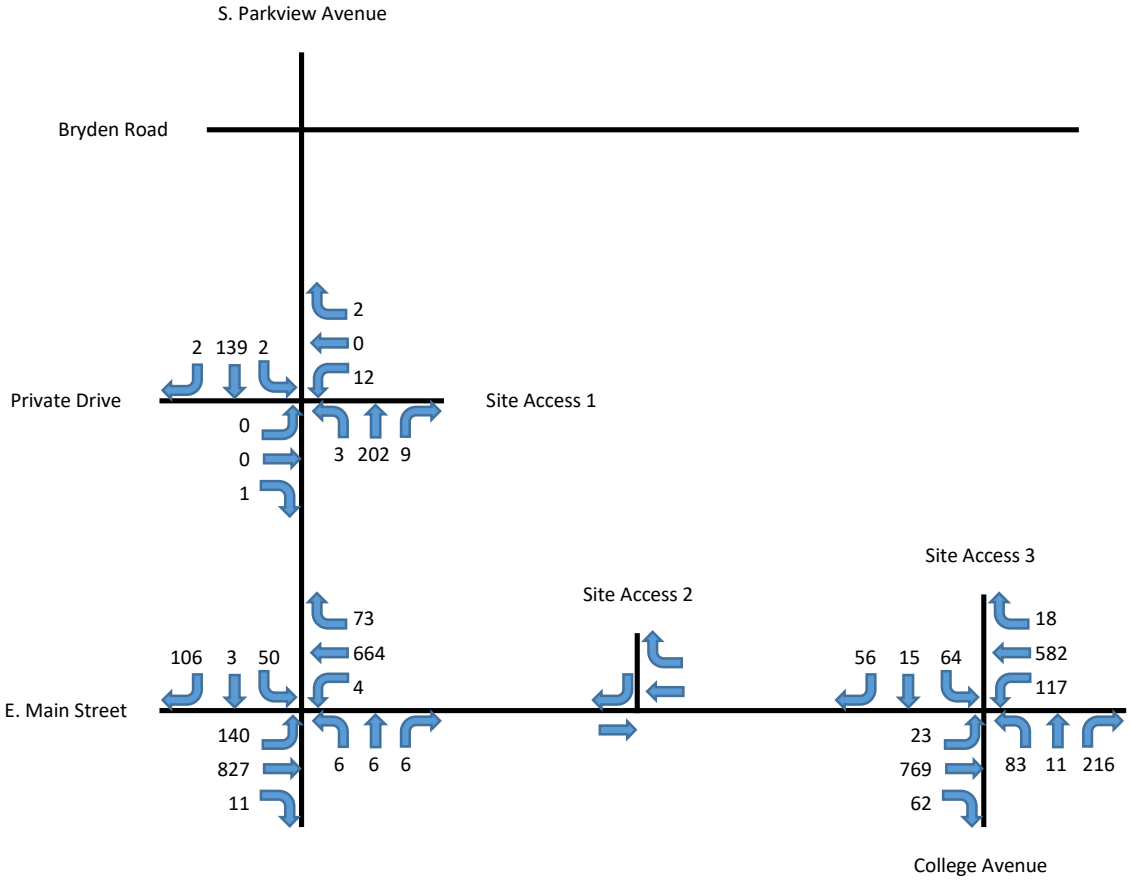
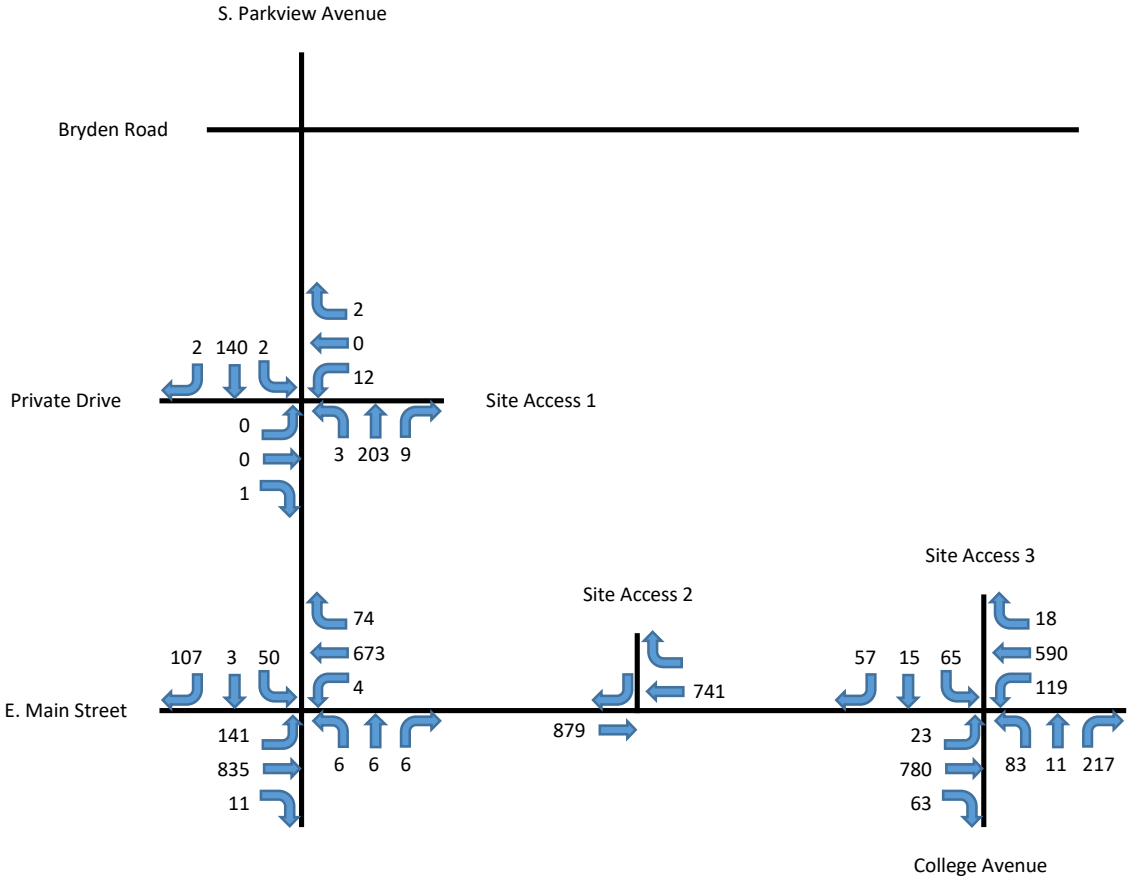
N



CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2025	PM	No Build	B2 = A2 Grown

^
N



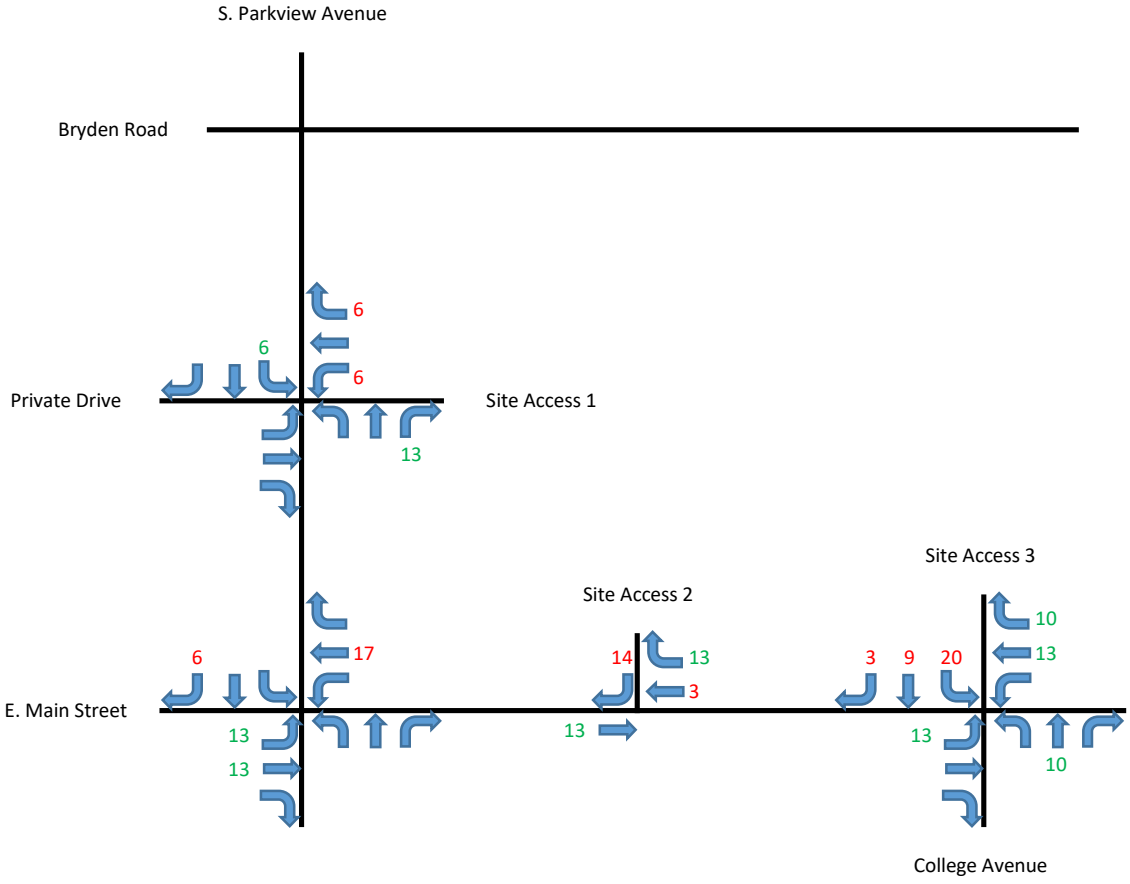
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
		PM	Non-Pass-By Traffic	C2

^

N

Entry 65

Exit 58



CARPENTER MARTY transportation	Year	Period	Scenario	Plate
		PM	Pass-By Traffic	D2

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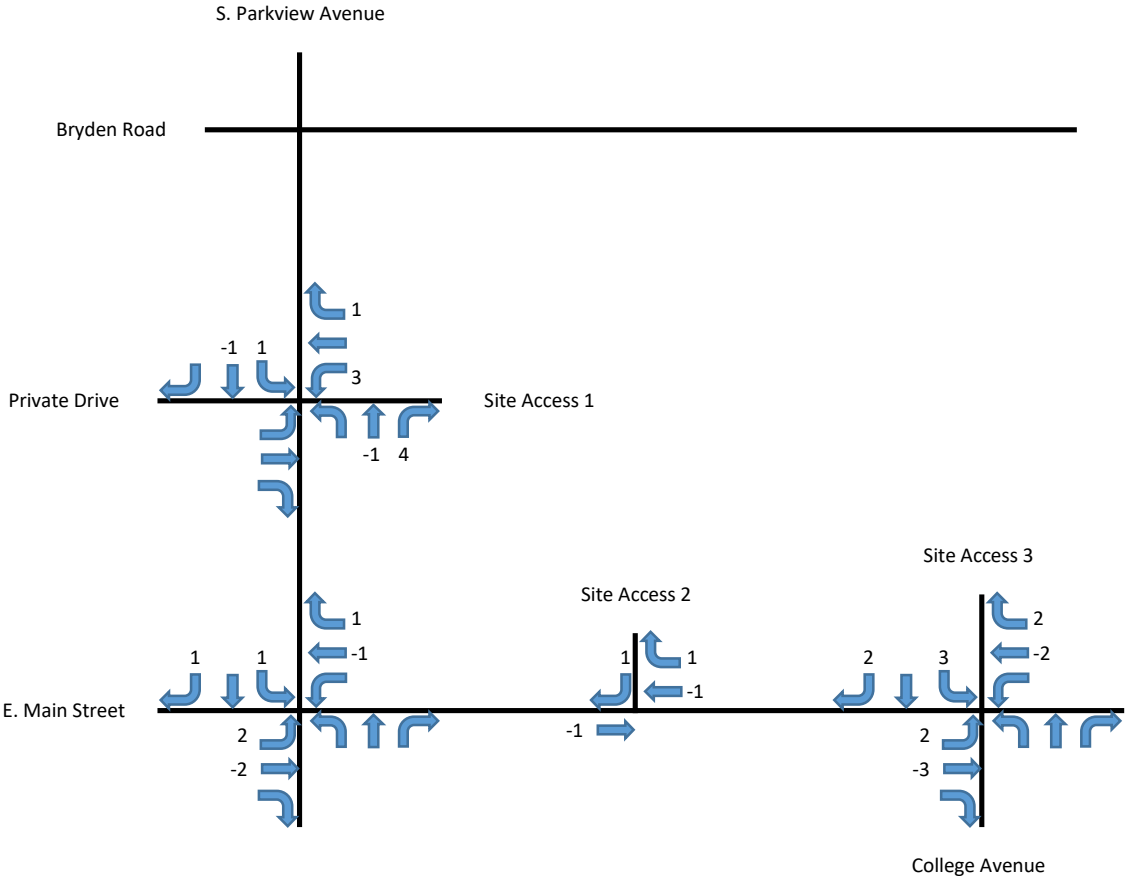
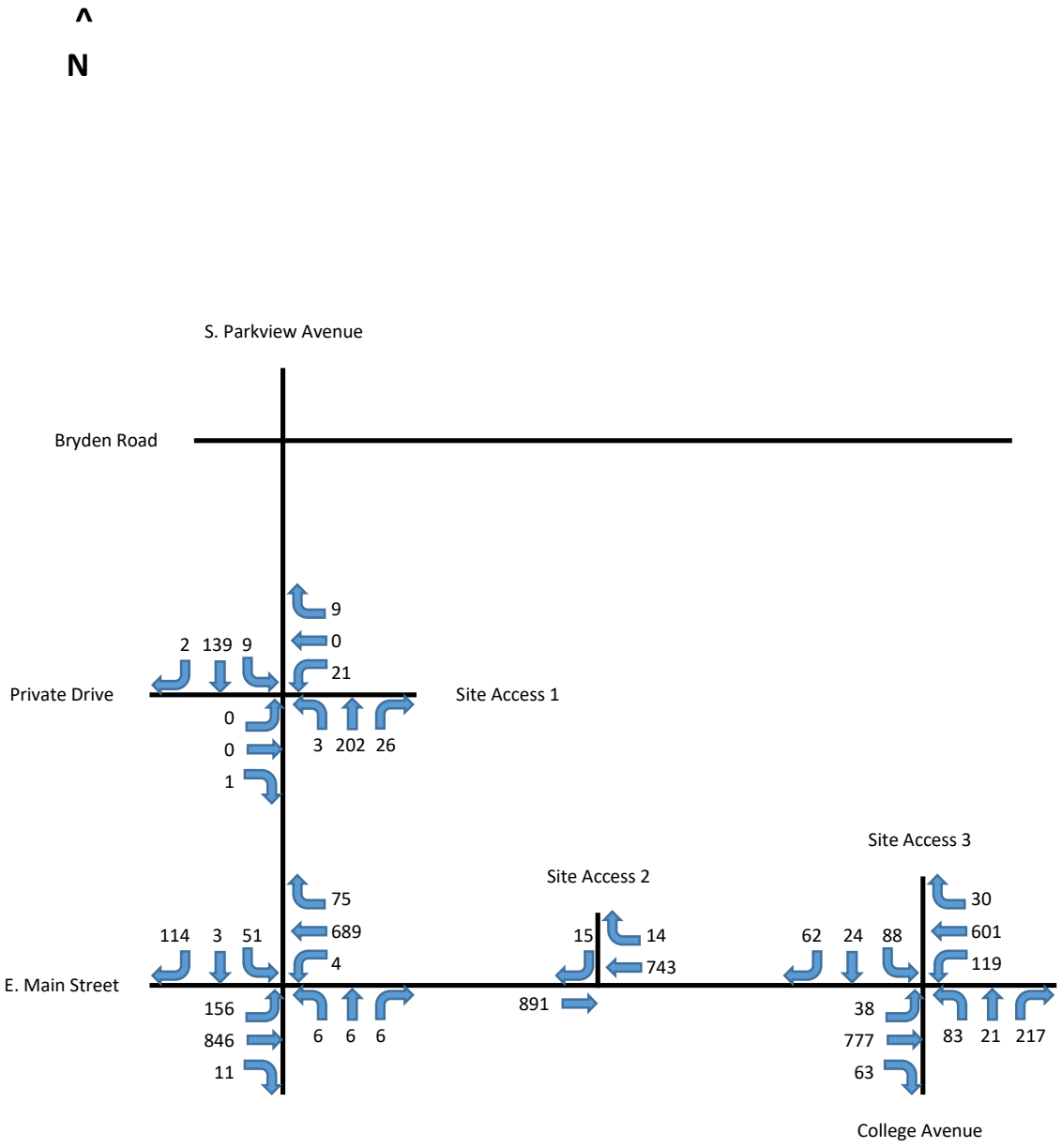
N

Entry	13
Exit	7
Average	10

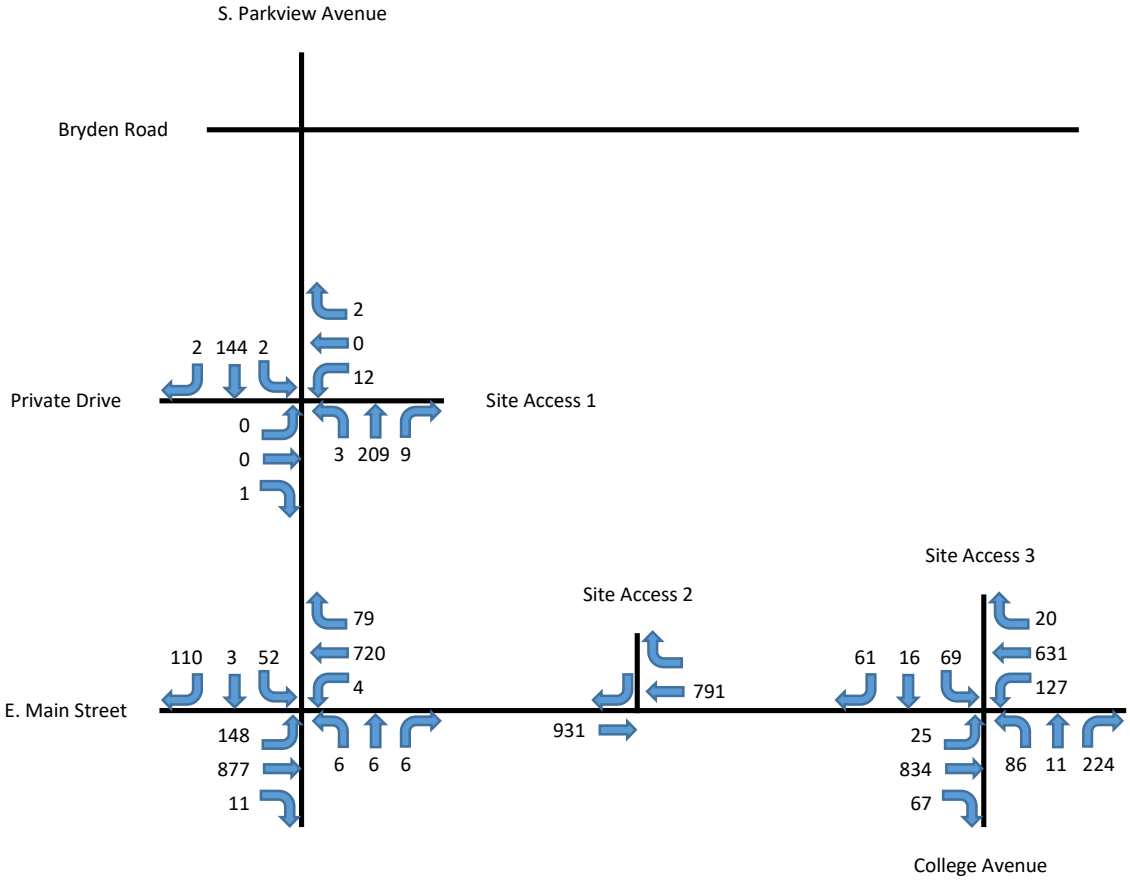


CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2025	PM	Build	E2 = B2 + C2 + D2



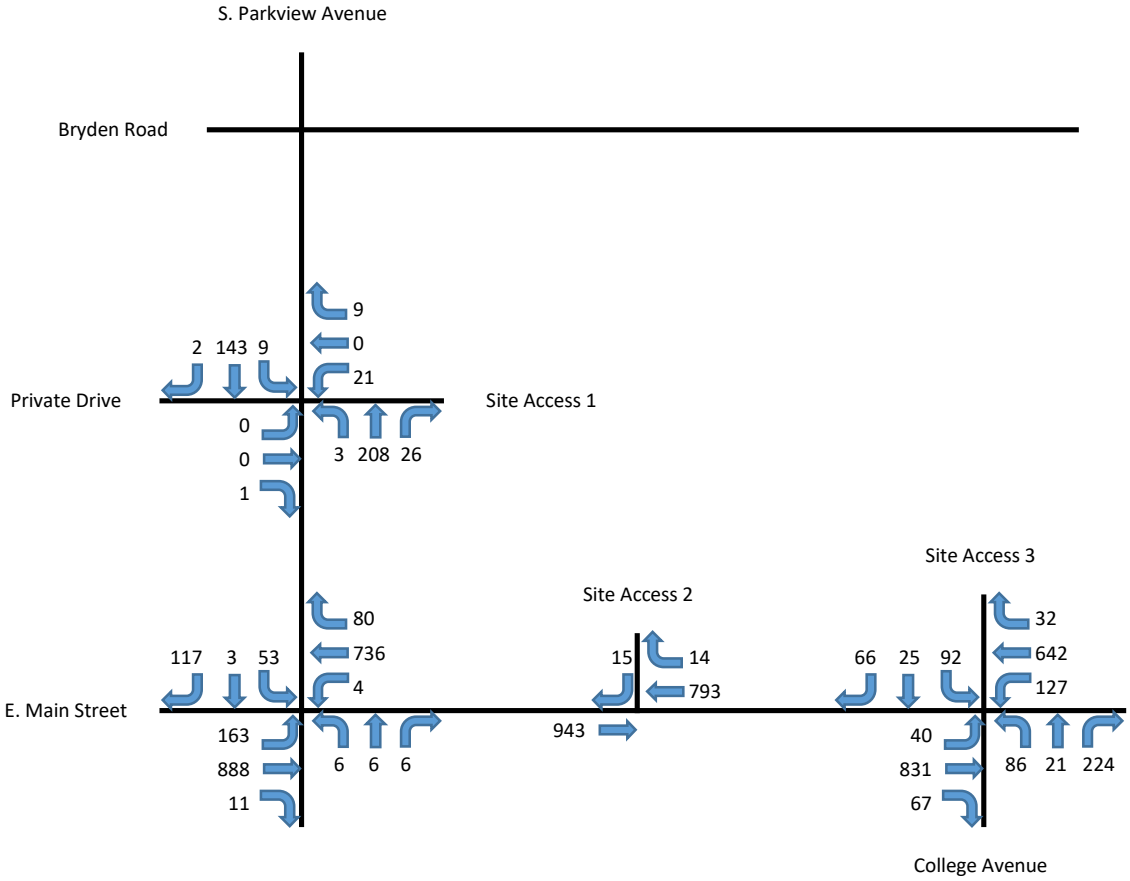
CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2035	PM	No Build	F2 = A2 Grown

^
N



CARPENTER MARTY transportation	Year	Period	Scenario	Plate
	2035	PM	Build	G2 = C2 + D2 + E2

^
N



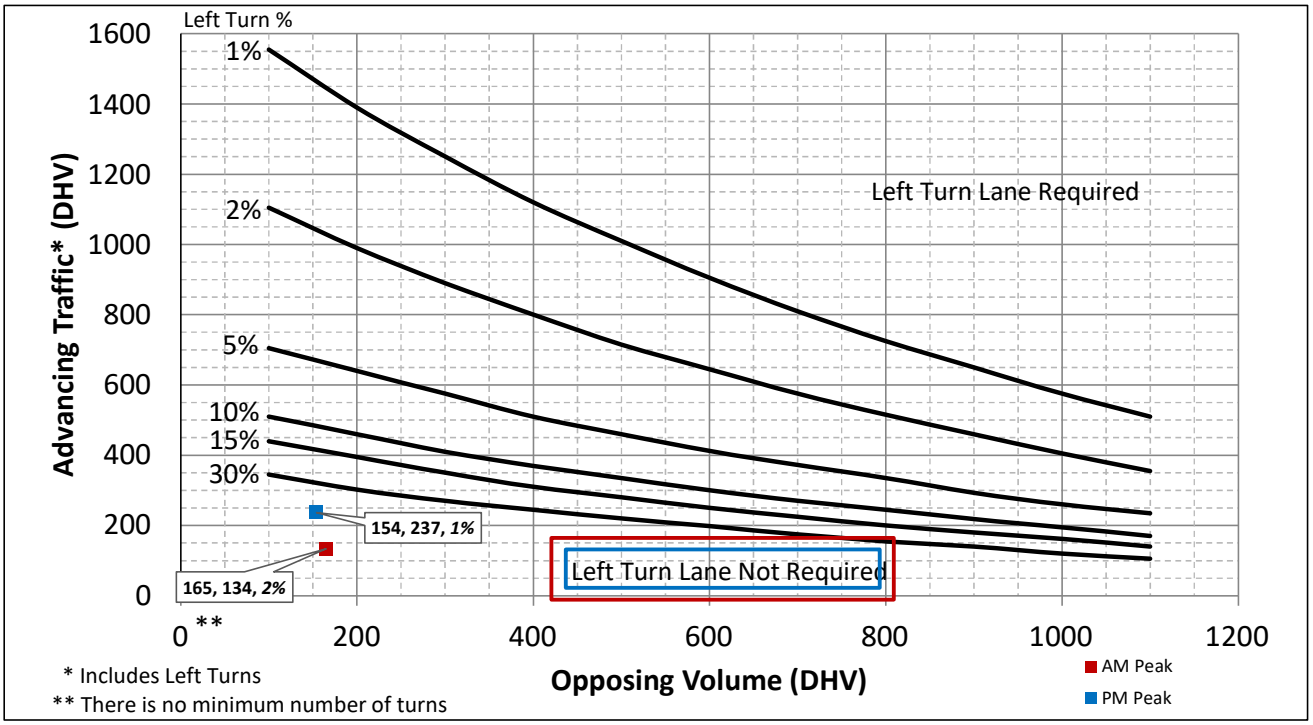
Appendix E
Turn Lane Warrant and Length Analysis

Appendix E

CARPENTER MARTY transportation

2-Lane Highway Left Turn Lane Warrant

(= < 40 mph or 70 kph Posted Speed)

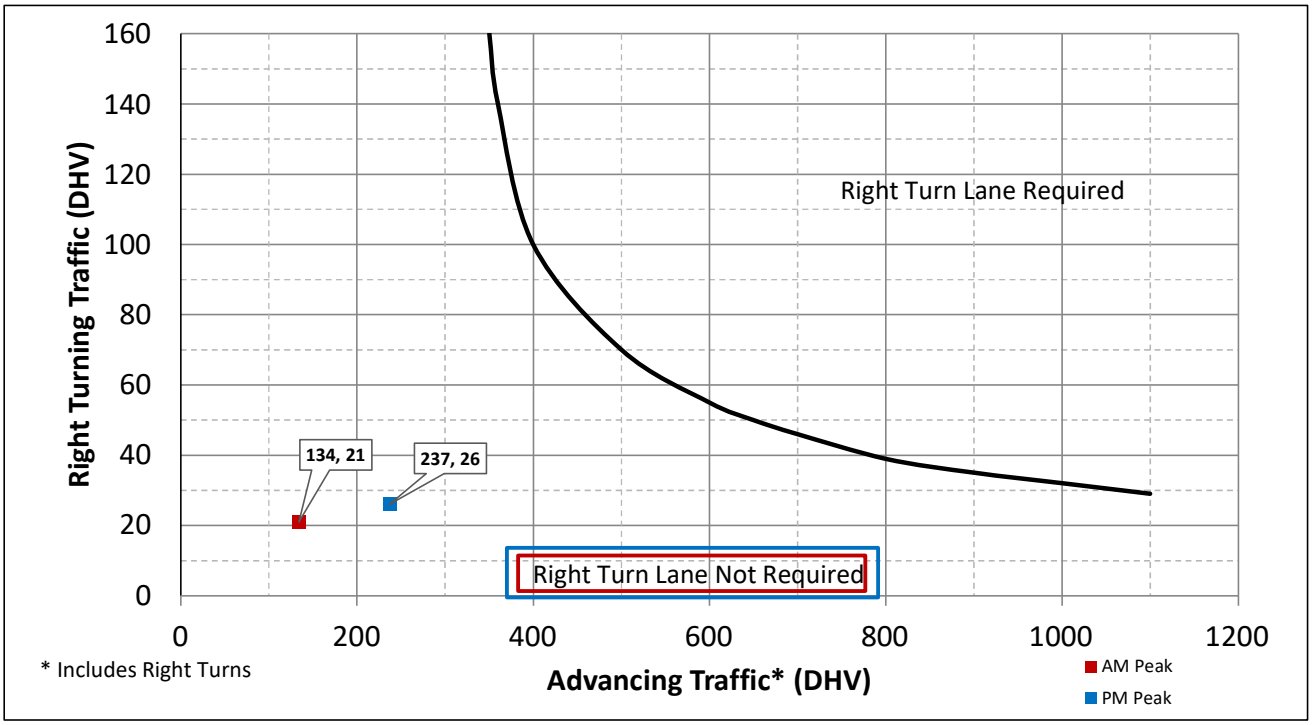


Turn Lane Length Calculations

AM Peak	Design Speed	25	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	*Assume 60*
	Turn Lane Volume	3	VPH
	Advancing Traffic	134	VPH
	Opposing Volume	165	VPH
	Left Turn Percentage	2%	
	Location Type	Through Road	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12	
	Approach Taper	125	
PM Peak	Design Speed	25	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	*Assume 60*
	Turn Lane Volume	3	VPH
	Advancing Traffic	237	VPH
	Opposing Volume	154	VPH
	Left Turn Percentage	1%	
	Location Type	Through Road	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	* Turn Lane Length includes 50 ft diverging taper
	Offset Width	12	
	Approach Taper	125	
Is Left Turn Warrant Met		**No**	**No Left Turn Lane Required**

2-Lane Highway Right Turn Lane Warrant

(= < 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

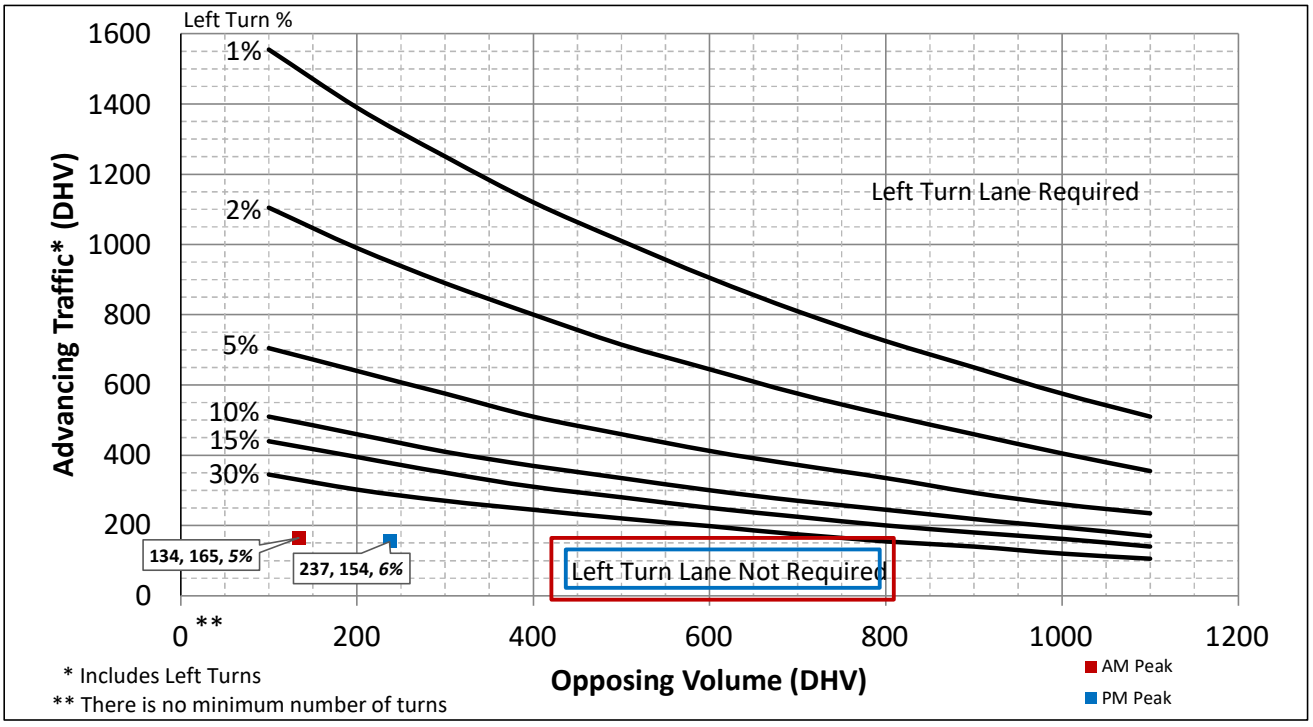
AM Peak	Design Speed	25	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	*Assume 60*
	Turn Lane Volume	21	VPH
	Advancing Traffic	134	VPH
	Right Turn Percentage	16%	
	Location Type	Through Road	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	
PM Peak	Design Speed	25	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	*Assume 60*
	Turn Lane Volume	26	VPH
	Advancing Traffic	237	VPH
	Right Turn Percentage	11%	
	Location Type	Through Road	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	
Is Right Turn Warrant Met		No	**No Right Turn Lane Required**

** Turn Lane Length includes 50 ft diverging taper*

** Turn Lane Length includes 50 ft diverging taper*

2-Lane Highway Left Turn Lane Warrant

(= < 40 mph or 70 kph Posted Speed)



* Includes Left Turns

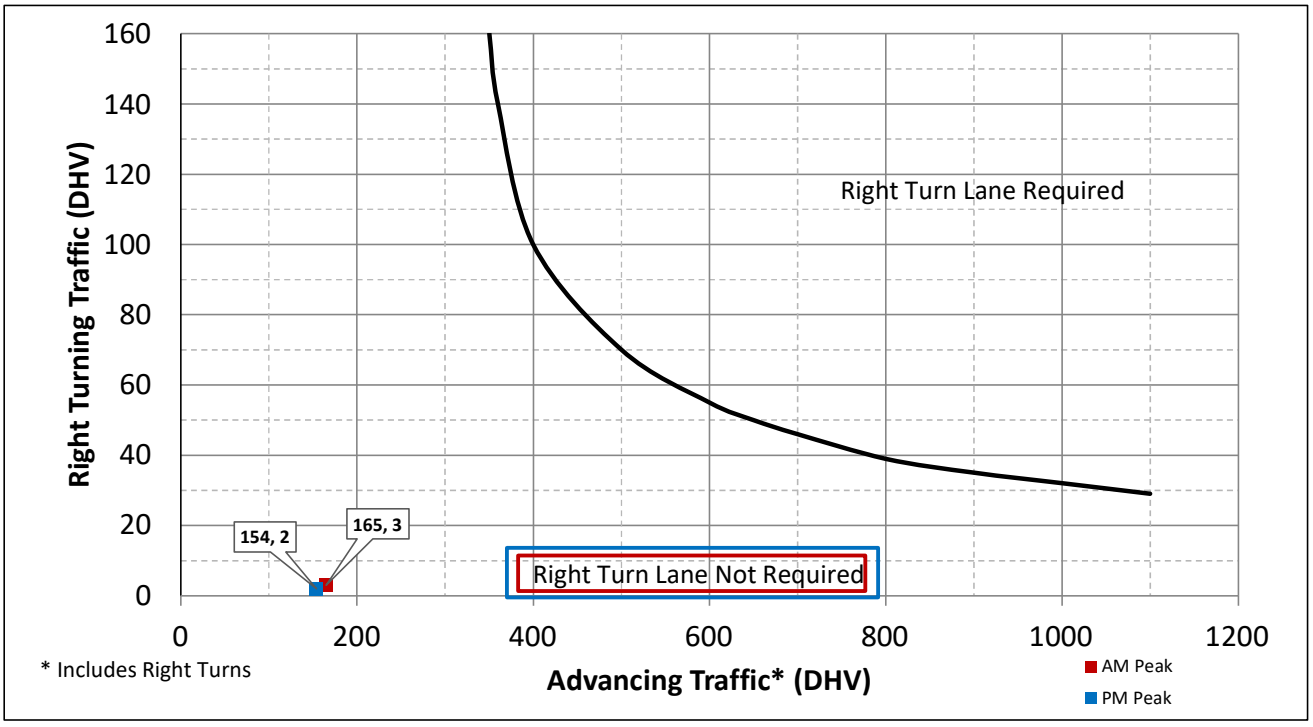
** There is no minimum number of turns

Turn Lane Length Calculations

AM Peak	Design Speed	25	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	*Assume 60*
	Turn Lane Volume	8	VPH
	Advancing Traffic	165	VPH
	Opposing Volume	134	VPH
	Left Turn Percentage	5%	
	Location Type	Through Road	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	** Turn Lane Length includes 50 ft diverging taper*
	Offset Width	12	
	Approach Taper	125	
PM Peak	Design Speed	25	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	*Assume 60*
	Turn Lane Volume	9	VPH
	Advancing Traffic	154	VPH
	Opposing Volume	237	VPH
	Left Turn Percentage	6%	
	Location Type	Through Road	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	** Turn Lane Length includes 50 ft diverging taper*
	Offset Width	12	
	Approach Taper	125	
Is Left Turn Warrant Met		**No**	**No Left Turn Lane Required**

2-Lane Highway Right Turn Lane Warrant

(= < 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

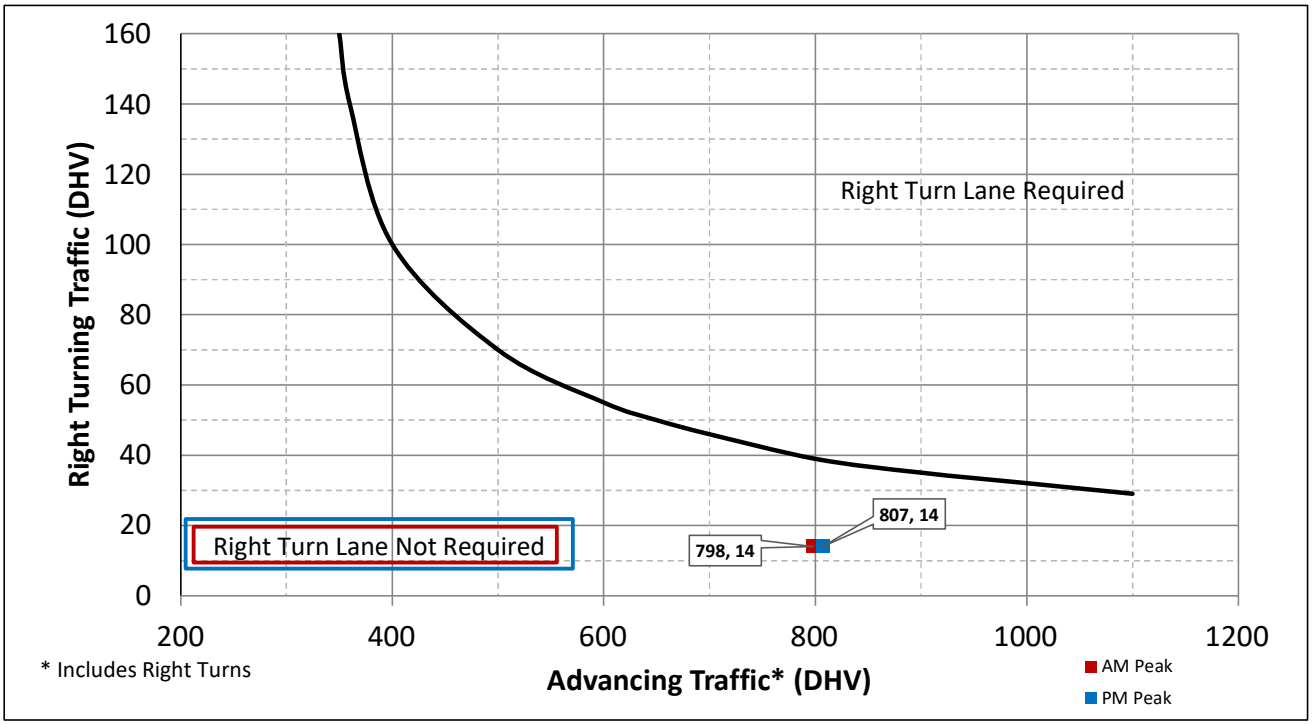
AM Peak	Design Speed	25	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	*Assume 60*
	Turn Lane Volume	3	VPH
	Advancing Traffic	165	VPH
	Right Turn Percentage	2%	
	Location Type	Through Road	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	
PM Peak	Design Speed	25	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	*Assume 60*
	Turn Lane Volume	2	VPH
	Advancing Traffic	154	VPH
	Right Turn Percentage	1%	
	Location Type	Through Road	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	
Is Right Turn Warrant Met		No	**No Right Turn Lane Required**

** Turn Lane Length includes 50 ft diverging taper*

** Turn Lane Length includes 50 ft diverging taper*

2-Lane Highway Right Turn Lane Warrant

(= < 40 mph or 70 kph Posted Speed)



Turn Lane Length Calculations

AM Peak	Design Speed	25	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	*Assume 60*
	Turn Lane Volume	14	VPH
	Advancing Traffic	798	VPH
	Right Turn Percentage	2%	
	Location Type	Through Road	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	
PM Peak	Design Speed	25	mph
	Traffic Control	Unsignalized	
	Cycle Length	Unsignalized	
	Cycles Per Hour	60	*Assume 60*
	Turn Lane Volume	14	VPH
	Advancing Traffic	807	VPH
	Right Turn Percentage	2%	
	Location Type	Through Road	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	
Is Right Turn Warrant Met		No	No Right Turn Lane Required

** Turn Lane Length includes 50 ft diverging taper*

** Turn Lane Length includes 50 ft diverging taper*

Left Turn Lane Length Calculations

AM Peak	**Design Speed**	35	**mph**
	Traffic Control	Signalized - 2 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	60	***Assume 60***
	Turn Lane Volume	114	**VPH**
	Advancing Traffic	713	**VPH**
	Left Turn Percentage	16%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	2	
	Turn Lane Length	150	
	Offset Width	12	
	Approach Taper	245	
PM Peak	**Design Speed**	35	**mph**
	Traffic Control	Signalized - 2 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	60	***Assume 60***
	Turn Lane Volume	163	**VPH**
	Advancing Traffic	1062	**VPH**
	Left Turn Percentage	15%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	3	
	Turn Lane Length	200	
	Offset Width	12	
	Approach Taper	245	

Left Turn Lane Length Calculations

AM Peak	**Design Speed**	35	**mph**
	Traffic Control	Signalized - 2 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	60	***Assume 60***
	Turn Lane Volume	100	**VPH**
	Advancing Traffic	685	**VPH**
	Left Turn Percentage	15%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	2	
	Turn Lane Length	150	
	Offset Width	12	
	Approach Taper	245	
PM Peak	**Design Speed**	35	**mph**
	Traffic Control	Signalized - 2 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	60	***Assume 60***
	Turn Lane Volume	148	**VPH**
	Advancing Traffic	1036	**VPH**
	Left Turn Percentage	14%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	3	
	Turn Lane Length	200	
	Offset Width	12	
	Approach Taper	245	

Left Turn Lane Length Calculations

AM Peak	**Design Speed**	25	**mph**
	Traffic Control	Signalized - 2 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	60	***Assume 60***
	Turn Lane Volume	2	**VPH**
	Advancing Traffic	799	**VPH**
	Left Turn Percentage	0%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	
	Offset Width	12	
	Approach Taper	125	
PM Peak	**Design Speed**	25	**mph**
	Traffic Control	Signalized - 2 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	60	***Assume 60***
	Turn Lane Volume	4	**VPH**
	Advancing Traffic	820	**VPH**
	Left Turn Percentage	0%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	
	Offset Width	12	
	Approach Taper	125	

Left Turn Lane Length Calculations

AM Peak	**Design Speed**	25	**mph**
	Traffic Control	Signalized - 2 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	60	***Assume 60***
	Turn Lane Volume	2	**VPH**
	Advancing Traffic	773	**VPH**
	Left Turn Percentage	0%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	
	Offset Width	12	
	Approach Taper	125	
PM Peak	**Design Speed**	25	**mph**
	Traffic Control	Signalized - 2 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	60	***Assume 60***
	Turn Lane Volume	4	**VPH**
	Advancing Traffic	803	**VPH**
	Left Turn Percentage	0%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	
	Offset Width	12	
	Approach Taper	125	

Right Turn Lane Length Calculations

AM Peak	**Design Speed**	25	**mph**
	Traffic Control	Signalized - 2 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	60	***Assume 60***
	Turn Lane Volume	124	**VPH**
	Advancing Traffic	155	**VPH**
	Right Turn Percentage	80%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	3	
	Turn Lane Length	200	
PM Peak	**Design Speed**	25	**mph**
	Traffic Control	Signalized - 2 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	60	***Assume 60***
	Turn Lane Volume	117	**VPH**
	Advancing Traffic	173	**VPH**
	Right Turn Percentage	68%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	2	
	Turn Lane Length	150	

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

Right Turn Lane Length Calculations

AM Peak	**Design Speed**	25	**mph**
	Traffic Control	Signalized - 2 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	60	***Assume 60***
	Turn Lane Volume	115	**VPH**
	Advancing Traffic	146	**VPH**
	Right Turn Percentage	79%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	2	
	Turn Lane Length	150	
PM Peak	**Design Speed**	25	**mph**
	Traffic Control	Signalized - 2 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	60	***Assume 60***
	Turn Lane Volume	110	**VPH**
	Advancing Traffic	165	**VPH**
	Right Turn Percentage	67%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	2	
	Turn Lane Length	150	

Left Turn Lane Length Calculations

AM Peak	**Design Speed**	35	**mph**
	Traffic Control	Signalized - 3 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	40	***Assume 40***
	Turn Lane Volume	35	**VPH**
	Advancing Traffic	605	**VPH**
	Left Turn Percentage	6%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	
	Offset Width	12	
	Approach Taper	245	
PM Peak	**Design Speed**	35	**mph**
	Traffic Control	Signalized - 3 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	40	***Assume 40***
	Turn Lane Volume	40	**VPH**
	Advancing Traffic	938	**VPH**
	Left Turn Percentage	4%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	
	Offset Width	12	
	Approach Taper	245	

Left Turn Lane Length Calculations

AM Peak	**Design Speed**	35	**mph**
	Traffic Control	Signalized - 3 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	40	***Assume 40***
	Turn Lane Volume	21	**VPH**
	Advancing Traffic	591	**VPH**
	Left Turn Percentage	4%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	
	Offset Width	12	
	Approach Taper	245	
PM Peak	**Design Speed**	35	**mph**
	Traffic Control	Signalized - 3 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	40	***Assume 40***
	Turn Lane Volume	25	**VPH**
	Advancing Traffic	926	**VPH**
	Left Turn Percentage	3%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	
	Offset Width	12	
	Approach Taper	245	

Left Turn Lane Length Calculations

AM Peak	**Design Speed**	35	**mph**
	Traffic Control	Signalized - 3 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	40	***Assume 40***
	Turn Lane Volume	164	**VPH**
	Advancing Traffic	860	**VPH**
	Left Turn Percentage	19%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	5	
	Turn Lane Length	250	
	Offset Width	12	
	Approach Taper	245	
PM Peak	**Design Speed**	35	**mph**
	Traffic Control	Signalized - 3 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	40	***Assume 40***
	Turn Lane Volume	127	**VPH**
	Advancing Traffic	801	**VPH**
	Left Turn Percentage	16%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	4	
	Turn Lane Length	225	
	Offset Width	12	
	Approach Taper	245	

Left Turn Lane Length Calculations

AM Peak	Design Speed	35	mph
	Traffic Control	Signalized - 3 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	40	*Assume 40*
	Turn Lane Volume	164	VPH
	Advancing Traffic	835	VPH
	Left Turn Percentage	20%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	5	
	Turn Lane Length	250	
	Offset Width	12	
	Approach Taper	245	
PM Peak	Design Speed	35	mph
	Traffic Control	Signalized - 3 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	40	*Assume 40*
	Turn Lane Volume	127	VPH
	Advancing Traffic	778	VPH
	Left Turn Percentage	16%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	4	
	Turn Lane Length	225	
	Offset Width	12	
	Approach Taper	245	

Left Turn Lane Length Calculations

AM Peak	**Design Speed**	35	**mph**
	Traffic Control	Signalized - 3 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	40	***Assume 40***
	Turn Lane Volume	48	**VPH**
	Advancing Traffic	101	**VPH**
	Left Turn Percentage	48%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	2	
	Turn Lane Length	150	
	Offset Width	12	
	Approach Taper	245	
PM Peak	**Design Speed**	35	**mph**
	Traffic Control	Signalized - 3 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	40	***Assume 40***
	Turn Lane Volume	92	**VPH**
	Advancing Traffic	183	**VPH**
	Left Turn Percentage	50%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	3	
	Turn Lane Length	200	
	Offset Width	12	
	Approach Taper	245	

Left Turn Lane Length Calculations

AM Peak	**Design Speed**	35	**mph**
	Traffic Control	Signalized - 3 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	40	***Assume 40***
	Turn Lane Volume	18	**VPH**
	Advancing Traffic	54	**VPH**
	Left Turn Percentage	33%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	1	
	Turn Lane Length	100	
	Offset Width	12	
	Approach Taper	245	
PM Peak	**Design Speed**	35	**mph**
	Traffic Control	Signalized - 3 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	40	***Assume 40***
	Turn Lane Volume	69	**VPH**
	Advancing Traffic	146	**VPH**
	Left Turn Percentage	47%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	2	
	Turn Lane Length	150	
	Offset Width	12	
	Approach Taper	245	

Right Turn Lane Length Calculations

AM Peak	**Design Speed**	25	**mph**
	Traffic Control	Signalized - 3 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	40	***Assume 40***
	Turn Lane Volume	178	**VPH**
	Advancing Traffic	298	**VPH**
	Right Turn Percentage	60%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	5	
	Turn Lane Length	250	
PM Peak	**Design Speed**	25	**mph**
	Traffic Control	Signalized - 3 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	40	***Assume 40***
	Turn Lane Volume	224	**VPH**
	Advancing Traffic	331	**VPH**
	Right Turn Percentage	68%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	6	
	Turn Lane Length	300	

Right Turn Lane Length Calculations

AM Peak	**Design Speed**	25	**mph**
	Traffic Control	Signalized - 3 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	40	***Assume 40***
	Turn Lane Volume	178	**VPH**
	Advancing Traffic	287	**VPH**
	Right Turn Percentage	62%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	5	
	Turn Lane Length	250	
PM Peak	**Design Speed**	25	**mph**
	Traffic Control	Signalized - 3 Phase	
	Cycle Length	Unknown	
	Cycles Per Hour	40	***Assume 40***
	Turn Lane Volume	224	**VPH**
	Advancing Traffic	321	**VPH**
	Right Turn Percentage	70%	
	Location Type	Intersection	
	Condition	A	
	Vehicles/Cycle	6	
	Turn Lane Length	300	

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

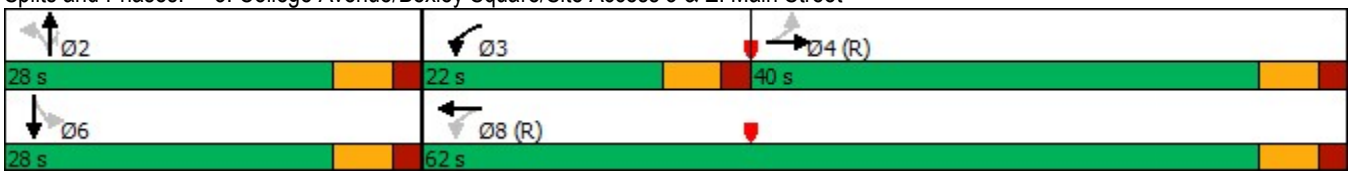
Appendix F
Capacity Analysis

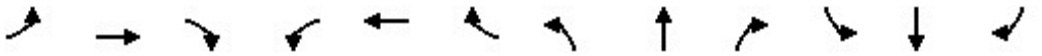
CARPENTER MARTY transportation

Phase Number	2	3	4	6	8
Movement	NBTL	WBL	EBTL	SBTL	WBTL
Lead/Lag		Lead	Lag		
Lead-Lag Optimize		Yes	Yes		
Recall Mode	Min	None	C-Max	Min	C-Max
Maximum Split (s)	28	22	40	28	62
Maximum Split (%)	31.1%	24.4%	44.4%	31.1%	68.9%
Minimum Split (s)	16	13	26	16	26
Yellow Time (s)	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2
Minimum Initial (s)	10	7	20	10	20
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)					
Flash Dont Walk (s)					
Dual Entry	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	3	31	53	3	31
End Time (s)	31	53	3	31	3
Yield/Force Off (s)	25	47	87	25	87
Yield/Force Off 170(s)	25	47	87	25	87
Local Start Time (s)	40	68	0	40	68
Local Yield (s)	62	84	34	62	34
Local Yield 170(s)	62	84	34	62	34

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 53 (59%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green	

Splits and Phases: 3: College Avenue/Bexley Square/Site Access 3 & E. Main Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	475	59	153	612	15	100	6	173	17	6	27
Future Volume (veh/h)	19	475	59	153	612	15	100	6	173	17	6	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1885	1885	1885	1767	1767	1767
Adj Flow Rate, veh/h	20	511	63	165	658	16	108	6	186	18	6	29
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	2	2	2	1	1	1	9	9	9
Cap, veh/h	519	1828	225	585	2559	62	244	12	232	136	38	185
Arrive On Green	0.19	0.19	0.19	0.08	0.72	0.72	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	758	3160	388	1781	3546	86	1147	80	1598	1125	264	1274
Grp Volume(v), veh/h	20	284	290	165	330	344	114	0	186	18	0	35
Grp Sat Flow(s),veh/h/ln	758	1763	1786	1781	1777	1855	1227	0	1598	1125	0	1537
Q Serve(g_s), s	1.9	12.4	12.5	3.0	5.7	5.7	6.8	0.0	10.1	1.4	0.0	1.8
Cycle Q Clear(g_c), s	1.9	12.4	12.5	3.0	5.7	5.7	8.6	0.0	10.1	10.0	0.0	1.8
Prop In Lane	1.00		0.22	1.00		0.05	0.95		1.00	1.00		0.83
Lane Grp Cap(c), veh/h	519	1020	1033	585	1282	1339	256	0	232	136	0	223
V/C Ratio(X)	0.04	0.28	0.28	0.28	0.26	0.26	0.45	0.00	0.80	0.13	0.00	0.16
Avail Cap(c_a), veh/h	519	1020	1033	766	1282	1339	395	0	391	248	0	376
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	20.4	20.4	6.6	4.3	4.3	37.3	0.0	37.2	41.3	0.0	33.7
Incr Delay (d2), s/veh	0.1	0.7	0.7	0.3	0.5	0.5	1.2	0.0	6.4	0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	6.0	6.1	1.0	1.9	2.0	2.5	0.0	4.3	0.4	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	21.0	21.1	6.9	4.8	4.7	38.5	0.0	43.6	41.8	0.0	34.0
LnGrp LOS	B	C	C	A	A	A	D	A	D	D	A	C
Approach Vol, veh/h		594			839			300			53	
Approach Delay, s/veh		20.9			5.2			41.7			36.6	
Approach LOS		C			A			D			D	

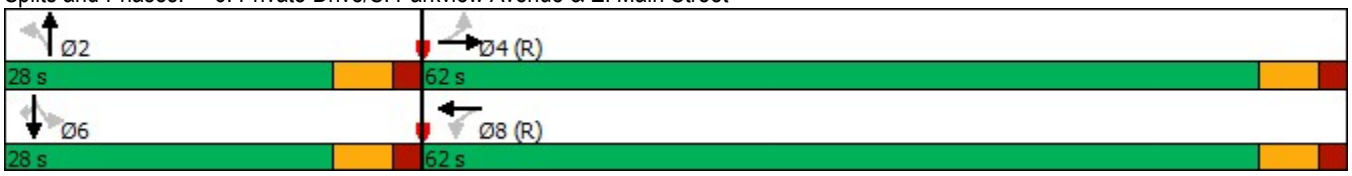
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		19.0	12.9	58.1		19.0		71.0				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		22.0	16.0	34.0		22.0		56.0				
Max Q Clear Time (g_c+I1), s		12.1	5.0	14.5		12.0		7.7				
Green Ext Time (p_c), s		0.9	0.3	3.8		0.1		5.1				

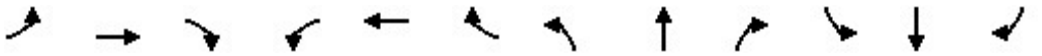
Intersection Summary												
HCM 6th Ctrl Delay			17.5									
HCM 6th LOS			B									

Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	None	C-Min	None	C-Min
Maximum Split (s)	28	62	28	62
Maximum Split (%)	31.1%	68.9%	31.1%	68.9%
Minimum Split (s)	16	26	16	26
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	10	20	10	20
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	62	0	62	0
End Time (s)	0	62	0	62
Yield/Force Off (s)	84	56	84	56
Yield/Force Off 170(s)	84	56	84	56
Local Start Time (s)	62	0	62	0
Local Yield (s)	84	56	84	56
Local Yield 170(s)	84	56	84	56

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	45
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green	

Splits and Phases: 6: Private Drive/S. Parkview Avenue & E. Main Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	552	5	2	660	61	1	2	1	30	0	112
Future Volume (veh/h)	95	552	5	2	660	61	1	2	1	30	0	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1841	1841	1841	1530	1530	1530	1870	1870	1870
Adj Flow Rate, veh/h	100	581	5	2	695	64	1	2	1	32	0	118
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
Percent Heavy Veh, %	3	3	3	4	4	4	25	25	25	2	2	2
Cap, veh/h	611	2715	23	660	2454	226	69	94	38	235	0	172
Arrive On Green	0.76	0.76	0.76	1.00	1.00	1.00	0.11	0.11	0.11	0.11	0.00	0.11
Sat Flow, veh/h	701	3582	31	816	3238	298	177	862	346	1422	0	1585
Grp Volume(v), veh/h	100	286	300	2	375	384	4	0	0	32	0	118
Grp Sat Flow(s),veh/h/ln	701	1763	1850	816	1749	1787	1384	0	0	1422	0	1585
Q Serve(g_s), s	3.6	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	6.5
Cycle Q Clear(g_c), s	3.6	4.2	4.2	4.2	0.0	0.0	0.2	0.0	0.0	1.8	0.0	6.5
Prop In Lane	1.00		0.02	1.00		0.17	0.25		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	611	1336	1402	660	1325	1354	201	0	0	235	0	172
V/C Ratio(X)	0.16	0.21	0.21	0.00	0.28	0.28	0.02	0.00	0.00	0.14	0.00	0.68
Avail Cap(c_a), veh/h	611	1336	1402	660	1325	1354	379	0	0	426	0	387
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.1	3.1	3.1	0.1	0.0	0.0	35.8	0.0	0.0	36.5	0.0	38.6
Incr Delay (d2), s/veh	0.6	0.4	0.3	0.0	0.5	0.5	0.0	0.0	0.0	0.3	0.0	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.1	1.2	0.0	0.2	0.2	0.1	0.0	0.0	0.7	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.7	3.5	3.5	0.1	0.5	0.5	35.9	0.0	0.0	36.8	0.0	43.4
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		686			761			4			150	
Approach Delay, s/veh		3.5			0.5			35.9			42.0	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.8		74.2		15.8		74.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		22.0		56.0		22.0		56.0				
Max Q Clear Time (g_c+I1), s		2.2		6.2		8.5		6.2				
Green Ext Time (p_c), s		0.0		4.9		0.4		6.1				

Intersection Summary												
HCM 6th Ctrl Delay			5.8									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	5	1	2	3	107	7	2	150	3
Future Vol, veh/h	0	0	0	5	1	2	3	107	7	2	150	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	5	5	5	2	2	2
Mvmt Flow	0	0	0	5	1	2	3	114	7	2	160	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	291	293	162	290	291	118	163	0	0	121	0	0
Stage 1	166	166	-	124	124	-	-	-	-	-	-	-
Stage 2	125	127	-	166	167	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.15	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.245	-	-	2.218	-	-
Pot Cap-1 Maneuver	665	621	888	666	623	939	1398	-	-	1467	-	-
Stage 1	841	765	-	885	797	-	-	-	-	-	-	-
Stage 2	884	795	-	841	764	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	661	619	888	665	621	939	1398	-	-	1467	-	-
Mov Cap-2 Maneuver	661	619	-	665	621	-	-	-	-	-	-	-
Stage 1	839	764	-	883	795	-	-	-	-	-	-	-
Stage 2	879	793	-	840	763	-	-	-	-	-	-	-

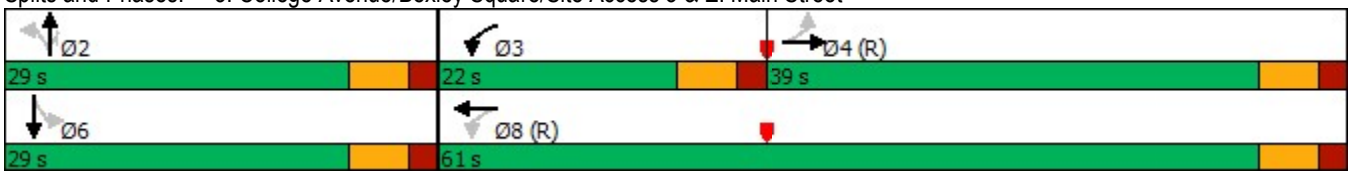
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	10.1	0.2	0.1
HCM LOS	A	B		

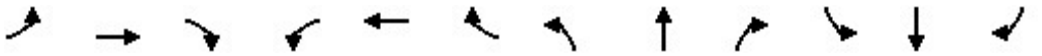
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1398	-	-	-	711	1467	-	-
HCM Lane V/C Ratio	0.002	-	-	-	0.012	0.001	-	-
HCM Control Delay (s)	7.6	0	-	0	10.1	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Phase Number	2	3	4	6	8
Movement	NBTL	WBL	EBTL	SBTL	WBTL
Lead/Lag		Lead	Lag		
Lead-Lag Optimize		Yes	Yes		
Recall Mode	Min	None	C-Max	Min	C-Max
Maximum Split (s)	29	22	39	29	61
Maximum Split (%)	32.2%	24.4%	43.3%	32.2%	67.8%
Minimum Split (s)	16	13	26	16	26
Yellow Time (s)	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2
Minimum Initial (s)	10	7	20	10	20
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)					
Flash Dont Walk (s)					
Dual Entry	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	2	31	53	2	31
End Time (s)	31	53	2	31	2
Yield/Force Off (s)	25	47	86	25	86
Yield/Force Off 170(s)	25	47	86	25	86
Local Start Time (s)	39	68	0	39	68
Local Yield (s)	62	84	33	62	33
Local Yield 170(s)	62	84	33	62	33

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 53 (59%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green	

Splits and Phases: 3: College Avenue/Bexley Square/Site Access 3 & E. Main Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	475	59	153	626	26	100	17	173	47	19	31
Future Volume (veh/h)	33	475	59	153	626	26	100	17	173	47	19	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1885	1885	1885	1767	1767	1767
Adj Flow Rate, veh/h	35	511	63	165	673	28	108	18	186	51	20	33
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	2	2	2	1	1	1	9	9	9
Cap, veh/h	485	1733	213	558	2405	100	253	37	280	157	105	173
Arrive On Green	0.18	0.18	0.18	0.08	0.69	0.69	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	740	3160	388	1781	3477	145	1019	210	1598	1113	599	989
Grp Volume(v), veh/h	35	284	290	165	344	357	126	0	186	51	0	53
Grp Sat Flow(s),veh/h/ln	740	1763	1786	1781	1777	1844	1229	0	1598	1113	0	1589
Q Serve(g_s), s	3.5	12.6	12.6	3.2	6.7	6.7	7.0	0.0	9.8	4.0	0.0	2.6
Cycle Q Clear(g_c), s	3.6	12.6	12.6	3.2	6.7	6.7	9.5	0.0	9.8	13.5	0.0	2.6
Prop In Lane	1.00		0.22	1.00		0.08	0.86		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	485	967	979	558	1229	1276	289	0	280	157	0	278
V/C Ratio(X)	0.07	0.29	0.30	0.30	0.28	0.28	0.44	0.00	0.67	0.32	0.00	0.19
Avail Cap(c_a), veh/h	485	967	979	739	1229	1276	404	0	408	247	0	406
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.1	21.8	21.8	7.7	5.3	5.3	35.4	0.0	34.7	40.9	0.0	31.7
Incr Delay (d2), s/veh	0.3	0.8	0.8	0.3	0.6	0.5	1.0	0.0	2.7	1.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	6.1	6.2	1.2	2.3	2.4	2.6	0.0	4.0	1.2	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	22.6	22.6	8.0	5.9	5.9	36.5	0.0	37.4	42.0	0.0	32.0
LnGrp LOS	B	C	C	A	A	A	D	A	D	D	A	C
Approach Vol, veh/h		609			866			312			104	
Approach Delay, s/veh		22.3			6.3			37.0			36.9	
Approach LOS		C			A			D			D	

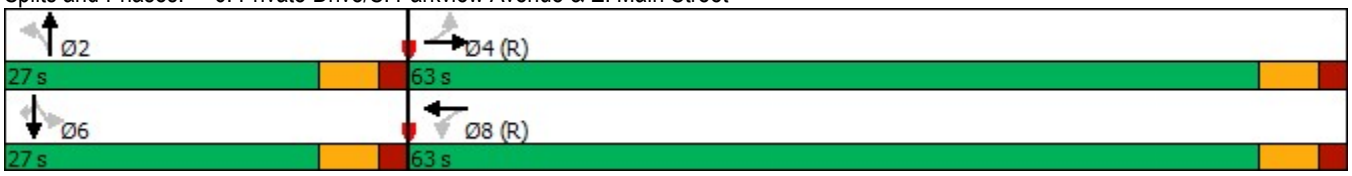
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		21.8	12.9	55.4		21.8		68.2				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		23.0	16.0	33.0		23.0		55.0				
Max Q Clear Time (g_c+I1), s		11.8	5.2	14.6		15.5		8.7				
Green Ext Time (p_c), s		1.0	0.3	3.8		0.2		5.4				

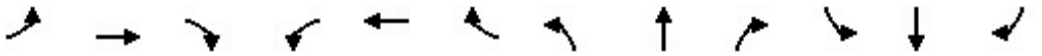
Intersection Summary												
HCM 6th Ctrl Delay			18.2									
HCM 6th LOS			B									

Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	None	C-Min	None	C-Min
Maximum Split (s)	27	63	27	63
Maximum Split (%)	30.0%	70.0%	30.0%	70.0%
Minimum Split (s)	16	26	16	26
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	10	20	10	20
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	63	0	63	0
End Time (s)	0	63	0	63
Yield/Force Off (s)	84	57	84	57
Yield/Force Off 170(s)	84	57	84	57
Local Start Time (s)	63	0	63	0
Local Yield (s)	84	57	84	57
Local Yield 170(s)	84	57	84	57

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	45
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green	

Splits and Phases: 6: Private Drive/S. Parkview Avenue & E. Main Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	566	5	2	686	61	1	2	1	30	0	121
Future Volume (veh/h)	109	566	5	2	686	61	1	2	1	30	0	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1841	1841	1841	1530	1530	1530	1870	1870	1870
Adj Flow Rate, veh/h	115	596	5	2	722	64	1	2	1	32	0	127
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
Percent Heavy Veh, %	3	3	3	4	4	4	25	25	25	2	2	2
Cap, veh/h	510	2714	23	651	2461	218	69	94	38	235	0	173
Arrive On Green	0.76	0.76	0.76	0.51	0.51	0.51	0.11	0.11	0.11	0.11	0.00	0.11
Sat Flow, veh/h	683	3583	30	805	3250	288	177	860	346	1422	0	1585
Grp Volume(v), veh/h	115	293	308	2	388	398	4	0	0	32	0	127
Grp Sat Flow(s),veh/h/ln	683	1763	1850	805	1749	1789	1382	0	0	1422	0	1585
Q Serve(g_s), s	6.8	4.4	4.4	0.1	11.6	11.6	0.0	0.0	0.0	1.6	0.0	7.0
Cycle Q Clear(g_c), s	18.3	4.4	4.4	4.5	11.6	11.6	0.2	0.0	0.0	1.8	0.0	7.0
Prop In Lane	1.00		0.02	1.00		0.16	0.25		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	510	1335	1401	651	1325	1355	201	0	0	235	0	173
V/C Ratio(X)	0.23	0.22	0.22	0.00	0.29	0.29	0.02	0.00	0.00	0.14	0.00	0.73
Avail Cap(c_a), veh/h	510	1335	1401	651	1325	1355	364	0	0	411	0	370
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.5	3.2	3.2	7.6	8.2	8.2	35.8	0.0	0.0	36.5	0.0	38.8
Incr Delay (d2), s/veh	1.0	0.4	0.4	0.0	0.6	0.6	0.0	0.0	0.0	0.3	0.0	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.2	1.2	0.0	5.0	5.1	0.1	0.0	0.0	0.7	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.5	3.6	3.5	7.6	8.8	8.8	35.8	0.0	0.0	36.7	0.0	44.7
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		716			788			4			159	
Approach Delay, s/veh		4.3			8.8			35.8			43.1	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.8		74.2		15.8		74.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		21.0		57.0		21.0		57.0				
Max Q Clear Time (g_c+I1), s		2.2		20.3		9.0		13.6				
Green Ext Time (p_c), s		0.0		5.1		0.4		6.3				

Intersection Summary												
HCM 6th Ctrl Delay			10.2									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	14	1	11	3	107	21	8	150	3
Future Vol, veh/h	0	0	0	14	1	11	3	107	21	8	150	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	5	5	5	2	2	2
Mvmt Flow	0	0	0	15	1	12	3	114	22	9	160	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	318	322	162	311	312	125	163	0	0	136	0	0
Stage 1	180	180	-	131	131	-	-	-	-	-	-	-
Stage 2	138	142	-	180	181	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.15	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.245	-	-	2.218	-	-
Pot Cap-1 Maneuver	639	599	888	645	606	931	1398	-	-	1448	-	-
Stage 1	826	754	-	877	792	-	-	-	-	-	-	-
Stage 2	870	783	-	826	754	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	626	594	888	640	601	931	1398	-	-	1448	-	-
Mov Cap-2 Maneuver	626	594	-	640	601	-	-	-	-	-	-	-
Stage 1	824	749	-	875	790	-	-	-	-	-	-	-
Stage 2	856	781	-	820	749	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	10.1	0.2	0.4
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1398	-	-	-	735	1448	-	-
HCM Lane V/C Ratio	0.002	-	-	-	0.038	0.006	-	-
HCM Control Delay (s)	7.6	0	-	0	10.1	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	582	735	14	0	22
Future Vol, veh/h	0	582	735	14	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	633	799	15	0	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	407
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	593
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	593
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

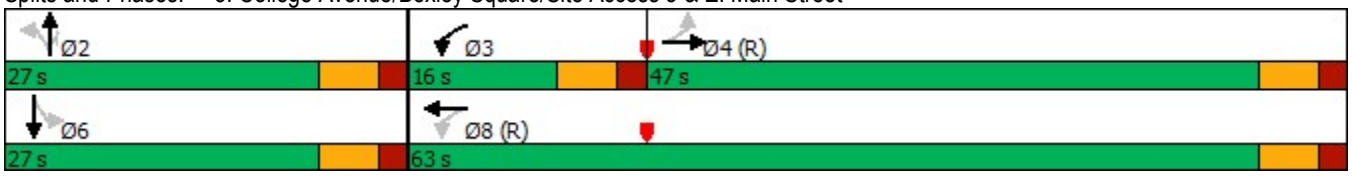
Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.3
HCM LOS			B

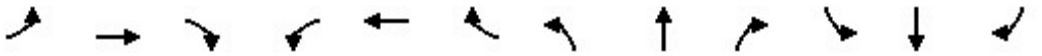
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	593
HCM Lane V/C Ratio	-	-	-	0.04
HCM Control Delay (s)	-	-	-	11.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Phase Number	2	3	4	6	8
Movement	NBTL	WBL	EBTL	SBTL	WBTL
Lead/Lag		Lead	Lag		
Lead-Lag Optimize		Yes	Yes		
Recall Mode	Min	None	C-Max	Min	C-Max
Maximum Split (s)	27	16	47	27	63
Maximum Split (%)	30.0%	17.8%	52.2%	30.0%	70.0%
Minimum Split (s)	16	13	26	16	26
Yellow Time (s)	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2
Minimum Initial (s)	10	7	20	10	20
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)					
Flash Dont Walk (s)					
Dual Entry	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	9	36	52	9	36
End Time (s)	36	52	9	36	9
Yield/Force Off (s)	30	46	3	30	3
Yield/Force Off 170(s)	30	46	3	30	3
Local Start Time (s)	47	74	0	47	74
Local Yield (s)	68	84	41	68	41
Local Yield 170(s)	68	84	41	68	41

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 52 (58%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green	

Splits and Phases: 3: College Avenue/Bexley Square/Site Access 3 & E. Main Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	780	63	119	590	18	83	11	217	65	15	57
Future Volume (veh/h)	23	780	63	119	590	18	83	11	217	65	15	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	24	812	66	124	615	19	86	11	226	68	16	59
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	0	0	0
Cap, veh/h	515	1827	148	423	2432	75	250	28	289	175	64	237
Arrive On Green	0.18	0.18	0.18	0.07	0.69	0.69	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	800	3354	273	1795	3547	110	964	153	1598	1161	355	1309
Grp Volume(v), veh/h	24	433	445	124	310	324	97	0	226	68	0	75
Grp Sat Flow(s),veh/h/ln	800	1791	1836	1795	1791	1865	1116	0	1598	1161	0	1664
Q Serve(g_s), s	2.2	19.4	19.4	2.4	5.9	5.9	5.5	0.0	12.1	5.1	0.0	3.5
Cycle Q Clear(g_c), s	2.2	19.4	19.4	2.4	5.9	5.9	8.9	0.0	12.1	14.1	0.0	3.5
Prop In Lane	1.00		0.15	1.00		0.06	0.89		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	515	976	1000	423	1228	1279	278	0	289	175	0	301
V/C Ratio(X)	0.05	0.44	0.44	0.29	0.25	0.25	0.35	0.00	0.78	0.39	0.00	0.25
Avail Cap(c_a), veh/h	515	976	1000	489	1228	1279	350	0	373	236	0	388
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.7	24.8	24.8	9.4	5.4	5.4	35.1	0.0	35.2	40.3	0.0	31.6
Incr Delay (d2), s/veh	0.2	1.4	1.4	0.4	0.5	0.5	0.8	0.0	7.9	1.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	9.6	9.9	0.9	2.1	2.2	2.0	0.0	5.3	1.5	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	26.2	26.1	9.8	5.9	5.9	35.8	0.0	43.0	41.7	0.0	32.0
LnGrp LOS	B	C	C	A	A	A	D	A	D	D	A	C
Approach Vol, veh/h		902			758			323			143	
Approach Delay, s/veh		25.9			6.5			40.9			36.6	
Approach LOS		C			A			D			D	

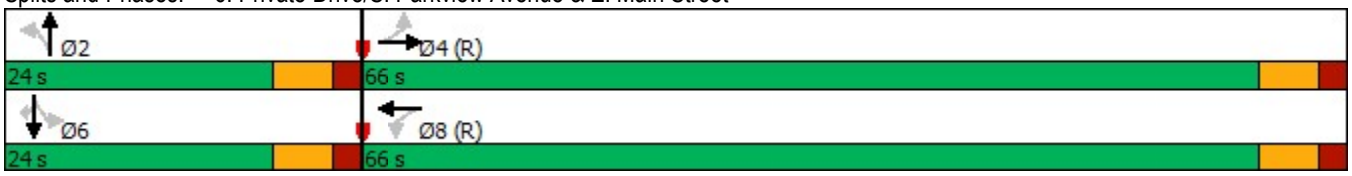
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		22.3	12.7	55.0		22.3		67.7				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		21.0	10.0	41.0		21.0		57.0				
Max Q Clear Time (g_c+I1), s		14.1	4.4	21.4		16.1		7.9				
Green Ext Time (p_c), s		0.8	0.1	6.1		0.2		4.7				

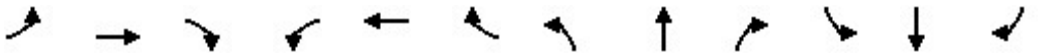
Intersection Summary												
HCM 6th Ctrl Delay			22.0									
HCM 6th LOS			C									

Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	None	C-Min	None	C-Min
Maximum Split (s)	24	66	24	66
Maximum Split (%)	26.7%	73.3%	26.7%	73.3%
Minimum Split (s)	16	26	16	26
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	10	20	10	20
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	66	0	66	0
End Time (s)	0	66	0	66
Yield/Force Off (s)	84	60	84	60
Yield/Force Off 170(s)	84	60	84	60
Local Start Time (s)	66	0	66	0
Local Yield (s)	84	60	84	60
Local Yield 170(s)	84	60	84	60

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	45
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green	

Splits and Phases: 6: Private Drive/S. Parkview Avenue & E. Main Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	835	11	4	673	74	6	6	6	50	3	107
Future Volume (veh/h)	141	835	11	4	673	74	6	6	6	50	3	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1870	1870	1870
Adj Flow Rate, veh/h	145	861	11	4	694	76	6	6	6	52	3	110
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	2	2	2
Cap, veh/h	613	2740	35	516	2464	270	91	83	60	227	11	174
Arrive On Green	0.76	0.76	0.76	1.00	1.00	1.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	705	3622	46	640	3256	356	339	757	548	1353	100	1585
Grp Volume(v), veh/h	145	426	446	4	382	388	18	0	0	55	0	110
Grp Sat Flow(s),veh/h/ln	705	1791	1877	640	1791	1821	1645	0	0	1453	0	1585
Q Serve(g_s), s	5.7	6.8	6.8	0.1	0.0	0.0	0.0	0.0	0.0	2.2	0.0	6.0
Cycle Q Clear(g_c), s	5.7	6.8	6.8	6.9	0.0	0.0	0.8	0.0	0.0	3.0	0.0	6.0
Prop In Lane	1.00		0.02	1.00		0.20	0.33		0.33	0.95		1.00
Lane Grp Cap(c), veh/h	613	1355	1420	516	1355	1378	234	0	0	238	0	174
V/C Ratio(X)	0.24	0.31	0.31	0.01	0.28	0.28	0.08	0.00	0.00	0.23	0.00	0.63
Avail Cap(c_a), veh/h	613	1355	1420	516	1355	1378	375	0	0	366	0	317
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.4	3.5	3.5	0.3	0.0	0.0	36.0	0.0	0.0	36.9	0.0	38.3
Incr Delay (d2), s/veh	0.9	0.6	0.6	0.0	0.5	0.5	0.1	0.0	0.0	0.5	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.9	2.0	0.0	0.2	0.2	0.4	0.0	0.0	1.2	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.3	4.1	4.1	0.4	0.5	0.5	36.1	0.0	0.0	37.4	0.0	42.0
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		1017			774			18			165	
Approach Delay, s/veh		4.1			0.5			36.1			40.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.9		74.1		15.9		74.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		18.0		60.0		18.0		60.0				
Max Q Clear Time (g_c+I1), s		2.8		8.8		8.0		8.9				
Green Ext Time (p_c), s		0.0		8.2		0.4		6.2				

Intersection Summary												
HCM 6th Ctrl Delay			6.0									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	1	12	0	2	3	203	9	2	140	2
Future Vol, veh/h	0	0	1	12	0	2	3	203	9	2	140	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	4	4	4
Mvmt Flow	0	0	1	13	0	2	3	216	10	2	149	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	382	386	150	382	382	221	151	0	0	226	0	0
Stage 1	154	154	-	227	227	-	-	-	-	-	-	-
Stage 2	228	232	-	155	155	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.236	-	-
Pot Cap-1 Maneuver	580	551	902	580	554	824	1442	-	-	1331	-	-
Stage 1	853	774	-	780	720	-	-	-	-	-	-	-
Stage 2	779	716	-	852	773	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	577	549	902	578	552	824	1442	-	-	1331	-	-
Mov Cap-2 Maneuver	577	549	-	578	552	-	-	-	-	-	-	-
Stage 1	851	772	-	778	719	-	-	-	-	-	-	-
Stage 2	775	715	-	849	771	-	-	-	-	-	-	-

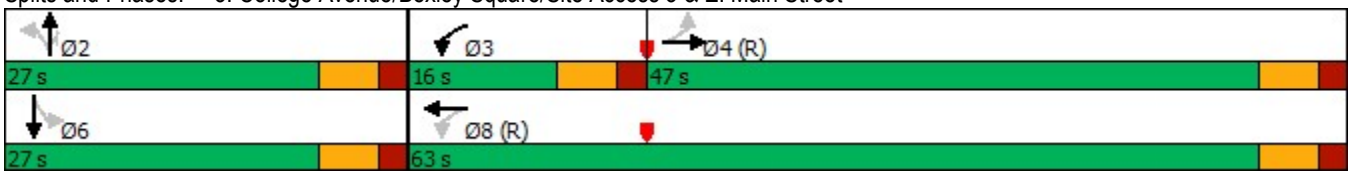
Approach	EB	WB	NB	SB
HCM Control Delay, s	9	11.1	0.1	0.1
HCM LOS	A	B		

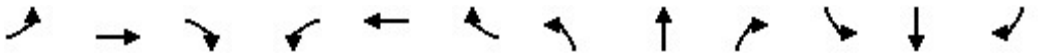
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1442	-	-	902	604	1331	-	-
HCM Lane V/C Ratio	0.002	-	-	0.001	0.025	0.002	-	-
HCM Control Delay (s)	7.5	0	-	9	11.1	7.7	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Phase Number	2	3	4	6	8
Movement	NBTL	WBL	EBTL	SBTL	WBTL
Lead/Lag		Lead	Lag		
Lead-Lag Optimize		Yes	Yes		
Recall Mode	Min	None	C-Max	Min	C-Max
Maximum Split (s)	27	16	47	27	63
Maximum Split (%)	30.0%	17.8%	52.2%	30.0%	70.0%
Minimum Split (s)	16	13	26	16	26
Yellow Time (s)	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2
Minimum Initial (s)	10	7	20	10	20
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)					
Flash Dont Walk (s)					
Dual Entry	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	9	36	52	9	36
End Time (s)	36	52	9	36	9
Yield/Force Off (s)	30	46	3	30	3
Yield/Force Off 170(s)	30	46	3	30	3
Local Start Time (s)	47	74	0	47	74
Local Yield (s)	68	84	41	68	41
Local Yield 170(s)	68	84	41	68	41

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 52 (58%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green	

Splits and Phases: 3: College Avenue/Bexley Square/Site Access 3 & E. Main Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	777	63	119	601	30	83	21	217	88	24	62
Future Volume (veh/h)	38	777	63	119	601	30	83	21	217	88	24	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	40	809	66	124	626	31	86	22	226	92	25	65
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	0	0	0
Cap, veh/h	485	1735	142	405	2287	113	254	57	333	197	97	253
Arrive On Green	0.17	0.17	0.17	0.07	0.66	0.66	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	783	3353	274	1795	3473	172	877	276	1598	1150	467	1214
Grp Volume(v), veh/h	40	432	443	124	323	334	108	0	226	92	0	90
Grp Sat Flow(s),veh/h/ln	783	1791	1836	1795	1791	1854	1153	0	1598	1150	0	1681
Q Serve(g_s), s	3.9	19.6	19.6	2.6	6.8	6.8	5.5	0.0	11.7	7.0	0.0	4.0
Cycle Q Clear(g_c), s	3.9	19.6	19.6	2.6	6.8	6.8	9.6	0.0	11.7	16.6	0.0	4.0
Prop In Lane	1.00		0.15	1.00		0.09	0.80		1.00	1.00		0.72
Lane Grp Cap(c), veh/h	485	927	950	405	1179	1221	312	0	333	197	0	350
V/C Ratio(X)	0.08	0.47	0.47	0.31	0.27	0.27	0.35	0.00	0.68	0.47	0.00	0.26
Avail Cap(c_a), veh/h	485	927	950	471	1179	1221	347	0	373	226	0	392
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.6	26.1	26.1	10.4	6.4	6.4	33.2	0.0	32.9	39.4	0.0	29.8
Incr Delay (d2), s/veh	0.3	1.7	1.6	0.4	0.6	0.6	0.7	0.0	4.3	1.7	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	9.8	10.0	1.0	2.5	2.6	2.2	0.0	4.9	2.1	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	27.8	27.8	10.8	7.0	7.0	33.8	0.0	37.1	41.2	0.0	30.2
LnGrp LOS	B	C	C	B	A	A	C	A	D	D	A	C
Approach Vol, veh/h		915			781			334			182	
Approach Delay, s/veh		27.4			7.6			36.1			35.7	
Approach LOS		C			A			D			D	

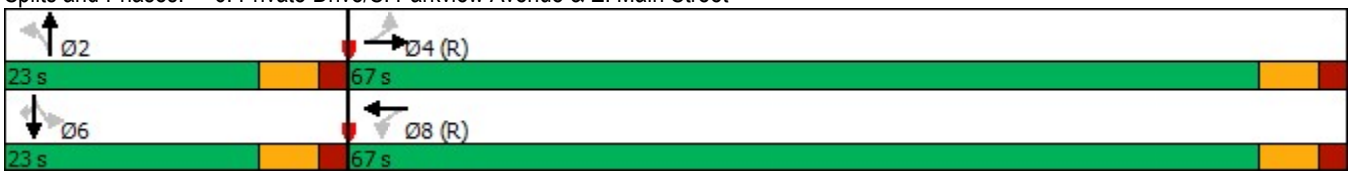
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		24.7	12.7	52.6		24.7		65.3				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		21.0	10.0	41.0		21.0		57.0				
Max Q Clear Time (g_c+I1), s		13.7	4.6	21.6		18.6		8.8				
Green Ext Time (p_c), s		0.8	0.1	6.2		0.2		4.9				

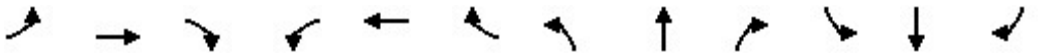
Intersection Summary												
HCM 6th Ctrl Delay			22.4									
HCM 6th LOS			C									

Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	None	C-Min	None	C-Min
Maximum Split (s)	23	67	23	67
Maximum Split (%)	25.6%	74.4%	25.6%	74.4%
Minimum Split (s)	16	26	16	26
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	10	20	10	20
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	67	0	67	0
End Time (s)	0	67	0	67
Yield/Force Off (s)	84	61	84	61
Yield/Force Off 170(s)	84	61	84	61
Local Start Time (s)	67	0	67	0
Local Yield (s)	84	61	84	61
Local Yield 170(s)	84	61	84	61

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	45
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green	

Splits and Phases: 6: Private Drive/S. Parkview Avenue & E. Main Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	846	11	4	689	75	6	6	6	51	3	114
Future Volume (veh/h)	156	846	11	4	689	75	6	6	6	51	3	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1870	1870	1870
Adj Flow Rate, veh/h	161	872	11	4	710	77	6	6	6	53	3	118
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	2	2	2
Cap, veh/h	557	2740	35	511	2466	267	91	83	60	227	11	175
Arrive On Green	0.76	0.76	0.76	0.76	0.76	0.76	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	693	3622	46	634	3259	353	339	756	547	1354	98	1585
Grp Volume(v), veh/h	161	431	452	4	390	397	18	0	0	56	0	118
Grp Sat Flow(s),veh/h/ln	693	1791	1877	634	1791	1822	1642	0	0	1452	0	1585
Q Serve(g_s), s	8.5	6.9	6.9	0.2	6.1	6.1	0.0	0.0	0.0	2.2	0.0	6.4
Cycle Q Clear(g_c), s	14.6	6.9	6.9	7.1	6.1	6.1	0.8	0.0	0.0	3.1	0.0	6.4
Prop In Lane	1.00		0.02	1.00		0.19	0.33		0.33	0.95		1.00
Lane Grp Cap(c), veh/h	557	1355	1420	511	1355	1378	234	0	0	238	0	175
V/C Ratio(X)	0.29	0.32	0.32	0.01	0.29	0.29	0.08	0.00	0.00	0.24	0.00	0.68
Avail Cap(c_a), veh/h	557	1355	1420	511	1355	1378	357	0	0	350	0	299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.7	3.5	3.5	4.7	3.4	3.4	36.0	0.0	0.0	36.9	0.0	38.5
Incr Delay (d2), s/veh	1.3	0.6	0.6	0.0	0.5	0.5	0.1	0.0	0.0	0.5	0.0	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.9	2.0	0.0	1.9	1.9	0.4	0.0	0.0	1.2	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	4.1	4.1	4.7	3.9	3.9	36.1	0.0	0.0	37.4	0.0	43.0
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		1044			791			18			174	
Approach Delay, s/veh		4.6			3.9			36.1			41.2	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.9		74.1		15.9		74.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		17.0		61.0		17.0		61.0				
Max Q Clear Time (g_c+I1), s		2.8		16.6		8.4		9.1				
Green Ext Time (p_c), s		0.0		8.4		0.4		6.4				

Intersection Summary												
HCM 6th Ctrl Delay			7.7									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	21	0	9	3	202	26	9	139	2
Future Vol, veh/h	0	0	1	21	0	9	3	202	26	9	139	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	4	4	4
Mvmt Flow	0	0	1	22	0	10	3	215	28	10	148	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	409	418	149	405	405	229	150	0	0	243	0	0
Stage 1	169	169	-	235	235	-	-	-	-	-	-	-
Stage 2	240	249	-	170	170	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.236	-	-
Pot Cap-1 Maneuver	556	529	903	560	538	815	1444	-	-	1312	-	-
Stage 1	838	763	-	773	714	-	-	-	-	-	-	-
Stage 2	768	704	-	837	762	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	545	524	903	555	533	815	1444	-	-	1312	-	-
Mov Cap-2 Maneuver	545	524	-	555	533	-	-	-	-	-	-	-
Stage 1	836	757	-	771	713	-	-	-	-	-	-	-
Stage 2	757	703	-	829	756	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	11.2	0.1	0.5
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1444	-	-	903	614	1312	-	-
HCM Lane V/C Ratio	0.002	-	-	0.001	0.052	0.007	-	-
HCM Control Delay (s)	7.5	0	-	9	11.2	7.8	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	891	743	14	0	15
Future Vol, veh/h	0	891	743	14	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	968	808	15	0	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	412
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	589
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	589
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

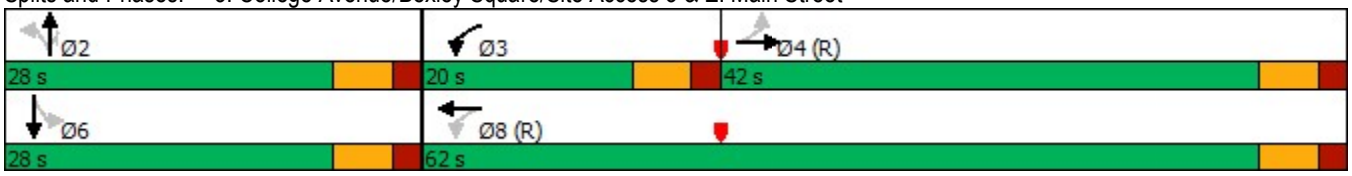
Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.3
HCM LOS			B

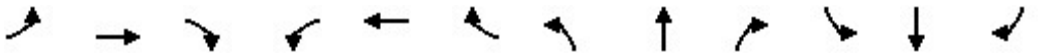
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	589
HCM Lane V/C Ratio	-	-	-	0.028
HCM Control Delay (s)	-	-	-	11.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Phase Number	2	3	4	6	8
Movement	NBTL	WBL	EBTL	SBTL	WBTL
Lead/Lag		Lead	Lag		
Lead-Lag Optimize		Yes	Yes		
Recall Mode	Min	None	C-Max	Min	C-Max
Maximum Split (s)	28	20	42	28	62
Maximum Split (%)	31.1%	22.2%	46.7%	31.1%	68.9%
Minimum Split (s)	16	13	26	16	26
Yellow Time (s)	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2
Minimum Initial (s)	10	7	20	10	20
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)					
Flash Dont Walk (s)					
Dual Entry	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	4	32	52	4	32
End Time (s)	32	52	4	32	4
Yield/Force Off (s)	26	46	88	26	88
Yield/Force Off 170(s)	26	46	88	26	88
Local Start Time (s)	42	70	0	42	70
Local Yield (s)	64	84	36	64	36
Local Yield 170(s)	64	84	36	64	36

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 52 (58%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green	

Splits and Phases: 3: College Avenue/Bexley Square/Site Access 3 & E. Main Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	507	63	164	655	16	103	6	178	18	7	29
Future Volume (veh/h)	21	507	63	164	655	16	103	6	178	18	7	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1885	1885	1885	1767	1767	1767
Adj Flow Rate, veh/h	23	545	68	176	704	17	111	6	191	19	8	31
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	2	2	2	1	1	1	9	9	9
Cap, veh/h	497	1814	226	562	2548	62	245	11	237	134	47	182
Arrive On Green	0.19	0.19	0.19	0.08	0.72	0.72	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	726	3155	393	1781	3546	86	1129	76	1598	1120	317	1228
Grp Volume(v), veh/h	23	304	309	176	353	368	117	0	191	19	0	39
Grp Sat Flow(s),veh/h/ln	726	1763	1785	1781	1777	1855	1206	0	1598	1120	0	1545
Q Serve(g_s), s	2.3	13.3	13.4	3.2	6.3	6.3	7.0	0.0	10.4	1.5	0.0	2.0
Cycle Q Clear(g_c), s	2.3	13.3	13.4	3.2	6.3	6.3	9.0	0.0	10.4	10.5	0.0	2.0
Prop In Lane	1.00		0.22	1.00		0.05	0.95		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	497	1014	1026	562	1277	1333	257	0	237	134	0	229
V/C Ratio(X)	0.05	0.30	0.30	0.31	0.28	0.28	0.46	0.00	0.81	0.14	0.00	0.17
Avail Cap(c_a), veh/h	497	1014	1026	702	1277	1333	391	0	391	242	0	378
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.4	20.9	20.9	7.0	4.4	4.4	37.3	0.0	37.1	41.5	0.0	33.5
Incr Delay (d2), s/veh	0.2	0.7	0.7	0.3	0.5	0.5	1.3	0.0	6.4	0.5	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	6.5	6.6	1.1	2.1	2.2	2.5	0.0	4.5	0.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	21.6	21.7	7.3	5.0	5.0	38.6	0.0	43.5	42.0	0.0	33.9
LnGrp LOS	B	C	C	A	A	A	D	A	D	D	A	C
Approach Vol, veh/h		636			897			308			58	
Approach Delay, s/veh		21.5			5.4			41.6			36.5	
Approach LOS		C			A			D			D	

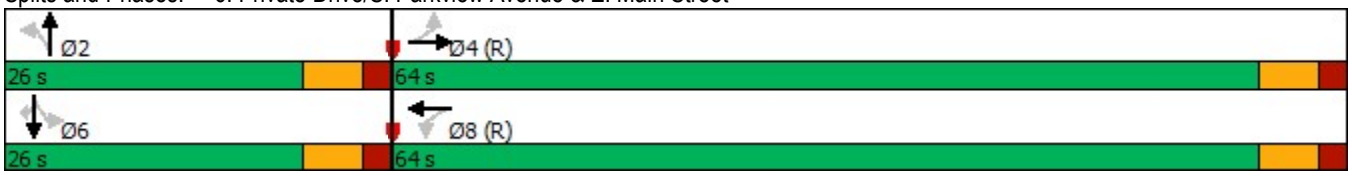
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		19.3	12.9	57.8		19.3		70.7				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		22.0	14.0	36.0		22.0		56.0				
Max Q Clear Time (g_c+I1), s		12.4	5.2	15.4		12.5		8.3				
Green Ext Time (p_c), s		0.9	0.3	4.2		0.1		5.6				

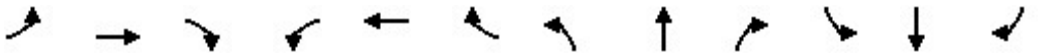
Intersection Summary												
HCM 6th Ctrl Delay			17.6									
HCM 6th LOS			B									

Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	None	C-Min	None	C-Min
Maximum Split (s)	26	64	26	64
Maximum Split (%)	28.9%	71.1%	28.9%	71.1%
Minimum Split (s)	16	26	16	26
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	10	20	10	20
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	64	0	64	0
End Time (s)	0	64	0	64
Yield/Force Off (s)	84	58	84	58
Yield/Force Off 170(s)	84	58	84	58
Local Start Time (s)	64	0	64	0
Local Yield (s)	84	58	84	58
Local Yield 170(s)	84	58	84	58

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	45
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green	

Splits and Phases: 6: Private Drive/S. Parkview Avenue & E. Main Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	580	5	2	706	65	1	2	1	31	0	115
Future Volume (veh/h)	100	580	5	2	706	65	1	2	1	31	0	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1841	1841	1841	1530	1530	1530	1870	1870	1870
Adj Flow Rate, veh/h	105	611	5	2	743	68	1	2	1	33	0	121
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
Percent Heavy Veh, %	3	3	3	4	4	4	25	25	25	2	2	2
Cap, veh/h	538	2715	22	642	2455	225	69	94	38	235	0	173
Arrive On Green	0.76	0.76	0.76	0.76	0.76	0.76	0.11	0.11	0.11	0.11	0.00	0.11
Sat Flow, veh/h	667	3584	29	794	3240	296	177	861	346	1422	0	1585
Grp Volume(v), veh/h	105	300	316	2	401	410	4	0	0	33	0	121
Grp Sat Flow(s),veh/h/ln	667	1763	1850	794	1749	1787	1384	0	0	1422	0	1585
Q Serve(g_s), s	5.3	4.5	4.5	0.1	6.5	6.5	0.0	0.0	0.0	1.6	0.0	6.6
Cycle Q Clear(g_c), s	11.8	4.5	4.5	4.5	6.5	6.5	0.2	0.0	0.0	1.9	0.0	6.6
Prop In Lane	1.00		0.02	1.00		0.17	0.25		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	538	1336	1402	642	1325	1354	201	0	0	235	0	173
V/C Ratio(X)	0.20	0.22	0.23	0.00	0.30	0.30	0.02	0.00	0.00	0.14	0.00	0.70
Avail Cap(c_a), veh/h	538	1336	1402	642	1325	1354	350	0	0	395	0	352
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.3	3.2	3.2	3.8	3.4	3.4	35.8	0.0	0.0	36.5	0.0	38.7
Incr Delay (d2), s/veh	0.8	0.4	0.4	0.0	0.6	0.6	0.0	0.0	0.0	0.3	0.0	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.2	1.3	0.0	2.0	2.0	0.1	0.0	0.0	0.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.1	3.6	3.6	3.9	4.0	4.0	35.9	0.0	0.0	36.8	0.0	43.8
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		721			813			4			154	
Approach Delay, s/veh		3.9			4.0			35.9			42.3	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.8		74.2		15.8		74.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		58.0		20.0		58.0				
Max Q Clear Time (g_c+I1), s		2.2		13.8		8.6		8.5				
Green Ext Time (p_c), s		0.0		5.2		0.4		6.6				

Intersection Summary												
HCM 6th Ctrl Delay			7.5									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	5	1	2	3	110	7	2	154	3
Future Vol, veh/h	0	0	0	5	1	2	3	110	7	2	154	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	5	5	5	2	2	2
Mvmt Flow	0	0	0	5	1	2	3	117	7	2	164	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	298	300	166	297	298	121	167	0	0	124	0	0
Stage 1	170	170	-	127	127	-	-	-	-	-	-	-
Stage 2	128	130	-	170	171	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.15	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.245	-	-	2.218	-	-
Pot Cap-1 Maneuver	658	616	884	659	617	936	1393	-	-	1463	-	-
Stage 1	837	762	-	882	795	-	-	-	-	-	-	-
Stage 2	881	792	-	837	761	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	653	614	884	657	615	936	1393	-	-	1463	-	-
Mov Cap-2 Maneuver	653	614	-	657	615	-	-	-	-	-	-	-
Stage 1	835	760	-	880	793	-	-	-	-	-	-	-
Stage 2	876	790	-	835	759	-	-	-	-	-	-	-

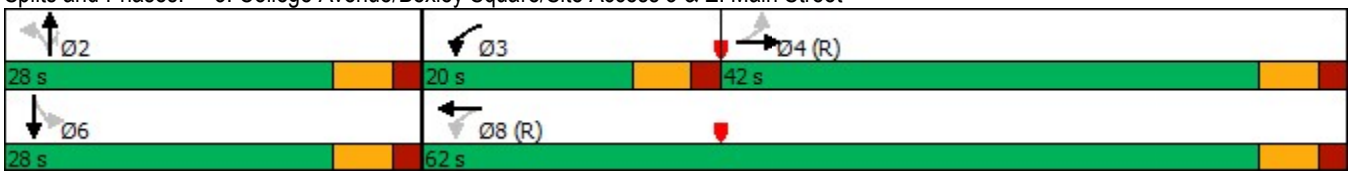
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	10.2	0.2	0.1
HCM LOS	A	B		

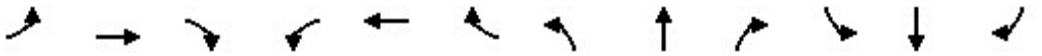
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1393	-	-	-	703	1463	-	-
HCM Lane V/C Ratio	0.002	-	-	-	0.012	0.001	-	-
HCM Control Delay (s)	7.6	0	-	0	10.2	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Phase Number	2	3	4	6	8
Movement	NBTL	WBL	EBTL	SBTL	WBTL
Lead/Lag		Lead	Lag		
Lead-Lag Optimize		Yes	Yes		
Recall Mode	Min	None	C-Max	Min	C-Max
Maximum Split (s)	28	20	42	28	62
Maximum Split (%)	31.1%	22.2%	46.7%	31.1%	68.9%
Minimum Split (s)	16	13	26	16	26
Yellow Time (s)	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2
Minimum Initial (s)	10	7	20	10	20
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)					
Flash Dont Walk (s)					
Dual Entry	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	4	32	52	4	32
End Time (s)	32	52	4	32	4
Yield/Force Off (s)	26	46	88	26	88
Yield/Force Off 170(s)	26	46	88	26	88
Local Start Time (s)	42	70	0	42	70
Local Yield (s)	64	84	36	64	36
Local Yield 170(s)	64	84	36	64	36

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 52 (58%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green	

Splits and Phases: 3: College Avenue/Bexley Square/Site Access 3 & E. Main Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	507	63	164	669	27	103	17	178	48	20	33
Future Volume (veh/h)	35	507	63	164	669	27	103	17	178	48	20	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1885	1885	1885	1767	1767	1767
Adj Flow Rate, veh/h	38	545	68	176	719	29	111	18	191	52	22	35
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	2	2	2	1	1	1	9	9	9
Cap, veh/h	464	1713	213	534	2390	96	257	36	288	158	111	176
Arrive On Green	0.18	0.18	0.18	0.08	0.69	0.69	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	708	3155	393	1781	3482	140	1011	202	1598	1108	614	977
Grp Volume(v), veh/h	38	304	309	176	367	381	129	0	191	52	0	57
Grp Sat Flow(s),veh/h/ln	708	1763	1785	1781	1777	1845	1212	0	1598	1108	0	1591
Q Serve(g_s), s	4.0	13.5	13.6	3.5	7.3	7.3	7.2	0.0	10.0	4.1	0.0	2.7
Cycle Q Clear(g_c), s	4.0	13.5	13.6	3.5	7.3	7.3	9.9	0.0	10.0	14.0	0.0	2.7
Prop In Lane	1.00		0.22	1.00		0.08	0.86		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	464	957	969	534	1220	1267	293	0	288	158	0	287
V/C Ratio(X)	0.08	0.32	0.32	0.33	0.30	0.30	0.44	0.00	0.66	0.33	0.00	0.20
Avail Cap(c_a), veh/h	464	957	969	674	1220	1267	384	0	391	229	0	389
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.5	22.4	22.5	8.1	5.6	5.6	35.3	0.0	34.3	40.8	0.0	31.4
Incr Delay (d2), s/veh	0.3	0.9	0.9	0.4	0.6	0.6	1.0	0.0	2.6	1.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.6	6.7	1.3	2.6	2.7	2.7	0.0	4.1	1.2	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.9	23.3	23.3	8.5	6.2	6.2	36.3	0.0	37.0	42.0	0.0	31.7
LnGrp LOS	B	C	C	A	A	A	D	A	D	D	A	C
Approach Vol, veh/h		651			924			320			109	
Approach Delay, s/veh		23.0			6.6			36.7			36.6	
Approach LOS		C			A			D			D	

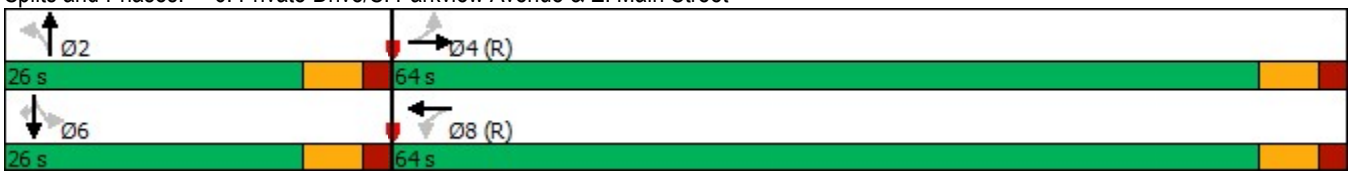
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		22.2	12.9	54.9		22.2		67.8				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		22.0	14.0	36.0		22.0		56.0				
Max Q Clear Time (g_c+I1), s		12.0	5.5	15.6		16.0		9.3				
Green Ext Time (p_c), s		1.0	0.3	4.3		0.2		5.8				

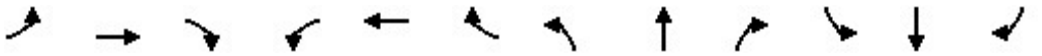
Intersection Summary												
HCM 6th Ctrl Delay			18.4									
HCM 6th LOS			B									

Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	None	C-Min	None	C-Min
Maximum Split (s)	26	64	26	64
Maximum Split (%)	28.9%	71.1%	28.9%	71.1%
Minimum Split (s)	16	26	16	26
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	10	20	10	20
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	64	0	64	0
End Time (s)	0	64	0	64
Yield/Force Off (s)	84	58	84	58
Yield/Force Off 170(s)	84	58	84	58
Local Start Time (s)	64	0	64	0
Local Yield (s)	84	58	84	58
Local Yield 170(s)	84	58	84	58

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	45
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green	

Splits and Phases: 6: Private Drive/S. Parkview Avenue & E. Main Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	594	5	2	732	65	1	2	1	31	0	124
Future Volume (veh/h)	114	594	5	2	732	65	1	2	1	31	0	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1841	1841	1841	1530	1530	1530	1870	1870	1870
Adj Flow Rate, veh/h	120	625	5	2	771	68	1	2	1	33	0	131
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
Percent Heavy Veh, %	3	3	3	4	4	4	25	25	25	2	2	2
Cap, veh/h	482	2714	22	633	2462	217	69	94	38	236	0	173
Arrive On Green	0.76	0.76	0.76	0.51	0.51	0.51	0.11	0.11	0.11	0.11	0.00	0.11
Sat Flow, veh/h	650	3584	29	784	3251	287	177	860	345	1422	0	1585
Grp Volume(v), veh/h	120	307	323	2	415	424	4	0	0	33	0	131
Grp Sat Flow(s),veh/h/ln	650	1763	1850	784	1749	1789	1382	0	0	1422	0	1585
Q Serve(g_s), s	7.8	4.6	4.6	0.1	12.5	12.5	0.0	0.0	0.0	1.6	0.0	7.2
Cycle Q Clear(g_c), s	20.3	4.6	4.6	4.7	12.5	12.5	0.2	0.0	0.0	1.9	0.0	7.2
Prop In Lane	1.00		0.02	1.00		0.16	0.25		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	482	1335	1401	633	1324	1355	201	0	0	236	0	173
V/C Ratio(X)	0.25	0.23	0.23	0.00	0.31	0.31	0.02	0.00	0.00	0.14	0.00	0.76
Avail Cap(c_a), veh/h	482	1335	1401	633	1324	1355	349	0	0	395	0	352
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.0	3.2	3.2	7.8	8.5	8.5	35.8	0.0	0.0	36.5	0.0	38.9
Incr Delay (d2), s/veh	1.2	0.4	0.4	0.0	0.6	0.6	0.0	0.0	0.0	0.3	0.0	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.3	1.3	0.0	5.4	5.6	0.1	0.0	0.0	0.7	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.3	3.6	3.6	7.8	9.1	9.1	35.8	0.0	0.0	36.8	0.0	45.4
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		750			841			4			164	
Approach Delay, s/veh		4.5			9.1			35.8			43.7	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.9		74.1		15.9		74.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		58.0		20.0		58.0				
Max Q Clear Time (g_c+I1), s		2.2		22.3		9.2		14.5				
Green Ext Time (p_c), s		0.0		5.4		0.4		6.9				

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

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	14	1	11	3	110	21	8	154	3
Future Vol, veh/h	0	0	0	14	1	11	3	110	21	8	154	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	5	5	5	2	2	2
Mvmt Flow	0	0	0	15	1	12	3	117	22	9	164	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	325	329	166	318	319	128	167	0	0	139	0	0
Stage 1	184	184	-	134	134	-	-	-	-	-	-	-
Stage 2	141	145	-	184	185	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.15	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.245	-	-	2.218	-	-
Pot Cap-1 Maneuver	632	593	884	639	601	927	1393	-	-	1445	-	-
Stage 1	822	751	-	874	789	-	-	-	-	-	-	-
Stage 2	867	781	-	822	751	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	619	588	884	635	596	927	1393	-	-	1445	-	-
Mov Cap-2 Maneuver	619	588	-	635	596	-	-	-	-	-	-	-
Stage 1	820	746	-	872	787	-	-	-	-	-	-	-
Stage 2	853	779	-	816	746	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	10.1	0.2	0.4
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1393	-	-	-	731	1445	-	-
HCM Lane V/C Ratio	0.002	-	-	-	0.038	0.006	-	-
HCM Control Delay (s)	7.6	0	-	0	10.1	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	616	784	14	0	22
Future Vol, veh/h	0	616	784	14	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	670	852	15	0	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	434
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	570
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	570
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

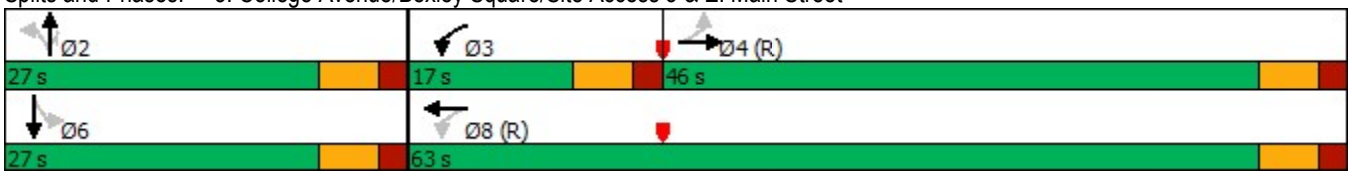
Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.6
HCM LOS			B

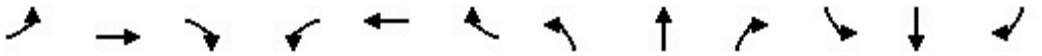
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	570
HCM Lane V/C Ratio	-	-	-	0.042
HCM Control Delay (s)	-	-	-	11.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Phase Number	2	3	4	6	8
Movement	NBTL	WBL	EBTL	SBTL	WBTL
Lead/Lag		Lead	Lag		
Lead-Lag Optimize		Yes	Yes		
Recall Mode	Min	None	C-Max	Min	C-Max
Maximum Split (s)	27	17	46	27	63
Maximum Split (%)	30.0%	18.9%	51.1%	30.0%	70.0%
Minimum Split (s)	16	13	26	16	26
Yellow Time (s)	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2
Minimum Initial (s)	10	7	20	10	20
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)					
Flash Dont Walk (s)					
Dual Entry	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	8	35	52	8	35
End Time (s)	35	52	8	35	8
Yield/Force Off (s)	29	46	2	29	2
Yield/Force Off 170(s)	29	46	2	29	2
Local Start Time (s)	46	73	0	46	73
Local Yield (s)	67	84	40	67	40
Local Yield 170(s)	67	84	40	67	40

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 52 (58%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green	

Splits and Phases: 3: College Avenue/Bexley Square/Site Access 3 & E. Main Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	834	67	127	631	20	86	11	224	69	16	61
Future Volume (veh/h)	25	834	67	127	631	20	86	11	224	69	16	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	26	869	70	132	657	21	90	11	233	72	17	64
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	0	0	0
Cap, veh/h	490	1795	145	396	2396	77	258	27	304	179	66	250
Arrive On Green	0.18	0.18	0.18	0.07	0.68	0.68	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	768	3357	270	1795	3543	113	957	144	1598	1154	349	1314
Grp Volume(v), veh/h	26	464	475	132	332	346	101	0	233	72	0	81
Grp Sat Flow(s),veh/h/ln	768	1791	1837	1795	1791	1865	1101	0	1598	1154	0	1663
Q Serve(g_s), s	2.5	21.0	21.0	2.6	6.6	6.6	5.7	0.0	12.4	5.5	0.0	3.7
Cycle Q Clear(g_c), s	2.5	21.0	21.0	2.6	6.6	6.6	9.4	0.0	12.4	14.9	0.0	3.7
Prop In Lane	1.00		0.15	1.00		0.06	0.89		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	490	958	982	396	1211	1261	285	0	304	179	0	317
V/C Ratio(X)	0.05	0.48	0.48	0.33	0.27	0.27	0.35	0.00	0.77	0.40	0.00	0.26
Avail Cap(c_a), veh/h	490	958	982	481	1211	1261	344	0	373	228	0	388
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.3	25.9	25.9	10.3	5.8	5.8	34.7	0.0	34.5	40.1	0.0	31.0
Incr Delay (d2), s/veh	0.2	1.7	1.6	0.5	0.6	0.5	0.7	0.0	7.5	1.5	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	10.4	10.7	1.0	2.4	2.5	2.1	0.0	5.4	1.6	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.5	27.6	27.5	10.8	6.3	6.3	35.4	0.0	42.0	41.6	0.0	31.4
LnGrp LOS	B	C	C	B	A	A	D	A	D	D	A	C
Approach Vol, veh/h		965			810			334			153	
Approach Delay, s/veh		27.3			7.1			40.0			36.2	
Approach LOS		C			A			D			D	

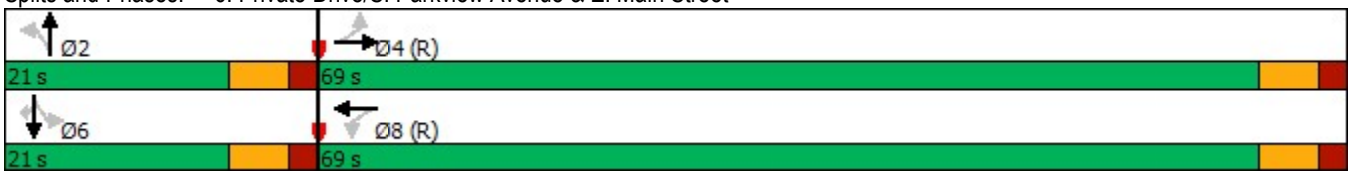
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		23.1	12.7	54.1		23.1		66.9				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		21.0	11.0	40.0		21.0		57.0				
Max Q Clear Time (g_c+I1), s		14.4	4.6	23.0		16.9		8.6				
Green Ext Time (p_c), s		0.8	0.2	6.2		0.2		5.1				

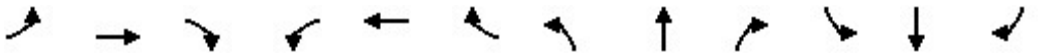
Intersection Summary												
HCM 6th Ctrl Delay			22.5									
HCM 6th LOS			C									

Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	None	C-Min	None	C-Min
Maximum Split (s)	21	69	21	69
Maximum Split (%)	23.3%	76.7%	23.3%	76.7%
Minimum Split (s)	16	26	16	26
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	10	20	10	20
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	69	0	69	0
End Time (s)	0	69	0	69
Yield/Force Off (s)	84	63	84	63
Yield/Force Off 170(s)	84	63	84	63
Local Start Time (s)	69	0	69	0
Local Yield (s)	84	63	84	63
Local Yield 170(s)	84	63	84	63

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	45
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green	

Splits and Phases: 6: Private Drive/S. Parkview Avenue & E. Main Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	877	11	4	720	79	6	6	6	52	3	110
Future Volume (veh/h)	148	877	11	4	720	79	6	6	6	52	3	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1870	1870	1870
Adj Flow Rate, veh/h	153	904	11	4	742	81	6	6	6	54	3	113
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	2	2	2
Cap, veh/h	587	2742	33	496	2464	269	91	83	60	227	11	175
Arrive On Green	0.76	0.76	0.76	1.00	1.00	1.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	670	3624	44	615	3257	355	339	757	548	1356	96	1585
Grp Volume(v), veh/h	153	447	468	4	408	415	18	0	0	57	0	113
Grp Sat Flow(s),veh/h/ln	670	1791	1877	615	1791	1821	1644	0	0	1452	0	1585
Q Serve(g_s), s	6.5	7.3	7.3	0.1	0.0	0.0	0.0	0.0	0.0	2.3	0.0	6.1
Cycle Q Clear(g_c), s	6.5	7.3	7.3	7.3	0.0	0.0	0.8	0.0	0.0	3.1	0.0	6.1
Prop In Lane	1.00		0.02	1.00		0.20	0.33		0.33	0.95		1.00
Lane Grp Cap(c), veh/h	587	1355	1420	496	1355	1378	234	0	0	238	0	175
V/C Ratio(X)	0.26	0.33	0.33	0.01	0.30	0.30	0.08	0.00	0.00	0.24	0.00	0.65
Avail Cap(c_a), veh/h	587	1355	1420	496	1355	1378	323	0	0	318	0	264
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.5	3.6	3.6	0.4	0.0	0.0	36.0	0.0	0.0	37.0	0.0	38.4
Incr Delay (d2), s/veh	1.1	0.7	0.6	0.0	0.6	0.5	0.1	0.0	0.0	0.5	0.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.0	2.1	0.0	0.2	0.2	0.4	0.0	0.0	1.2	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.5	4.2	4.2	0.4	0.6	0.5	36.1	0.0	0.0	37.5	0.0	42.4
LnGrp LOS	A	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		1068			827			18			170	
Approach Delay, s/veh		4.2			0.5			36.1			40.7	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.9		74.1		15.9		74.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		15.0		63.0		15.0		63.0				
Max Q Clear Time (g_c+I1), s		2.8		9.3		8.1		9.3				
Green Ext Time (p_c), s		0.0		9.0		0.3		6.8				

Intersection Summary												
HCM 6th Ctrl Delay			6.0									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	1	12	0	2	3	209	9	2	144	2
Future Vol, veh/h	0	0	1	12	0	2	3	209	9	2	144	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	4	4	4
Mvmt Flow	0	0	1	13	0	2	3	222	10	2	153	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	392	396	154	392	392	227	155	0	0	232	0	0
Stage 1	158	158	-	233	233	-	-	-	-	-	-	-
Stage 2	234	238	-	159	159	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.236	-	-
Pot Cap-1 Maneuver	571	544	897	571	547	817	1438	-	-	1324	-	-
Stage 1	849	771	-	775	716	-	-	-	-	-	-	-
Stage 2	774	712	-	848	770	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	568	542	897	569	545	817	1438	-	-	1324	-	-
Mov Cap-2 Maneuver	568	542	-	569	545	-	-	-	-	-	-	-
Stage 1	847	769	-	773	715	-	-	-	-	-	-	-
Stage 2	770	711	-	845	768	-	-	-	-	-	-	-

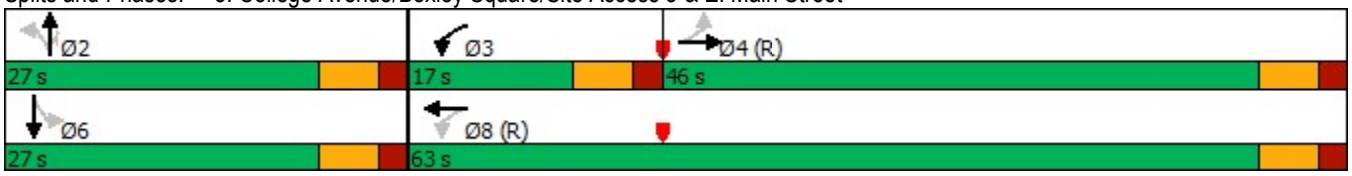
Approach	EB	WB	NB	SB
HCM Control Delay, s	9	11.2	0.1	0.1
HCM LOS	A	B		

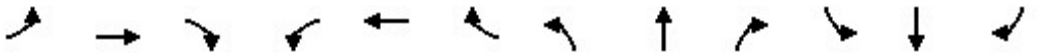
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1438	-	-	897	595	1324	-	-
HCM Lane V/C Ratio	0.002	-	-	0.001	0.025	0.002	-	-
HCM Control Delay (s)	7.5	0	-	9	11.2	7.7	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Phase Number	2	3	4	6	8
Movement	NBTL	WBL	EBTL	SBTL	WBTL
Lead/Lag		Lead	Lag		
Lead-Lag Optimize		Yes	Yes		
Recall Mode	Min	None	C-Max	Min	C-Max
Maximum Split (s)	27	17	46	27	63
Maximum Split (%)	30.0%	18.9%	51.1%	30.0%	70.0%
Minimum Split (s)	16	13	26	16	26
Yellow Time (s)	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2
Minimum Initial (s)	10	7	20	10	20
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)					
Flash Dont Walk (s)					
Dual Entry	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	8	35	52	8	35
End Time (s)	35	52	8	35	8
Yield/Force Off (s)	29	46	2	29	2
Yield/Force Off 170(s)	29	46	2	29	2
Local Start Time (s)	46	73	0	46	73
Local Yield (s)	67	84	40	67	40
Local Yield 170(s)	67	84	40	67	40

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 52 (58%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green	

Splits and Phases: 3: College Avenue/Bexley Square/Site Access 3 & E. Main Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	831	67	127	642	32	86	21	224	92	25	66
Future Volume (veh/h)	40	831	67	127	642	32	86	21	224	92	25	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	42	866	70	132	669	33	90	22	233	96	26	69
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	0	0	0
Cap, veh/h	461	1706	138	379	2257	111	263	57	346	200	100	265
Arrive On Green	0.17	0.17	0.17	0.07	0.65	0.65	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	751	3356	271	1795	3474	171	878	262	1598	1142	460	1220
Grp Volume(v), veh/h	42	462	474	132	345	357	112	0	233	96	0	95
Grp Sat Flow(s),veh/h/ln	751	1791	1836	1795	1791	1854	1140	0	1598	1142	0	1680
Q Serve(g_s), s	4.3	21.1	21.1	2.8	7.5	7.5	5.8	0.0	12.0	7.4	0.0	4.2
Cycle Q Clear(g_c), s	4.3	21.1	21.1	2.8	7.5	7.5	10.0	0.0	12.0	17.4	0.0	4.2
Prop In Lane	1.00		0.15	1.00		0.09	0.80		1.00	1.00		0.73
Lane Grp Cap(c), veh/h	461	910	933	379	1164	1205	319	0	346	200	0	364
V/C Ratio(X)	0.09	0.51	0.51	0.35	0.30	0.30	0.35	0.00	0.67	0.48	0.00	0.26
Avail Cap(c_a), veh/h	461	910	933	464	1164	1205	342	0	373	219	0	392
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.2	27.2	27.2	11.4	6.8	6.8	32.8	0.0	32.3	39.3	0.0	29.3
Incr Delay (d2), s/veh	0.4	2.0	2.0	0.5	0.6	0.6	0.7	0.0	4.3	1.8	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	10.6	10.8	1.1	2.8	2.9	2.2	0.0	5.0	2.2	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	29.2	29.2	11.9	7.5	7.5	33.4	0.0	36.6	41.1	0.0	29.6
LnGrp LOS	C	C	C	B	A	A	C	A	D	D	A	C
Approach Vol, veh/h		978			834			345			191	
Approach Delay, s/veh		28.8			8.2			35.6			35.4	
Approach LOS		C			A			D			D	

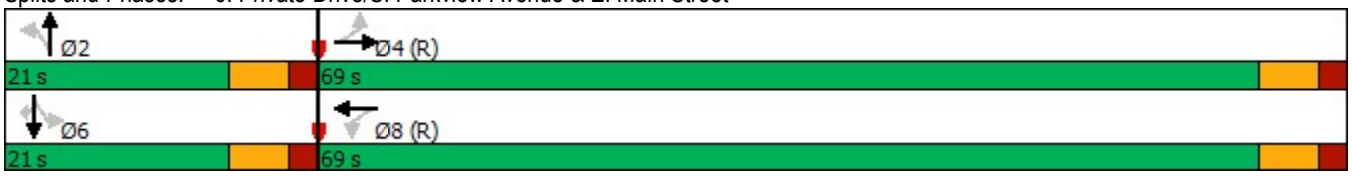
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		25.5	12.7	51.7		25.5		64.5				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		21.0	11.0	40.0		21.0		57.0				
Max Q Clear Time (g_c+I1), s		14.0	4.8	23.1		19.4		9.5				
Green Ext Time (p_c), s		0.9	0.2	6.3		0.1		5.4				

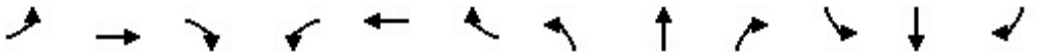
Intersection Summary												
HCM 6th Ctrl Delay			23.0									
HCM 6th LOS			C									

Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	None	C-Min	None	C-Min
Maximum Split (s)	21	69	21	69
Maximum Split (%)	23.3%	76.7%	23.3%	76.7%
Minimum Split (s)	16	26	16	26
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	10	20	10	20
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	69	0	69	0
End Time (s)	0	69	0	69
Yield/Force Off (s)	84	63	84	63
Yield/Force Off 170(s)	84	63	84	63
Local Start Time (s)	69	0	69	0
Local Yield (s)	84	63	84	63
Local Yield 170(s)	84	63	84	63

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	45
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green	

Splits and Phases: 6: Private Drive/S. Parkview Avenue & E. Main Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	888	11	4	736	80	6	6	6	53	3	117
Future Volume (veh/h)	163	888	11	4	736	80	6	6	6	53	3	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1870	1870	1870
Adj Flow Rate, veh/h	168	915	11	4	759	82	6	6	6	55	3	121
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	2	2	2
Cap, veh/h	489	2742	33	490	2466	266	91	83	60	228	10	175
Arrive On Green	0.76	0.76	0.76	0.51	0.51	0.51	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	659	3625	44	609	3261	352	338	755	547	1357	95	1585
Grp Volume(v), veh/h	168	452	474	4	417	424	18	0	0	58	0	121
Grp Sat Flow(s),veh/h/ln	659	1791	1877	609	1791	1822	1640	0	0	1451	0	1585
Q Serve(g_s), s	11.7	7.4	7.4	0.3	12.2	12.2	0.0	0.0	0.0	2.4	0.0	6.6
Cycle Q Clear(g_c), s	23.9	7.4	7.4	7.7	12.2	12.2	0.8	0.0	0.0	3.2	0.0	6.6
Prop In Lane	1.00		0.02	1.00		0.19	0.33		0.33	0.95		1.00
Lane Grp Cap(c), veh/h	489	1355	1420	490	1355	1378	234	0	0	238	0	175
V/C Ratio(X)	0.34	0.33	0.33	0.01	0.31	0.31	0.08	0.00	0.00	0.24	0.00	0.69
Avail Cap(c_a), veh/h	489	1355	1420	490	1355	1378	322	0	0	318	0	264
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.7	3.6	3.6	9.4	8.4	8.4	36.0	0.0	0.0	37.0	0.0	38.6
Incr Delay (d2), s/veh	1.9	0.7	0.6	0.0	0.6	0.6	0.1	0.0	0.0	0.5	0.0	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.1	2.1	0.0	5.4	5.5	0.4	0.0	0.0	1.2	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.6	4.2	4.2	9.4	9.0	9.0	36.1	0.0	0.0	37.5	0.0	43.4
LnGrp LOS	B	A	A	A	A	A	D	A	A	D	A	D
Approach Vol, veh/h		1094			845			18			179	
Approach Delay, s/veh		5.2			9.0			36.1			41.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.9		74.1		15.9		74.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		15.0		63.0		15.0		63.0				
Max Q Clear Time (g_c+I1), s		2.8		25.9		8.6		14.2				
Green Ext Time (p_c), s		0.0		8.9		0.3		7.0				

Intersection Summary												
HCM 6th Ctrl Delay			10.0									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	1	21	0	9	3	208	26	9	143	2
Future Vol, veh/h	0	0	1	21	0	9	3	208	26	9	143	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	4	4	4
Mvmt Flow	0	0	1	22	0	10	3	221	28	10	152	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	419	428	153	415	415	235	154	0	0	249	0	0
Stage 1	173	173	-	241	241	-	-	-	-	-	-	-
Stage 2	246	255	-	174	174	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.236	-	-
Pot Cap-1 Maneuver	548	522	898	551	531	809	1439	-	-	1305	-	-
Stage 1	834	760	-	767	710	-	-	-	-	-	-	-
Stage 2	762	700	-	833	759	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	538	517	898	546	526	809	1439	-	-	1305	-	-
Mov Cap-2 Maneuver	538	517	-	546	526	-	-	-	-	-	-	-
Stage 1	832	754	-	765	709	-	-	-	-	-	-	-
Stage 2	751	699	-	825	753	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	11.3	0.1	0.5
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1439	-	-	898	605	1305	-	-
HCM Lane V/C Ratio	0.002	-	-	0.001	0.053	0.007	-	-
HCM Control Delay (s)	7.5	0	-	9	11.3	7.8	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	943	793	14	0	15
Future Vol, veh/h	0	943	793	14	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1025	862	15	0	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	439
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	566
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	566
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	566
HCM Lane V/C Ratio	-	-	-	0.029
HCM Control Delay (s)	-	-	-	11.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1